



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 21 MAY 2008

AT 3.00 PM

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

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

Community Board Adviser

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**PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
PART C - DELEGATED DECISIONS**

INDEX	PG NO	
PART B	3	1. APOLOGIES
PART C	3	2. CONFIRMATION OF MEETING REPORTS – 7 MAY 2008
PART B	24	3. DEPUTATIONS BY APPOINTMENT 3.1 ROSS EDGAR – TREE REMOVAL BANGOR STREET
PART B	24	4. PRESENTATION OF PETITIONS
PART B	24	5. NOTICES OF MOTION
PART B	24	6. CORRESPONDENCE
PART B	24	7. BRIEFINGS
PART C	25	8. PROPOSED ROAD NAMING
PART C	28	9. GLENDEVERE TERRACE - PROPOSED NO STOPPING RESTRICTION

INDEX	PG NO		
PART C	33	10.	VOGEL STREET – PROPOSED NO STOPPING RESTRICTION
PART C	36	11.	TUAM STREET - PROPOSED 60 MINUTE PARKING RESTRICTIONS AND 60 MINUTE MOTORCYCLE PARKING RESTRICTION
PART C	39	12.	COLOMBO STREET (NORTH) - PROPOSED 120 MINUTE PARKING RESTRICTION
PART A	42	13.	QUEENSPARK BUS PRIORITY
PART C	162	14.	APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – MATTHEW HOPPER, DARCIE WILLIS, CHLOE WILLIAMS, AKAMI MCCALLUM
PART C	165	15.	APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD DISCRETIONARY FUNDING –HEATHCOTE VALLEY COMMUNITY ASSOCIATION
PART A	173	16.	KEY LOCAL ORGANISATIONS FOR HAGLEY/FERRYMEAD, STRENGTHENING COMMUNITIES FUND
PART B	181	17.	COMMUNITY BOARD ADVISER'S REPORT
PART B	181	18.	MEMBERS' QUESTIONS
PART C	181	19.	RESOLUTION TO EXCLUDE THE PUBLIC

21. 5. 2008

- 3 -

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT - 7 MAY 2008**

The report of the Board's ordinary meeting of 7 May 2008 is **attached**.

STAFF RECOMMENDATION

That the report of the Board's ordinary meeting held on 7 May 2008, be confirmed.

21. 5. 2008

- 4 -

12. 6. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 7 May 2008 at 3pm
in the Boardroom, Linwood Service Centre**

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

APOLOGIES: An apology for absence was received and accepted from David Cox.

Brenda Lowe-Johnson retired temporarily and was absent for part of clause 18. John Freeman retired temporarily and was absent for Clauses 1, 2 and 3.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CASHEL STREET BY CANTERBURY MAZDA – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval of the installation of a P5 Loading Zone (Goods Vehicle Only) in Cashel Street, east of Madras Street outside Canterbury Mazda and Blackwell Motors.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time, however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.

5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the city's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street outside Canterbury Mazda. This will replace the existing 'P60' parking restriction. It will be positioned immediately downstream of the main vehicle entrance for improved access. The required minimum length of the loading zone is 26 metres. This will provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicles to unload/load.
8. The proposal will serve both Canterbury Mazda and Blackwell Motors dealerships for vehicle delivery purposes. Both dealerships are supportive of the initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

9. An estimate cost of this work is \$1000.

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

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

LEGAL CONSIDERATIONS

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

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-Community and safety.

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Consultation has been carried out with Canterbury Mazda and Blackwell Motors. A meeting has been held with the Dealer Principal from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street to service their businesses.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the 60 minutes parking restriction on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. MANCHESTER STREET BY COCKRAM NISSAN – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to extend an existing 'P5 Loading Zone (Goods Vehicle Only)' in Manchester Street, south of Mortimer Place outside Cockram Nissan.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.

7. In this instance, it is proposed to extend the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside Cockram Nissan. Currently the car transporter is overhanging the marked loading zone box and infringing on the broken yellow "no stopping" lines. This will be achieved by removing a small portion of the existing no stopping lines that extend back from the Moorhouse Avenue intersection.
8. The extended 'P5 Loading Zone (Goods Vehicles Only)' will be vacant for most of the day due to its "Goods Vehicle Only" status hence there is no expected level of service reduction to traffic using the left turn traffic lane. It is noted that the length of each visit to the site by the car transporter is an average of 10 minutes. The extended loading zone is positioned immediately downstream of Mortimer Place to afford easy access to the loading zone.
9. The minimum length of the loading zone required is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading. In this instance, 26 metres is not achievable so, a 24 metres length loading zone is proposed. The manoeuvring area will take place at the Manchester Street/Mortimer Place intersection. Mortimer Place is a low volume cul de sac which provides access to Cockram Nissans service reception and vehicle storage areas.
10. Cockram Nissan is supportive of this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

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

LEGAL CONSIDERATIONS

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Cockram Nissan. A meeting has been held with a representative from the dealership to seek opinions and views to the needs of their business. Cockram Nissan supports the extension of the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside its dealership.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the existing "P5 Loading Zone (Goods Vehicles Only)" on the east side of Manchester Street, commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 10.5 metres, be revoked.
- (b) That the existing stopping of vehicles be prohibited at all times, outside Cockram Nissan on the east side of Manchester Street commencing at a point 16.5 metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 13.5 metres, be revoked.
- (c) That a "Loading Zone (Goods Vehicles Only) for a maximum period of 5 minutes" be created on the east side of Manchester Street commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 24 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. MOORHOUSE AVENUE – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to install a 'P5 Loading Zone (Goods Vehicle Only)' in Moorhouse Avenue, east of Montreal Street, outside Paul's Cars and Transworld Motors.

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.

6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Moorhouse Avenue outside Paul's Cars and Transworld Motors. This will replace the existing P60 parking restriction. It will be positioned immediately downstream of the vehicle entrance to Paul's Cars to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. At this location, a shorter loading zone of only 24 metres can be achieved due to driveway locations, however, the area immediately west of the driveway to Paul's Cars is a bus stop where manoeuvring can take place if required. It must be noted that a 26 metre loading zone is required for the largest car transporter.
9. The proposal will serve both Paul's Cars and Transworld Motors car yards for vehicle delivery purposes. Both yards are supportive of this initiative to remove loading from the live traffic lane hence they support this proposal.
10. Concern has been expressed at the loss of kerb side parking for the car yards customers. Currently the existing P60 parking restriction outside Paul's Cars and Transworld Motors can accommodate up to four vehicles. This area is proposed to be replaced by the P5 Loading Zone (Goods Vehicles Only). Immediately to the west of Paul's Cars entrance is an existing bus stop of 26 metre in length. It is proposed to relocate this bus stop further to the west and adjacent to Montreal Street (**attachment 1** refers). This will allow three car parking spaces to be established in the position of the existing bus stop.
11. By relocating the bus stop and establishing car parking in its original position, will result in the loss of one on-street car parking space. Both car yards have good on site customer car parking facilities, therefore the loss of one on street car park is not seen as a significant issue.
12. Relocating of the bus stop west towards Montreal Street will provide better access to the stop for the bus. The proposed relocated bus stop will be 21.5 metres in length giving adequate manoeuvring space for the bus to pull in and out of the stop. Environment Canterbury (ECAN) has been consulted and has agreed to this change.

FINANCIAL IMPLICATIONS

13. An estimate cost of this work is \$1000.

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

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

LEGAL CONSIDERATIONS

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

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out with Paul's Cars and Transworld Motors car yards. A meeting has been held with a representative from each yard to seek opinions and views to the needs of their businesses. Both car yards support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)', the bus stop and car parking relocation on the northern side of Moorhouse Avenue to service their businesses. ECAN has been consulted and support the relocation of the bus stop.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) The existing 60 minute parking restriction on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres be revoked.
- (b) The existing stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (c) The existing 'Bus Stop' restriction on the north side of Moorhouse Avenue commencing at a point 25.5 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (d) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 15 metres.
- (f) That a 'Bus Stop' be installed on the north side of Moorhouse Avenue commencing at a point 15 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 21.5 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

4. ST ASAPH STREET BY EUOMARQUE CITREON – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to install a 'P5 Loading Zone (Goods Vehicle Only)' in St Asaph Street, west of Durham Street, outside the Euomarque Citroen dealership.

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to install a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street outside the Euomarque Citroen dealership. The proposed loading zone will replace a length of existing 'P60' restricted parking. It will be positioned immediately downstream of their main vehicle entrance to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. A loading zone of 26 metres in length cannot be achieved in this location due to driveway access to businesses. However, a shorter length loading zone of 22 metres can be provided. The ramp deployment and a manoeuvring area will be partially over the entrance but access will still be available.
9. Cockram Group dealership, which owns Euomarque Citroen is supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

10. An estimate cost of this work is \$500.

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

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

LEGAL CONSIDERATIONS

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

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation has been carried out with the Cockram Group dealership. A meeting has been held with the Managing Director from the dealership to seek opinions and views to the needs of their business. Cockram Group supports the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street to service their business needs.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the existing 60 minute parking restriction on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres, be revoked.
- (b) That a 'Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes' be created on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

5. TUAM STREET BY ARCHIBALDS – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to install a 'P5 Loading Zone (Goods Vehicle Only)' on Tuam Street, east of Antigua Street outside Archibalds on Tuam.

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. By installing and extending or relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street, east of Antigua Street, outside Archibalds on Tuam. This will replace a section of broken yellow "no stopping" lines extending back from the Antigua Street intersection. It will be positioned immediately downstream of Archibalds on Tuam's vehicle entrance to their service workshop to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. The existing broken yellow "no stopping" lines extend 85 metres back from the intersection of Antigua Street to allow for a left and through traffic lane. However, the left and through lane is seldom used to its full capacity. Currently the car transporter is unloading on the existing no stopping lines with no effect to traffic flow. This proposal formalises the current situation.
9. Due to kerb side length between existing driveways the maximum length of loading zone achievable is 23 metres. This is slightly less than desirable but no adverse effects are anticipated.

10. The proposal will serve both Archibalds on Tuam dealership and the neighbouring yard of Archibald Barr Motor Company for vehicle delivery purposes. Both dealerships are supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

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

LEGAL CONSIDERATIONS

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

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Archibalds on Tuam and Archibald Barr Motor Company. A meeting has been held with a representative from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street to service their businesses.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres, be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minute" be created on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

6. DEPUTATIONS BY APPOINTMENT

6.1 OLIVER CLIFFORD

Oliver Clifford, recipient of the Board's Youth Development Fund, spoke to the Board about his trip to the Hague International Model United Nations. Oliver thanked the Board for its assistance and provided examples of his experience and his learnings.

The Chairman thanked Oliver for his presentation.

6.2 REDCLIFFS RESIDENTS' ASSOCIATION

Alison Powell and Topsy Rule spoke to the Board on behalf of the Redcliffs Residents' Association, regarding Clause 15. They expressed concern at the content of the report and the lack of time for residents to consider its content. They asked that the Board defer consideration of the report to allow residents sufficient time to consider it properly.

The Chairman thanked Mrs Powell and Mrs Rule for their submission.

This deputation was considered as part of Clause 15.

6.3 KENDAL SMITH AND JAMES BECK OF ATTITUDE

Kendal Smith and James Beck of Attitude (Programmes for Schools) provided members with an overview of the Attitude programme. The Attitude programme targets young people and teenagers by going out to high schools and delivers seminars for students on issues such as mental health issues, sex, and relationships. In 2007, the programme went to 84 percent of high schools nationwide, and 100 percent of high schools in Christchurch. Ms Smith advised that an evaluation of the programme carried out in 2007 was positive with 91 percent of those surveyed rating the programme as 'worthwhile' or 'really worthwhile'.

The Chairperson thanked Ms Smith and Mr Beck for their submission.

7. PRESENTATION OF PETITIONS

Nil.

8. NOTICE OF MOTION

Nil.

9. CORRESPONDENCE

Nil.

10. BRIEFINGS

Nil.

11. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and other relevant information, including whether there was a need for microphones in the Boardroom.

The Board **agreed** to write a letter to the Chief Executive expressing its dissatisfaction at the delay of getting microphones for the Board room and request that funds be found from the operational budget to outfit the Board room.

12. MEMBER'S QUESTIONS

Bob Todd asked if the Board could be advised when remedial work in the Moa Caves, Redcliffs, would be complete and what the project costs to date were.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MEETING REPORT – 16 APRIL 2008 AND 17 APRIL 2008

The Board **resolved** to confirm the reports of its ordinary meeting of 16 April 2008 and extraordinary meeting of 17 April 2008 be accepted as a true and correct record.

14. PROPOSED NAME CHANGE FOR VIA MARIS WAY

The Board considered a report seeking approval to change the name of Via Maris Way to Rapanui Ridge.

The Board **resolved** to approve the proposed name change of Via Maris Way to Rapanui Ridge.

15. MAIN ROAD REDCLIFFS PEDESTRIAN CROSSING – RELOCATION / UPGRADE

The Board considered a report which provided information on options in relation to the existing pedestrian crossing on Main Road at the Redcliffs shopping village.

The Board **resolved** to defer consideration of the report for three months to allow the Redcliffs Residents' Association to consider the report.

16. MOORHOUSE AVENUE BY INDY CARS – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

The Board considered a report seeking approval to install a P5 loading zone and convert an existing loading zone to 'P5 at any time' in Moorhouse Avenue, west of Pilgrim Place, outside Indy Cars.

The Board **resolved** to approve :

- (a) That the existing P5 Loading Zone on the south side of Moorhouse Avenue commencing at a point 66.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 7.5 metres be revoked.
- (b) That the existing P5 Loading Zone on the south side of Moorhouse Avenue commencing at a point 81.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 8 metres be revoked.
- (c) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes" be created on the south side of Moorhouse Avenue commencing at a point 27 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 32 metres.

- (d) That the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Moorhouse Avenue commencing at a point 81.5 metres from its intersection with Pilgrim Place and extending in a westerly direction for a distance of 8 metres.

17. SELWYN STREET BY INTEGRITY SERVICE CENTRE – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

The Board considered a report seeking approval to install a P5 loading zone (Goods Vehicles Only) at number 480 Selwyn Street, north of Moorhouse Avenue, outside Integrity Service Centre.

The Board **resolved** to approve that a “Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes” be created on the east side of Selwyn Street commencing at a 64 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 19 metres.

18. ST ASAPH STREET BY AUTO SELECT – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

The Board considered a report seeking approval to install a P5 loading zone (Goods Vehicles Only) in St Asaph Street, west of Montreal Street, outside Auto Select and a ‘P30’ parking restriction in St Asaph Street outside Home Leader Bathroom Centre.

The Board **resolved** to approve:

- (a) That the existing ‘P30’ parking restriction on the south side of St Asaph Street commencing at a point 96 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 26 metres, be revoked.
- (b) That the existing ‘P30 (vehicles displaying mobility cards at any time)’ parking restriction on the south side of St Asaph Street commencing at a point 137 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 19 metres, be revoked.
- (c) That a ‘Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes’ be created on the south side of St Asaph Street commencing at a point 96 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 26 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of St Asaph Street commencing at a point 122 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 27 metres.

19. TUAM STREET BY MILES CONTINENTAL – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

The Board considered a report seeking approval to install a P5 Loading Zone (Goods Vehicles Only) on Tuam Street, west of Montreal Street, outside Miles Continental.

The Board **resolved** to approve, subject to staff to staff contacting Miles Continental regarding the option of placing the loading zone over one of their entrance areas:

- (a) That the existing pay and display parking restriction on the south side of Tuam Street commencing at a point 43 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 25 metres be revoked.
- (b) That a “Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes” be created on the south side of Tuam Street commencing at a point 43 metres from its intersection with Montreal Street and extending in a westerly direction for a distance of 25 metres.

21. 5. 2008

- 18 -

20. 2007/08 PROJECT AND DISCRETIONARY FUNDING – SIX MONTH ACCOUNTABILITY REPORT

The Board considered a report providing an update on the balance of its 2007/08 project funding allocations and progress on expenditure of those funds.

The Board **received** the report.

The meeting concluded at 5.05 pm.

CONFIRMED THIS 21ST DAY OF MAY 2008

**BOB TODD
CHAIRPERSON**

Proposed P5 LZ (GVO)

CASHEL STREET

MADRAS STREET

BARBADOES STREET

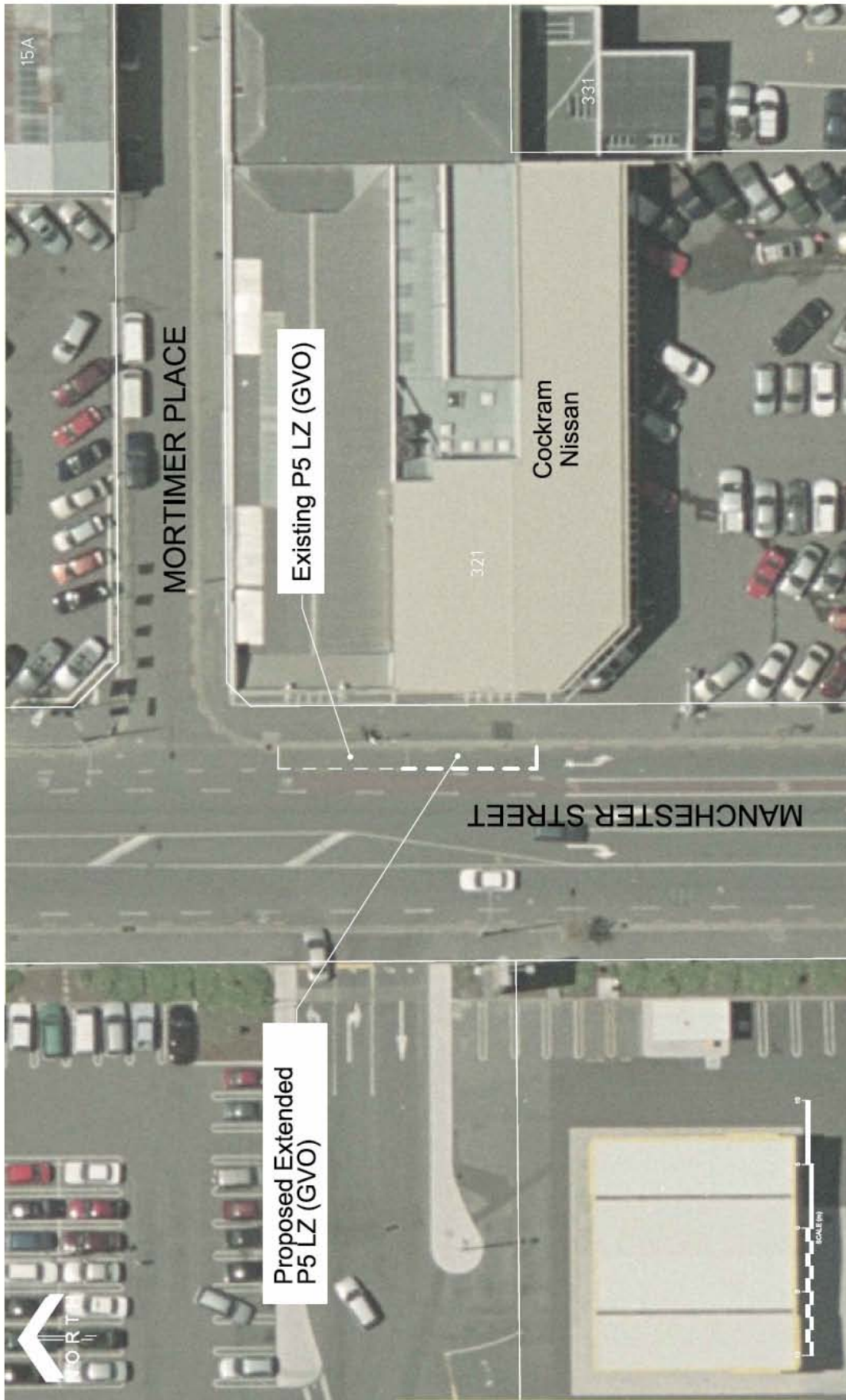
241, 245, 253, 260

Original Plan Size: A4
ISSUE.1 14/01/08
TP301623 MJR

CASHEL STREET
Proposed P5 Loading Zone (Goods Vehicles Only)
For Board Approval

CHRISTCHURCH
 CITY COUNCIL · YOUR PEOPLE · YOUR CITY

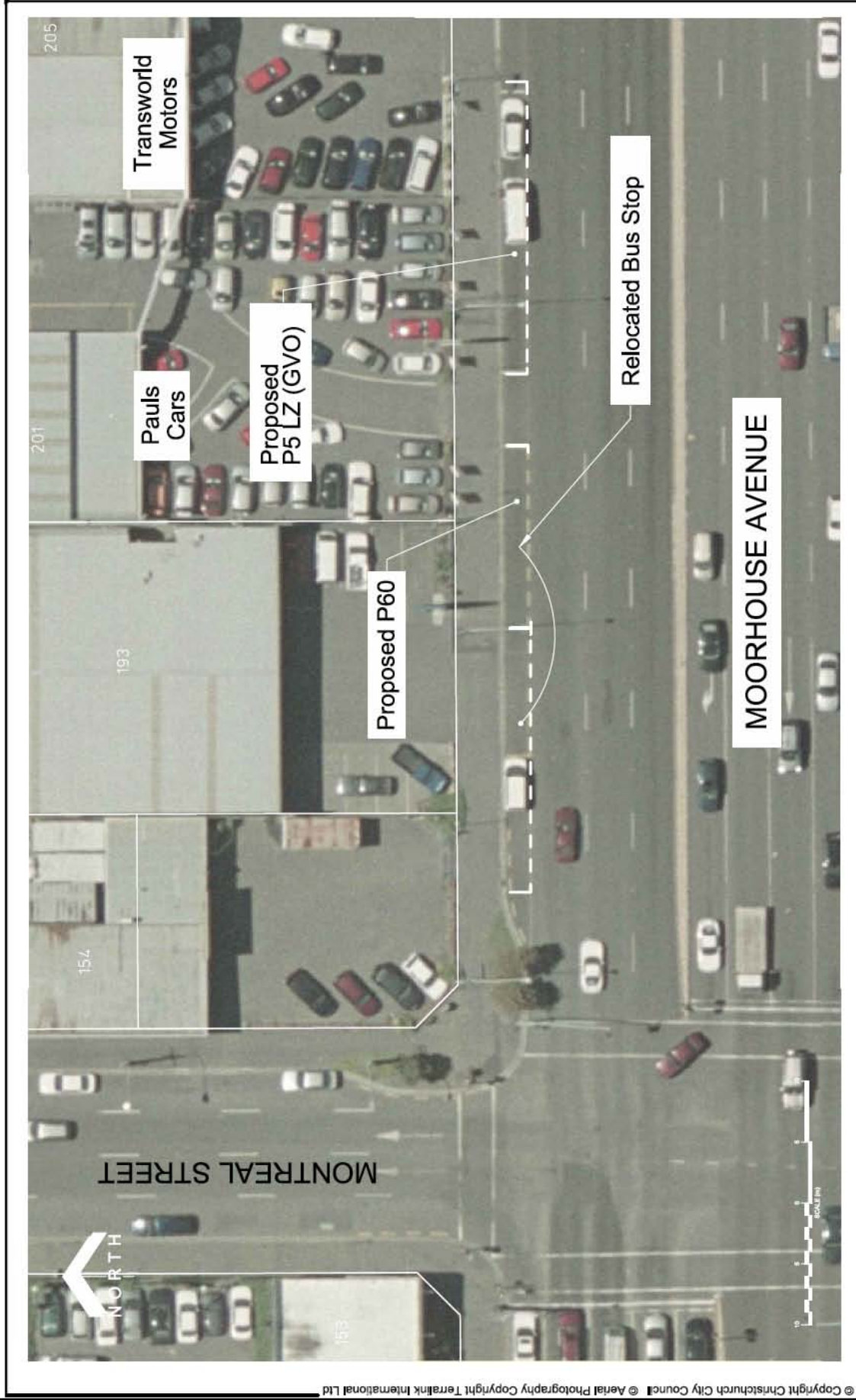
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Original Plan Size: A4
 ISSUE.1 11/01/08
 TP301622 MJR

MANCHESTER STREET
 Proposed P5 Loading Zone Extension (Goods Vehicles Only)
 For Board Approval



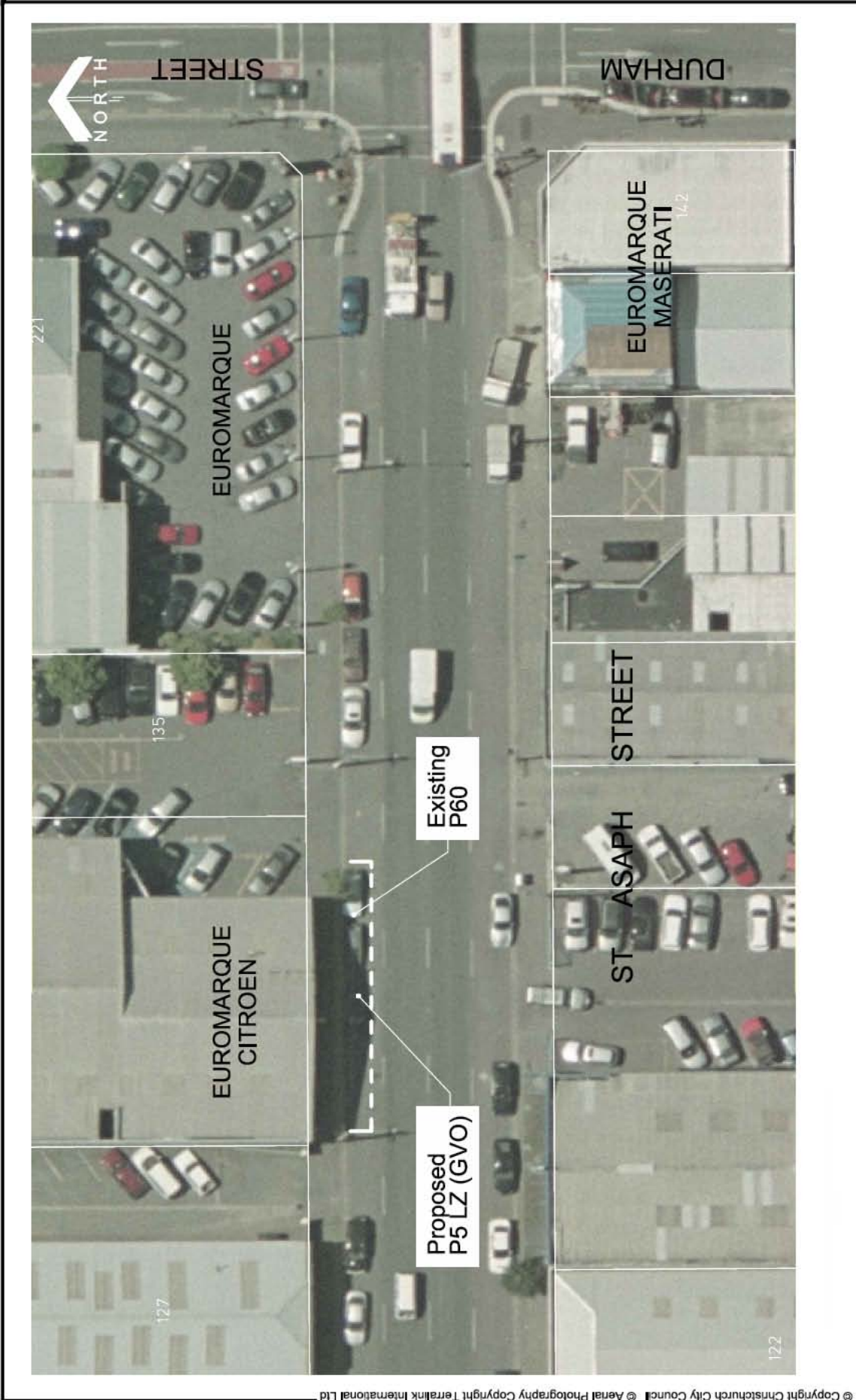


Original Plan Size: A4
 ISSUE: 1 14/04/08
 TP301625 MJR

MOORHOUSE AVENUE
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval



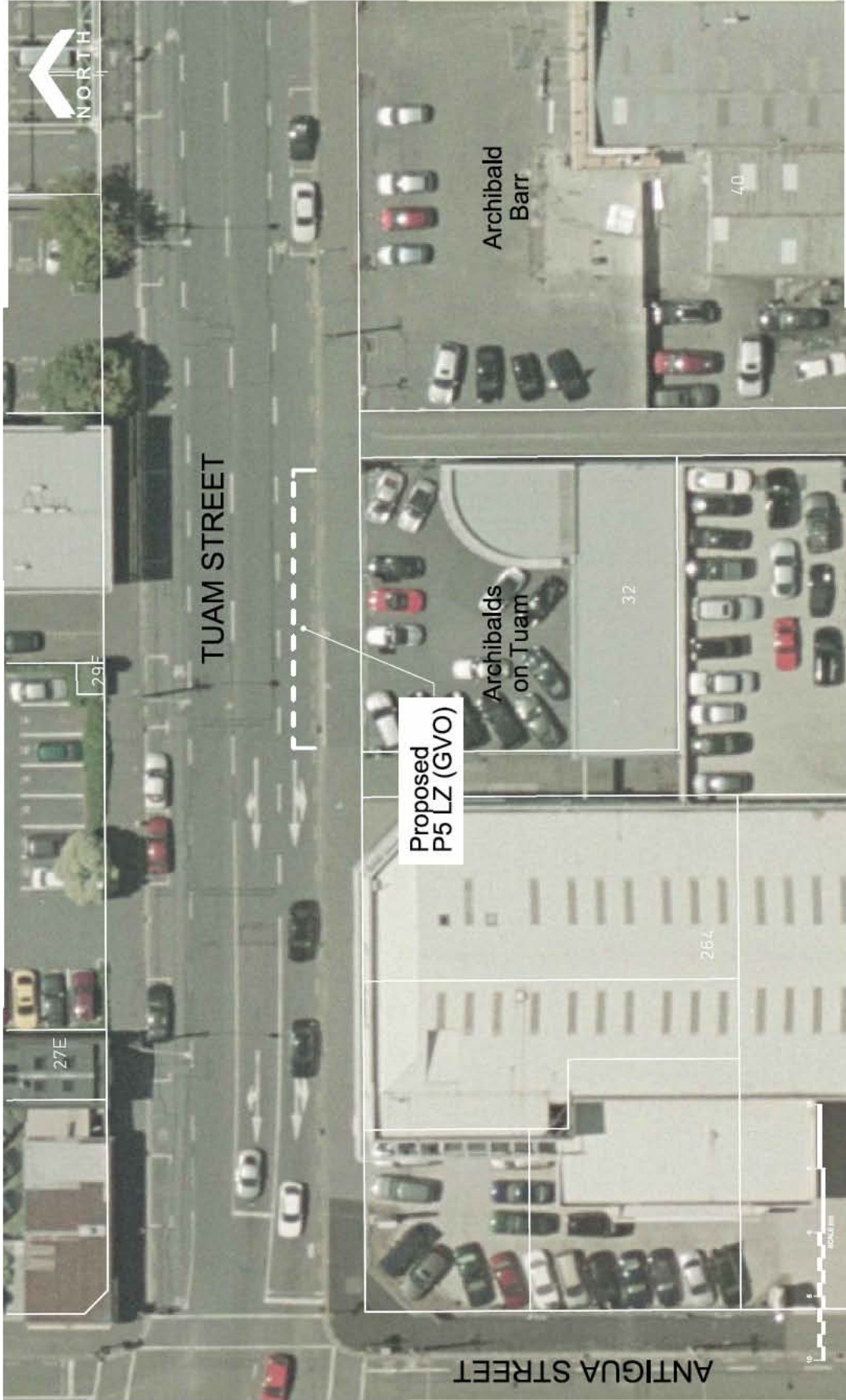
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Original Plan Size: A4
 ISSUE.1 22/01/08
 TP301627 MJR

ST ASAPH STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval





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Original Plan Size: A4
 ISSUE:1 25/01/08
 TP301626 MJR

TUAM STREET
 Proposed P5 Loading Zone (Goods Vehicles Only)
 For Board Approval





3. DEPUTATIONS BY APPOINTMENT

3.1 ROSS EDGAR - TREE REMOVAL BANGOR STREET

Mr Ross Edgar of Oxford Terrace wishes to speak to the Board about a Pin Oak tree in Bangor Street.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. PROPOSED ROAD NAMING

General Manager responsible:	General Manager Regulation & Democracy Services, DDI 941-8549
Officer responsible:	Unit Manager Environment Policy & Approvals
Author:	Bob Pritchard

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Hagley/Ferrymead Community Board's approval to one new road name.

EXECUTIVE SUMMARY

2. The approval of proposed new road and right-of-way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed names against the Council's road name database to ensure it will not be confused with names currently in use.
4. **RMA 20016535 3 CYPRESS STREET KEUNG INVESTMENTS**
This subdivision will create thirty-one new allotments to be served by a new cul-de-sac. Four names have been submitted by the applicants. Several other names were submitted, but were declined as being too similar to existing names already in use in Christchurch. Names with connections to the locality were considered, but again were declined as being similar to existing names. The names proposed do not have a connection with the locality, however, none of them will be confused with existing names. The names proposed in order of preference are:
 - **Merrilees Place.** This is a historic family name of one of the directors of the development company, with origins in the Czech Republic.
 - **Deimel Place.** Another family name of one of the directors.
 - **Cypriot Place.** A simple play on words with the new road running off Cypress Street. However Cypress Street is named after the tree, not the country, Cyprus.

FINANCIAL IMPLICATIONS

5. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

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

6. Not applicable.

LEGAL CONSIDERATIONS

7. Council has a statutory obligation to approve road names.

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

8. Yes. There are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Not applicable.

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

10. Not applicable.

ALIGNMENT WITH STRATEGIES

11. Not applicable.

8. Cont'd

Do the recommendations align with the Council's strategies?

12. Not applicable.

CONSULTATION FULFILMENT

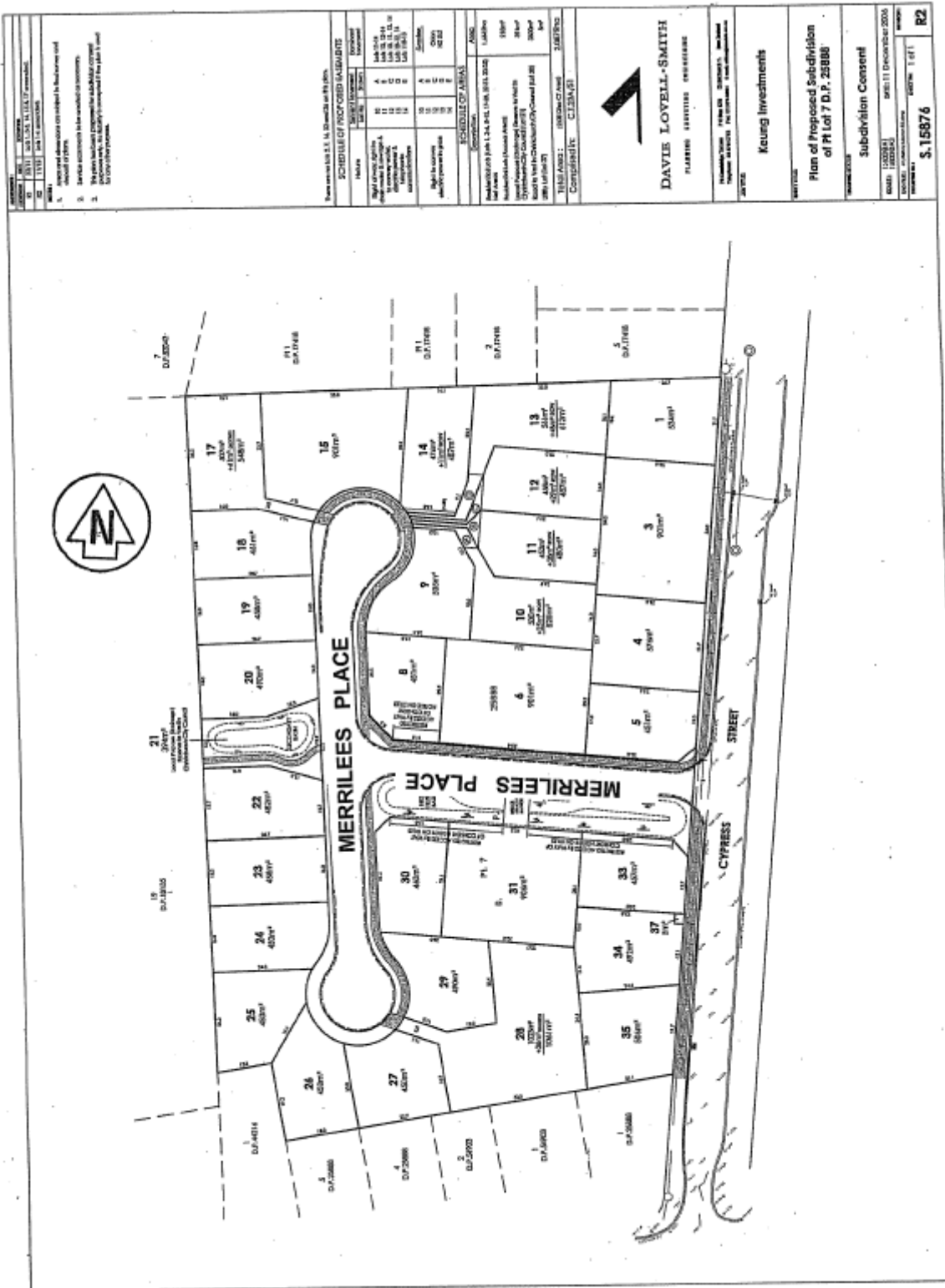
13. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and NZ Post. Where a Maori name is proposed Ngai Tahu are consulted.

STAFF RECOMMENDATION

It is recommended that the Board consider and approve the proposed names from either Merrilees Place, Deimel Place or Cypriot Place for this new road.

CHAIRPERSON'S RECOMMENDATION

For discussion.



9. GLENDEVERE TERRACE - PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a "No Stopping" restriction on the western side of Glendever Terrace from Dunkeld Lane to number 20 Glendever Terrace.

EXECUTIVE SUMMARY

2. The Council has received a petition signed by the residents of 22 properties in Glendever Terrace requesting that the Council install "No Stopping" lines on Glendever Terrace, starting at Dunkeld Lane and extending around the bend and terminating opposite number 20. They have stated that they are having difficulty exiting their driveways when vehicles are parked on both sides of the road. They are also concerned that other residents travelling downhill, around the bend could collide with residents travelling uphill or exiting their driveways.
3. An investigation has revealed that this is indeed the case, the road width is not wide enough to permit parking on both sides of this section of Glendever Terrace around this blind bend.
4. Installing the proposed "No Stopping" lines would rectify the problem and have very little to no effect on the residents in this street. The location of the proposed "No Stopping" lines, on the western side of Glendever Terrace is adjacent a steep bank which does not permit vehicle access to the properties above.
5. Out of the 26 residents in the street, there were only four residents that did not sign the petition and staff are lead to believe that they have no view either way. The Mount Pleasant Residents Association was consulted, discussing the matter at its 11 February 2008 meeting and is in support of the proposal.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is \$500.

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

7. The installation of road markings is within the LTCCP Street and Transport operational budgets.

LEGAL CONSIDERATIONS

8. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

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

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – safety.

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

11. This contributes to improve the level of service for safety.

9. Cont'd

ALIGNMENT WITH STRATEGIES

12. The recommendation aligns with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. A consultant engaged on behalf of the Council, met with the nominated spokespersons for the residents of Glendevere Terrace. The support for this proposal is overwhelming with only four residents in the street that did not sign the petition and Council staff believe that is because they are not affected either way, those residents have no view to either support or oppose the proposed installation of the "No Stopping" lines. The Mount Pleasant Residents Association was consulted, discussing the matter at its 11 February 2008 meeting and is in support of the proposal.

STAFF RECOMMENDATION

It is recommended that the Community Board approve that the stopping of vehicles be prohibited at any time on the west side of Glendevere Terrace, commencing at its intersection with Dunkeld Lane and extending in a northerly direction for a distance of 110 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

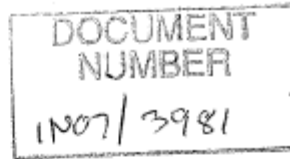


Proposed No Stopping Restriction

Original Plan Size: A4
 ISSUE.1 15/11/07
 TP301618 MJR

GLENDEVERE TERRACE
 Proposed No Stopping Restriction
 For Board Approval





To: Traffic Engineers
Christchurch City Council
PO Box 237, Christchurch

28 October 2007

From: Residents of Lower Glendevere Terrace

Re: Safety on Glendevere Terrace

The residents of Glendevere Terrace are concerned at the possibility of a serious accident on Glendevere Terrace below Dunkeld Lane because of the lack of vision as the road curves, particularly when vehicles are parked on both sides of Glendevere Terrace between Dunkeld Lane and approximately 20 Glendevere Terrace.

We would like the following:

- 1. No parking (broken yellow) lines on ~~both sides~~ ^{at least the N.W. side} of Glendevere Terrace from Dunkeld Lane to approximately 20 Glendevere Terrace.
- 2. A **Slow** sign on upper side of Glendevere Terrace just past Dunkeld Lane to warn descending traffic.

Please respond to Mrs Anne Frankland, 23 Glendevere Terrace, Redcliffs 8081

frankland@cyberpress.co.

Residents of Glendevere Terrace

Name	Address in Glendevere Terrace	Signature
A and D Frankland	23 at Frankland	<i>A Frankland</i>
P and D Hyland	23A	
J and P Bradfield	23B	<i>J Bradfield</i>
J and D Coles	27 <i>Dand Coles</i>	<i>J Coles</i>
K and B Marsh	27A <i>Marsh</i>	<i>K Marsh</i>
B and D Carey	29 <i>D.M. Carey</i>	<i>B Carey</i>
S and I Beaton	31	<i>S Beaton</i>
B and R Cook	38	<i>B Cook</i>
S and T Caldwell	36	<i>S Caldwell</i>
J and S Fairbairn	34	<i>J Fairbairn</i>
J and G Farrant	32	<i>J Farrant</i>
A Brokenshire	29	<i>A Brokenshire</i>

11

C Prasertdee	28 Glendevore Tce	C. Prasertdee
H and R Fear	24 Glendevore Tce	H. Fear, R. Fear
S Jenko	16 Glendevore Tce	S. Jenko
R + M Hughes	8 Glendevore Tce	R. Hughes, M. Hughes
M. Hughes	8 " "	M. Hughes
S M THOMPSON	14 Glendevore Tce	S M Thompson
F.W. RICHARDSON	14 " "	F.W. Richardson
Don Atkinson	16 " "	Don Atkinson
D Blaney	15 Glendevore Tce	D. Blaney
S Blaney	15 " "	S. Blaney
J.M. Hodgson	6 Glendevore Tce	J.M. Hodgson
John Jiang	23 Glendevore Tce	John Jiang
Ding May	22 Glendevore Tce	Ding May
P.P. Scherker	12 Glendevore Tce	P.P. Scherker
J.M. Doherty	12 Glendevore Tce	J.M. Doherty
J. Park	26 Glendevore Tce	J. Park

I reside at No. 8, Glendevore Tce and have been concerned since we moved here in 1995 that there would be a serious accident on the corner just below us due to the poor vision and the speed at which many cars approach it. Michael Hughes.

The difficulty of having parking opposite No 14 Glendevore is in backing our vehicles out of our drive which makes it dangerous for traffic coming up or down Glendevore. J.M. Thompson

The road width at the bend in Glendevore Tce is little more than sufficient for vehicles to pass each other. When vehicles are parked on either side on the bend I cannot see what is coming down ^{hill} to turn L and fear there will be a head on collision on or near the bend. Therefore we need broken lines on the NW side of the road at the bend, and as some traffic descends fast (I've seen vehicles swinging out onto the middle of the road) we need "slow" or similar sign before the bend. A. Frankland
 email: frankland@cyberxpress.co.nz 23 Glendevore Tce.

10. VOGEL STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong Barry Cook, Network Operations and Traffic Systems Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a "No Stopping" restriction on a bend in Vogel Street outside number 57 Vogel Street.

EXECUTIVE SUMMARY

2. The Council has received a request from the management of the Radius St Ives Care Centre, an elderly persons' home at number 50 Vogel Street to install "no stopping" lines on the bend opposite its entrance to give better visibility of oncoming traffic when entering the centre.
3. An investigation has revealed that when a vehicle travelling north east along Vogel Street wants to turn right into the care centre, it cannot see approaching traffic if there are vehicles parked on the bend outside number 57. To see approaching traffic around any parked vehicles, right turning vehicles into the Radius St Ives Care Centre must move over the centre of the roadway. If there is an approaching vehicle they find themselves in a head on situation.
4. The installation of the proposed "no stopping" lines would rectify this problem by removing four parking spaces on the bend. As there is no shortage of parking in Vogel Street, the removal of the parking is unlikely to have any significant impact on the residents. In addition, the Road User Rule 2004 prohibit the stopping, standing and parking of any vehicle on a bend or corner which will obstruct any view of the roadway to a driver of a vehicle approaching that bend or corner.
5. The property at number 57 Vogel Street outside where the proposed "no stopping" lines have been requested, is to be redeveloped in the near future, from the present single dwelling into three separate units. Consultation has been carried out with the developer's agent who supports the proposal. The local residents association for this area is in recession at present.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is \$200.

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

7. The installation of road markings is within the LTCCP Street and Transport operational budgets.

LEGAL CONSIDERATIONS

8. The Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

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

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the council's community outcomes - safety.

10. Cont'd

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

11. This contributes to improve the level of service and safety.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

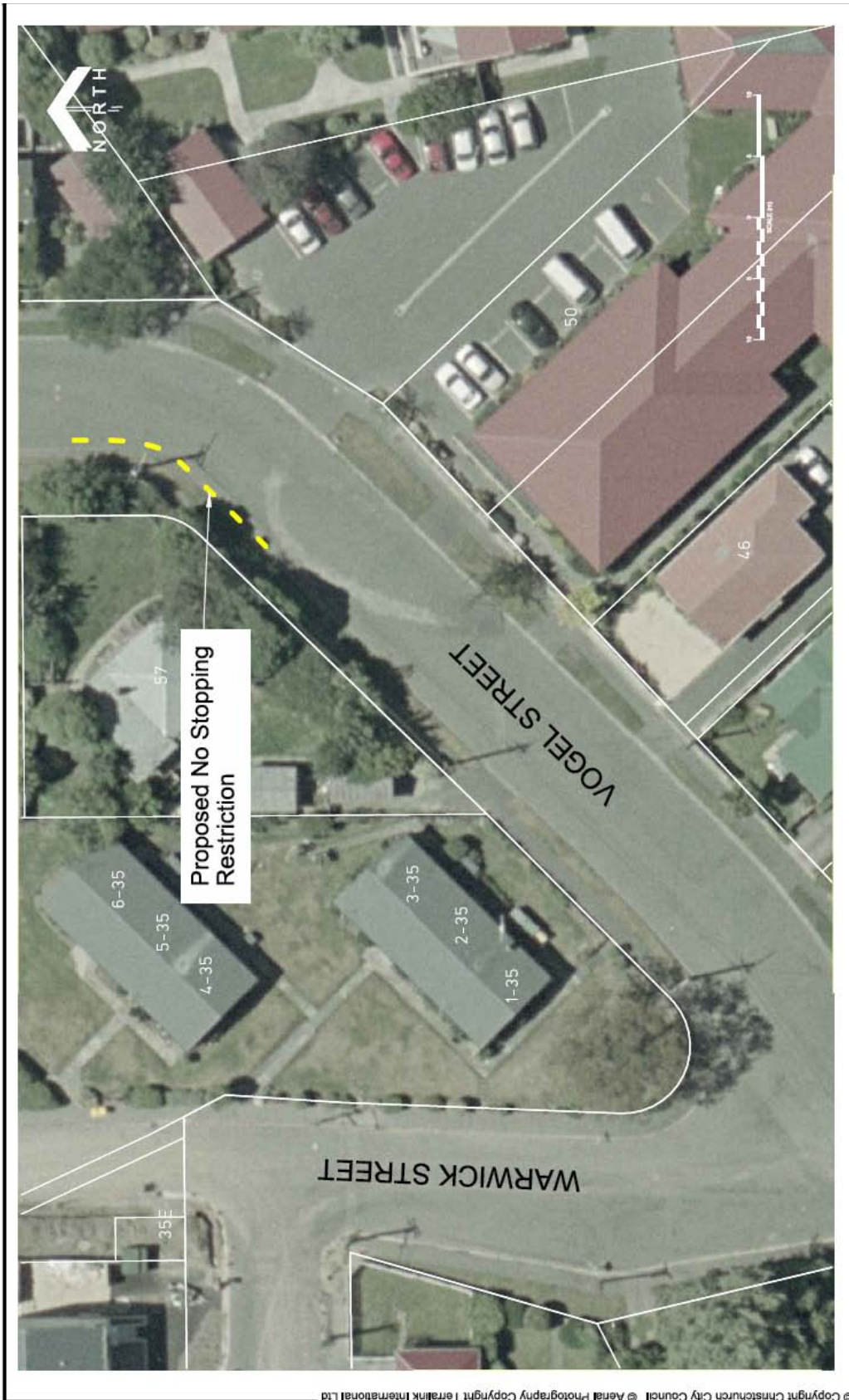
14. The residents group for this area is in recess. There is no shortage of parking in Vogel Street, and as the "no stopping" lines are on the bend outside of number 57 only, this was the only property consulted. The agent for number 57 was contacted and the property owner is presently planning the redevelopment of the site into three units. They are not opposed to the proposed installation of "no stopping" lines as long as the parking remains south-west of their access way.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve that the stopping of vehicles be prohibited at any time on the northwest side of Vogel Street commencing at a point 66 metres from its intersection with Warwick Street and extending in a northerly direction for a distance of 20 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE.1 15/11/07
 TP301604 MJR

Vogel Street
 Proposed No Stopping Restriction
 For Board Approval



11. TUAM STREET - PROPOSED 60 MINUTE PARKING RESTRICTIONS AND 60 MINUTE MOTORCYCLE PARKING RESTRICTION.

General Manager responsible:	General Manager City Environment , DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Steve Hughes

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install:
 - a) A 60 minute parking restriction outside 434 and 436 Tuam Street, and
 - b) A 60 minute parking restriction for 'Motorcycles Only' outside 438 Tuam Street.

EXECUTIVE SUMMARY

2. This area of Tuam Street is situated in the industrialised area of Tuam Street east of Fitzgerald Avenue with 438 Tuam Street being on the southern side on the corner of Phillips Street.
3. On both sides of Tuam Street, east of Fitzgerald Avenue, there is mainly unrestricted parking interspersed with bus stops and several five minute loading zones.
4. The premises of 434 and 436 Tuam Street is a car sales yard, 438 is a motorcycle sales and repair shop. Outside the premises there is time unlimited vehicle parking. This is usually used by workers from nearby businesses for all day vehicle parking. There is often no parking nearby that is available for customers of the car or motorcycle businesses.
5. Customers visiting either the car sales or the motorcycle shop usually finish any business within 60 minutes.
6. The installation of two 60 minute time restricted parking areas outside both businesses, one of which is designated for motorcycles only, will provide parking areas specific to the particular needs of their customers. This will allow parking for two to three cars outside the car sales, and for three or four motorcycles outside the motorbike shop.

FINANCIAL IMPLICATIONS

7. The cost of installing signs and road markings indicating the extent of both of the 60 minute restricted parking areas would be approximately \$800.

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

8. The installation of signs is within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

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

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 11 This proposal aligns with the Streets and Transport activities by contributing to Council's Community outcomes for parking.

11. Cont'd

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

12. This contributes to improve the level of service for the parking of vehicles.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. The two businesses where these restrictions would be installed were the applicants for these restrictions.
16. The occupants of nearby businesses located at 428 and 432 Tuam Street were consulted in relation to the proposed changes. They had no objection to the proposed changes.

STAFF RECOMMENDATION

It is recommended that the Board approve:

- a) That parking be reserved for "Motorcycles Only for a maximum of 60 minutes" on the south side of Tuam Street, commencing at a point eight metres west of the intersection with Phillips Street and extending for five metres in an westerly direction.
- b) That the parking of vehicles be restricted to a "maximum period of 60 minutes" on the south side of Tuam Street commencing at a point 19.5 metres west of the intersection with Phillips Street and extending for 25.5 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.



12. COLOMBO STREET (NORTH) - PROPOSED 120 MINUTE PARKING RESTRICTION.

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace,
Author:	Steve Hughes

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a 120 minute parking restriction in the four parking spaces outside 866 Colombo Street.

EXECUTIVE SUMMARY

2. This particular area of Colombo Street extends north from the intersection of Salisbury Street for 360 metres to the intersection of Bealey Avenue.
3. There are a total of approximately 68 parking spaces evenly distributed on both sides of Colombo Street in the area. The vehicle parking spaces are mainly unmarked. Of the 68 parking spaces, approximately six of them, which are situated near the Bealey Avenue end on the eastern side, are limited to 60 minutes. The remaining approximately 62 vehicle parking spaces have no time restrictions on them or require a payment for parking in them.
4. The area is made up mainly of residential housing, with a large retirement complex, a Church, four motels and a small office complex in the southern part of the street. There is a retail shop and a real estate business in the northern part of the street. The old Christchurch Women's Hospital building is situated on the western side halfway along Colombo Street.
5. The office complex is used by two health professionals, an accountant, and a printing business. While there is off-street parking for staff and clients of these businesses, it is not always sufficient for the numbers attending and short term on-street parking is required.
6. The retirement complex has many stand alone and apartment style units. There is off-street parking as part of the complex for residents' vehicles, and for a limited number of visitors. The amount of off-street parking available is often insufficient and short time on-street parking is required.
7. As the parking in the area is unrestricted and payment is not required, it is one of the more popular parking areas near the City centre. The majority of vehicles that are parked in this location are parked there all day from early in the morning. Clients and visitors to the office complex, to the retirement complex, and to some of the residences often are unable to find vacant parking spaces.
8. The installation of a 120 minute parking restriction in the four parking spaces outside The Rose Chapel at 866 Colombo Street will provide an opportunity for short term visitors to the area to find parking.

FINANCIAL IMPLICATIONS

9. The cost of erecting two signs indicating the extent of the 120 minute parking restricted area would be approximately \$400.

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

10. The installation of signs is within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

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

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

12. As above.

12. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. This proposal aligns with the Streets and Transport activities by contributing to Council's Community outcomes – Community.

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

14. This contributes to improve the level of service for the parking of vehicles.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

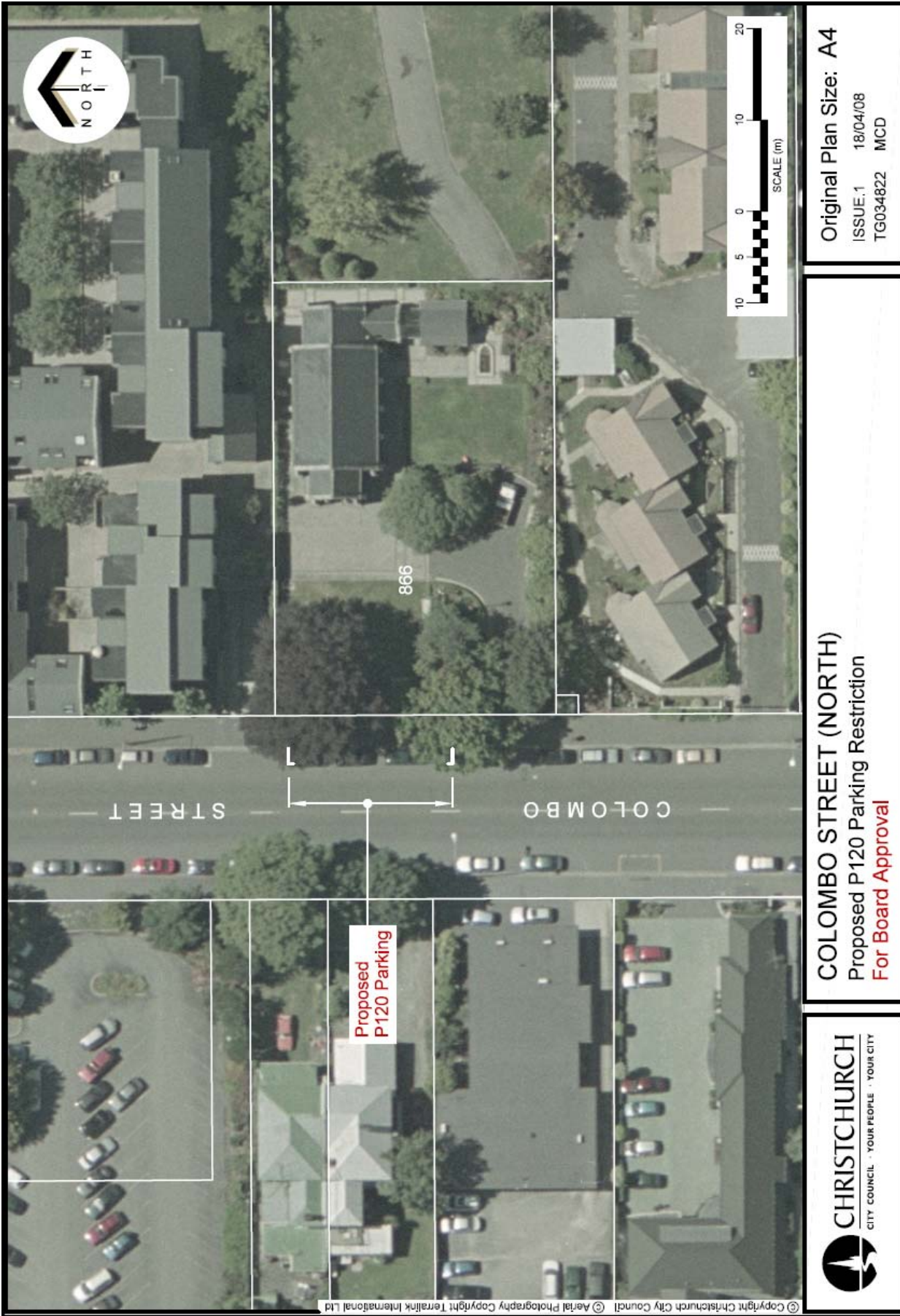
17. Consultation has been carried out with the residents and businesses situated at 859, 863, 867, and 862 Colombo Street. Through a management company, consultation was also done with the residents of the retirement complex at 868 Colombo Street. There have been no objections to installing the 120 minute parking restriction in the proposed area.
18. While there is no Residents Association shown in Council records covering this area, as a matter of courtesy consultation with the Victoria Neighbourhood Committee, being the closest Residents' Association to this location, was undertaken. They have no objection to the installation of the parking restriction.

STAFF RECOMMENDATION

It is recommended that the Board approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Colombo Street commencing at a point 119.5 metres north of the intersection with Salisbury Street and extending in an northerly direction for a distance of 22 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.



13 QUEENSPARK BUS PRIORITY ROUTE



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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council for approval to proceed to detailed design, tender and construction for the Queenspark bus priority route, as shown in the plans for Council approval at **Attachments 1 and 2**.

EXECUTIVE SUMMARY

2. The bus priority project is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This project is supported by key national and regional strategies that are developed through to local Council strategies and policies.
3. Under the Citywide Public Transport Priority Plan, the third corridor listed for investigation and scheme design was Queenspark to/from the Exchange, via New Brighton Road. The Queenspark bus priority route operates between the central city and the suburb of Queenspark in north-east Christchurch. This corridor runs predominantly through residential areas. It passes through a minor shopping area at the corner of Hills Road and Shirley Road and the Palms Mall, a major shopping centre.
4. In peak times, the Number 70 bus, and other bus routes that partially use this corridor, get held up by traffic congestion. Surveys along the corridor and real time bus travel time information show that the main areas where the bus gets held up are:
 - (a) Fitzgerald Avenue approach to Bealey Avenue (northbound)
 - (b) Hills Road approach to Shirley Road (northbound)
 - (c) Shirley Road approach to Hills Road (city-bound)
 - (d) Shirley Road approach to Marshland Road (outbound)
 - (e) New Brighton Road approach to Golf Links Road (city-bound)
 - (f) New Brighton Road approach to the Bassett Street roundabout (outbound).
5. In addition, the rationalisation of the current bus stop locations has been included in the project, which aligns the bus stop spacing with current Council policy and further improves route efficiency.
6. The Queenspark bus priority route is located across three Community Board areas. The corridor from the Central City to North Avon Road is within the jurisdiction of the Hagley/Ferrymead Community Board. The corridor along Hills Road from North Avon Road to the Warrington/Shirley intersection and along Shirley Road to Marshland Road falls within the jurisdiction of the Shirley/Papanui Community Board. The remainder of the Queenspark corridor along New Brighton Road out to Queenspark falls within the jurisdiction of the Burwood/Pegasus Community Board.
7. Community consultation was undertaken on the Queenspark Route from 15 October 2007 – 17 December 2007. Of the 163 responses received, 107 (66 percent) were generally in support of the project, 45 (28 percent) were opposed to the project, and 11 (six percent) specified no preference. In addition there were four route specific seminars held, and one on-site meeting with residents regarding property purchase.

13 Cont'd

8. A summary of the issues raised during the consultation phase is shown at **Attachment 3** to this report. The key issues raised were in relation to location of bus lanes; bus stop locations; cyclists; parking; road layout; schools – Burwood School, Shirley Primary School; bus lanes versus bus boarders; pedestrian crossing points; and footpath design.
9. Consultation has also been undertaken during the Hills Road bus boarder trial, which commenced on 19 July 2007 and continued until 19 April 2008. A total of 247 responses were received during the trial of which 163 (66 percent) were not in favour of the bus boarders, 43 (17.4 percent) were in support and 41 (16.6 percent) specified no preference. A summary of issues raised during the trial and concurrent consultation phase is shown at **Attachment 4** to this report. The key issues raised were in relation to Bus Boarders and the access; pedestrian/cyclist interaction; design; emergency vehicles; environment; freight transport; motorist behaviour; one lane roads; parking; safety; stopping traffic; bus boarders versus bus lanes.
10. Based on the feedback received on the Queenspark Bus Priority Route, the project team has concluded that Option B is the preferred option to recommend to Council for the Hills Road section of this route both from a technical and community approval perspective. Option B involves the implementation of part-time bus lanes on the outbound route along Whitmore Street/Hills Road through to the Warrington/Shirley intersection, rather than bus boarders.
11. Further detailed information on the consultation, communication and marketing undertaken for these bus priority projects can be found in the document **“Bus Priority Record of Consultation, Communication and Marketing – January 2008”**, which was distributed to all elected members in January 2008.
12. As a result of the feedback received during consultation, a concept design is shown at Attachment 1 to proceed to detailed design, tender and construction. The main bus priority measure used in the preferred option consists of 4.2 metre wide bus and cycle lanes. The bus lanes in both the inbound and outbound direction will operate as part-time bus lanes. Inbound bus lanes will operate between the hours of 7am-9am. Outbound bus lanes will operate between the hours of 3pm-6pm except in school zones, which will operate between the hours of 4pm-6pm. Outside the stated operating hours, the bus lanes will be utilised as on-street parking spaces, where this is possible.
13. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
14. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Queenspark route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

FINANCIAL IMPLICATIONS

15. The Queenspark bus priority route is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2009/2010 financial year. The estimated cost of this project is \$1,818,000, including fees and contingencies.

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

16. As above.

13. Cont'd

LEGAL CONSIDERATIONS

17. There are no protected buildings, places and objects in the City Plan and on the Council's Webmap system, which are located within the project corridor. There are a number of protected trees located in the Bealey Avenue central median, which will be in close proximity to some of the construction work. Resource consent will be required for any construction works in close proximity to these trees, as defined in the City Plan and outlined below.

***"2.2.4 Definition of work covered by these rules
Updated 14 November 2005***

For the purposes of these rules, any work affecting a protected tree (whether on the site or not) shall be deemed to include:

- (a) removal of any tree or;*
- (b) the construction of any building, or laying of overhead or underground services, any sealing, paving, soil compaction, or any alteration of more than 75 millimetres to the ground level existing prior to work commencing, any depositing of chemical or other substances harmful to the tree within 10 metres of the base of any protected tree;*
- (c) the fixing of any structure or object to any part of the tree, any operation which will wound the bark tissue of any part of the tree or;*
- (d) pruning at a height greater than one-third the total height of the tree, and also including any branches greater than 50 millimetre diameter below this level."*

***"2.3.1 Development standards
Updated 14 November 2005***

Any work defined by Clause 2.2.4 (b), (c) or (d) affecting a notable tree identified in Appendix 4, shall be a discretionary activity, with the exercise of the Council's discretion limited to the impact of the works on the tree.

***2.3.2 Community standard
Updated 14 November 2005***

Any work defined by Clause 2.2.4(a) affecting a notable tree identified in Appendix 4 shall be a discretionary activity."

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

18. Resource consent will be required to undertake any works within close proximity of the protected trees along Bealey Avenue. Council resolutions are required to approve the new traffic and parking restrictions, the removal of bus stops, the relocation of bus stops, as well as the cycle and bus lanes. The Land Transport Rules provide for the installation of parking restrictions, no stopping restrictions, relocation, removal and implementation of bus stops, cycle lanes and bus lanes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

20. As above.

13. Cont'd

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

22. As above.

CONSULTATION FULFILMENT

23. The scheme plans for the first three routes were presented to the relevant Community Boards and Council on the following dates:
- (a) Spreydon/Heathcote Community Board (Colombo Route) – 28 August 2007
 - (b) Fendalton/Waimairi Community Board (Papanui Route) – 4 September 2007
 - (c) Shirley/Papanui Community Board (Papanui Route) – 5 September 2007
 - (d) Burwood/Pegasus and Shirley/Papanui Community Boards (Queenspark Route) – 26 Sep 2007
 - (e) Council (All three routes) – 2 October 2007
 - (f) Hagley/Ferrymead Community Board (Queenspark Route) – 6 December 2007
24. Community consultation was undertaken on all three routes from 15 October 2007 – 17 December 2007. Approximately 40,000 households along the three routes and side streets (residents and absentee landowners), and other interested groups, were provided with information about the bus priority project and the three routes. 881 responses have been received in total (Colombo – 136, Papanui - 253, Queenspark - 163 (*Hills Road Bus Boarders Trial – 247*), Generic - 82).
25. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document ***“Bus Priority Record of Consultation, Communication and Marketing – January 2008”***, which was distributed to all elected members in January 2008.

Public Consultation Issues and Responses – Queenspark

26. Community consultation was undertaken on the Queenspark Route from 15 October 2007 – 17 December 2007. In addition, the Hills Road Bus Boarder trial was running for an initial three-month trial period (16 July 2007 – 26 October 2007). The trial was then extended for a further six months to coincide with the Queenspark route consultation and reporting phases.
27. The Queenspark route specific consultation brochure was distributed to approximately 3,770 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 17,000 route specific brochures were printed and distributed.
28. There were 163 responses received on the Queenspark route, through a variety of media, as follows:
- (a) Emails – four
 - (b) Feedback forms – 140

13. Cont'd

(c) Have Your Say – nine

(d) Letters – seven

(e) Phone calls – three.

29. In addition there were four route specific seminars held, and one on-site meeting with residents regarding property purchase.

30. The majority of respondents (66 percent) were in support of the proposals.

Support	Number of Responses	% of Total Responses
Support	107	66%
Oppose	45	28%
Not specified	11	6%
Total	163	100%

31. A total of 247 responses were received on the Hills Road bus boarder trial of which 163 (66 percent) were not in favour of the bus boarders, 43 (17.4 percent) were in support and 41 (16.6 percent) specified no preference. Responses were received through a variety of media, as follows:

(a) Emails/Have Your Say – 116

(b) Feedback forms – 67

(c) Customer Service Requests – 13

(d) Phone calls – 51.

32. The total number of responses on the Queenspark route including the Hills Road bus boarder trial is as follows:

Support	Number of Responses	% of Total Responses
Support	150	37%
Oppose	208	51%
Not specified	52	12%
Total	410	100%

33. A summary of the issues raised during the consultation phase for the Queenspark route is shown at Attachment 3 to this report. The key issues raised were in relation to:

(a) Location of bus lanes

(b) Bus stop locations

(c) Cyclists

(d) Parking

(e) Road layout

(f) Schools – Burwood School, Shirley Primary School

(g) Bus lanes versus bus boarders

(h) Pedestrian crossing points

(i) Footpath design.

13. Cont'd

34. The issues raised during the trial and concurrent consultation phase is shown at Attachment 4 to this report. The key issues raised were in relation to Bus Boarders and the following:
- (a) Access
 - (b) Pedestrian/Cyclist Interaction
 - (c) Design
 - (d) Emergency Vehicles
 - (e) Environment
 - (F) Freight Transport
 - (g) Motorist Behaviour
 - (h) One Lane Roads
 - (i) Parking
 - (j) Safety
 - (k) Stopping Traffic
 - (l) Bus Boarders versus. Bus Lanes.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board:

- (a) Support the staff recommendation and request that the Council approve the Queenspark bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval at Attachments 1 and 2.
- (b) Ask the Council to approve the following special vehicle lanes, specifically a "bus lane" which restricts the lane for use by buses, bicycles and motorcycles at the following locations:
 - (i) On the north side of New Brighton Road operating at any time, commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 132 metres.
 - (ii) On the north side of New Brighton Road operating at any time, commencing at its intersection with Golf Links Road and extending in an easterly direction for a distance of 38.5 metres.
 - (iii) On the north side of New Brighton Road operating between the hours of 4pm to 6pm, commencing at a point 9.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 229.5 metres.
 - (iv) On the south side of New Brighton Road operating at any time, commencing at a point 18 metres west of its intersection with Creswell Avenue and extending in a westerly direction to the west of its intersection with Bampton Street for a distance of 112 metres.
- (c) Ask the Council to approve the following special vehicle lanes, specifically a "cycle lane" which restricts the lane for use by bicycles at the following locations:
 - (i) Generally on the south side of New Brighton Road, adjacent to the kerb, commencing at a point 102 metres west of its intersection with Bampton Street and extending in a westerly direction for a distance of 14 metres.

13. Cont'd

- (ii) Generally on the south side of New Brighton Road, adjacent to the kerb, commencing at a point 133 metres west of its intersection with Bampton Street and extending in a westerly direction to its signalised intersection with Golf Links Road.
 - (iii) Generally on the south side of New Brighton Road, adjacent to the kerb, commencing at its signalised intersection with Golf Links Road and extending in a westerly direction to its signalised intersection with Marshland Road/North Parade/Shirley Road.
 - (iv) Generally on the north side of New Brighton Road, initially adjacent to the kerb commencing at a point 38.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 20.5 metres into the right of the parking lane.
 - (v) Generally on the north side of New Brighton Road, outside the parking lane commencing at a point 58 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 111.5 metres.
 - (vi) Generally on the north side of New Brighton Road, initially adjacent to the parking lane commencing at a point 170.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 21 metres into the kerb side.
 - (vii) Generally on the north side of New Brighton Road, adjacent to the kerb commencing at a point 191.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 52 metres.
 - (viii) Generally on the north side of New Brighton Road, adjacent to the kerb commencing at a point 239.5 metres east of its intersection with Golf Links Road and extending in an easterly direction to its intersection with Horseshoe Lake Road.
 - (ix) Generally on the north side of New Brighton Road, adjacent to the kerb commencing at its intersection with Horseshoe Lake Road and extending in an easterly direction for a distance of 100 metres.
 - (x) Generally on the north side of New Brighton Road, initially adjacent to the kerb commencing at a point 38.5 metres east of its intersection with Horseshoe Lake Road and extending in an easterly direction for a distance of 20.5 metres into the right of the parking lane.
 - (xi) Generally on the north side of New Brighton Road, adjacent to the kerb commencing at a point 100 metres east of its intersection with Horseshoe Lake Road and extending in an easterly direction for a distance of 29 metres.
- (d) Ask the Council to approve the following no stopping restrictions:
- (i) That all the no stopping restrictions on New Brighton Road from its intersection with Marshland Road/North Parade/Shirley Road to its intersection with Creswell Avenue, be revoked.
 - (ii) That all the no stopping restrictions on New Brighton Road from its intersection with Lake Terrace Road to its intersection with Bassett Street/Avondale Road, be revoked.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 68.5 metres.
 - (iv) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 101 metres east of its intersection with Marshland Road and extending in an easterly direction to its intersection with Golf Links Road.

13. Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection Golf Links Road and extending in an easterly direction for a distance of 64 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 180.5 metres east of its intersection with Golf Links Road and extending in an easterly direction for a distance of 75 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 272.5 metres east of its intersection with Golf Links Road and extending in an easterly direction to its intersection with Horseshoe Lake Road.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 14 metres.
- (ix) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on the north side of New Brighton Road, commencing at a point 14 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 40.5 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 119.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 14.5 metres.
- (xi) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on the north side of New Brighton Road, commencing at a point 134 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 104.5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of New Brighton Road commencing at a point 239 metres east of its intersection with Lake Terrace Road and extending in an easterly direction to its intersection with Bassett Street.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Avondale Road and extending in an easterly direction for a distance of 113.5 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 128.5 metres west of its intersection with Avondale Road and extending in an westerly direction for a distance of 232.5 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Creswell Avenue and extending in an easterly direction for a distance of 145 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 160 metres west of its intersection with Creswell Avenue and extending in a westerly direction to its intersection with Bampton Street.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Bampton Street and extending in a westerly direction for a distance of 126 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at a point 143 metres west of its intersection with Bampton Street and extending in a westerly direction to its intersection with Ajax Street.

13. Cont'd

- (xix) That the stopping of vehicles be prohibited at any time on the south side of New Brighton Road commencing at its intersection with Ajax Street and extending in a westerly direction to its intersection with North Parade.
 - (xx) That the stopping of vehicles be prohibited at any time on the west side of Bassett Street commencing at its intersection with New Brighton Road and extending in a northerly direction for a distance of 54.5 metres.
 - (xxi) That the stopping of vehicles be prohibited at any time on the east side of Bassett Street commencing 72.5 metres north of its intersection with New Brighton Road and extending in a southerly direction to its intersection with New Brighton Road.
 - (xxii) That the stopping of vehicles be prohibited at any time on the west side of Avondale Road commencing at a point 18 metres south of its intersection with Avonside Drive and extending in a northerly direction to its intersection with New Brighton Road.
 - (xxiii) That the stopping of vehicles be prohibited at any time on the east side of Avondale Road commencing at its intersection with New Brighton Road and extending in a southerly direction for a distance of 85 metres.
- (e) Ask the Council to approve the following bus stops:
- (i) That the existing bus stop on the north side of New Brighton Road commencing at a point 56 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres be revoked.
 - (ii) That the existing bus stop on the south side of New Brighton Road commencing at a point 116 metres west of its intersection with Bampton Street and extending in a westerly direction for a distance of 17 metres be revoked.
 - (iii) That the existing bus stop on the south side of New Brighton Road commencing at a point 187.5 metres west of its intersection with Creswell Avenue and extending in a westerly direction for a distance of 13.5 metres be revoked.
 - (iv) That the existing bus stop be revoked on the east side of Bassett Street at a point 61 metres north of its intersection with New Brighton Road be revoked.
 - (v) That the existing bus stop on the south side of New Brighton Road commencing at a point 37.5 metres west of its intersection with Locksley Avenue and extending in a westerly direction for a distance of 15 metres be revoked.
 - (vi) That the existing bus stop on the west side of New Brighton Road commencing at a point 378.5 metres north of its intersection with Queensbury Street and extending in a westerly direction for a distance of 13 metres be revoked.
 - (vii) That the existing bus stop on the north side of New Brighton Road commencing at a point 201 metres east of its intersection with Bassett Street and extending in an easterly direction for a distance of 14 metres be revoked.
 - (viii) That the existing bus stop on the north side of New Brighton Road commencing at a point 49 metres east of its intersection with Bower Avenue and extending in an easterly direction for a distance of 17 metres be revoked.
 - (ix) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 38 metres north of its intersection with New Brighton Road be revoked.
 - (x) That the existing bus stop on the east side of Bower Avenue at a point (bus stop sign only) 29 metres north of its intersection with Thurso Place be revoked.
 - (xi) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 172 metres south of its intersection with Sandy Avenue be revoked.

13. Cont'd

- (xii) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 95.5 metres south of its intersection with Travis Road be revoked.
- (xiii) That the existing bus stop on the east side of Bower Avenue at a point (bus stop sign only) 52 metres south of its intersection with Florance Place be revoked.
- (xiv) That the existing bus stop on the west side of Bower Avenue at a point (bus stop sign only) 22 metres south of its intersection with Kirsten Place be revoked.
- (xv) That the existing bus stop on the south side of Queenspark Drive at a point (bus stop sign only) 57 metres west of its intersection with Bower Avenue be revoked.
- (xvi) That the existing bus stop on the north side of Queenspark Drive at a point (bus stop sign only) 38 metres west of its intersection with Bower Avenue be revoked.
- (xvii) That the existing bus stop on the south side of Queenspark Drive at a point (bus stop sign only) 36 metres east of its intersection with Donnington Street be revoked.
- (xviii) That the existing bus stop on the north side of Queenspark Drive at a point (bus stop sign only) 43 metres west of its intersection with Lamorna Road be revoked.
- (xix) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 135 metres south of its intersection with Radiata Avenue be revoked.
- (xx) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 138.5 metres north of its intersection with Radiata Avenue be revoked.
- (xxi) That the existing bus stop on the north side of Broadhaven Avenue at a point (bus stop sign only) 124.5 metres east of its intersection with Queenspark Drive be revoked.
- (xxii) That the existing bus stop on the south side of Broadhaven Avenue at a point (bus stop sign only) 112 metres east of its intersection with Bottle Lake Drive be revoked.
- (xxiii) That the existing bus stop on the north side of Broadhaven Avenue at a point (bus stop sign only) 16 metres west of its intersection with Forest Drive be revoked.
- (xxiv) That a bus stop be installed on the north side of New Brighton Road commencing at a point 68.5 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 32.5 metres.
- (xxv) That a bus stop be installed on the north side of New Brighton Road commencing at a point 37 metres west of its intersection with Horseshoe Lake Road and extending in an easterly direction for a distance of 17 metres.
- (xxvi) That a bus stop be installed on the north side of New Brighton Road commencing at a point 56 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres.
- (xxvii) That a bus stop be installed on the south side of New Brighton Road commencing at a point 113.5 metres west of its intersection with Avondale Road and extending in a westerly direction for a distance of 15 metres.
- (xxviii) That a bus stop be installed on the south side of New Brighton Road commencing at a point 142.5 metres west of its intersection with Creswell Avenue and extending in a westerly direction for a distance of 15 metres.
- (xxix) That a bus stop be installed on the south side of New Brighton Road commencing at a point 116 metres west of its intersection with Bampton Street and extending in a westerly direction for a distance of 17 metres.

13. Cont'd

- (xxx) That a bus stop be installed on the east side of Bassett Street commencing at a point 178 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 29 metres.
- (xxxi) That a bus stop be installed on the north side of New Brighton Road commencing at a point 39.5 metres west of its intersection with Bower Avenue and extending in a westerly direction for a distance of 24.5 metres.
- (xxxii) That a bus stop be installed on the west side of Bower Avenue commencing at a point 348 metres north of its intersection with New Brighton Road and extending in a northerly direction for a distance of 21 metres.
- (xxxiii) That a bus stop be installed on the east side of Bower Avenue commencing at a point 57 metres south of its intersection with Thurso Place and extending in a southerly direction for a distance of 21 metres.
- (xxxiv) That a bus stop be installed on the west side of Bower Avenue commencing at a point 48 metres north of its intersection with Kirsten Place and extending in a northerly direction for a distance of 22.5 metres.
- (xxxv) That a bus stop be installed on the east side of Bower Avenue commencing at a point 55 metres north of its intersection with Florance Place and extending in a northerly direction for a distance of 27 metres.
- (xxxvi) That a bus stop be installed on the south side of Queenspark Drive commencing at a point 102 metres east of its intersection with Donnington Street and extending in an easterly direction for a distance of 19 metres.
- (xxxvii) That a bus stop be installed on the north side of Queenspark Drive commencing at a point 24 metres east of its intersection with Lamorna Road and extending in an easterly direction for a distance of 25.5 metres.
- (xxxviii) That a bus stop be installed on the east side of Queenspark Drive commencing at a point 22 metres south of its intersection with Radiata Avenue and extending in a southerly direction for a distance of 16 metres.
- (xxxix) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 37 metres east of its intersection with Queenspark Drive and extending in an easterly direction for a distance of 21 metres.
- (xi) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 58 metres east of its intersection with Forest Drive and extending in an easterly direction for a distance of 35.5 metres.
- (f) Ask the Council to approve the following parking restrictions:
 - (i) That the loading zone (goods vehicles only) time limit five minutes on the northern side of New Brighton Road commencing at a point 57.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 10 metres be revoked.
 - (ii) That the loading zone (goods vehicles only) time limit five minutes on the northern side of New Brighton Road commencing at a point 74 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 31.5 metres be revoked.
 - (iii) That the loading zone (goods vehicles only) time limit five minutes from 8am to 4pm Monday to Friday be created on the northern side of New Brighton Road commencing at a point 57.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 10 metres.

13. Cont'd

- (ix) That the loading zone (goods vehicles only) time limit five minutes from 8am to 4pm Monday to Friday be created on the northern side of New Brighton Road commencing at a point 74 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 31.5 metres.

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Support the staff recommendation and request that Council approve the Queenspark bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval at Attachments 1 and 2.
- (b) Ask the Council to approve the following special vehicle lanes, specifically a "bus lane" which restricts the lane for use by buses, bicycles and motorcycles at the following locations:
 - (i) On the west side of Fitzgerald Avenue between the hours of 3pm to 6pm Monday to Friday commencing at a point 16 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 113 metres.
 - (ii) On the west side of Fitzgerald Avenue operating at any time to the right of the left turn lane, commencing at a point 25 metres south of the signalised intersection with Bealey Avenue/London Street/Whitmore Street and proceeding in a northerly direction for a distance of 23 metres.
 - (iii) On the west side of Whitmore Street operating at any time, commencing at a point 44.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 92.5 metres.
 - (iv) On the west side of Whitmore Street and Hills Road between the hours of 3pm to 6pm Monday to Friday, commencing at a point 137 metres north of its intersection with Bealey Avenue and extending in a northerly direction to the end of Whitmore Street at its intersection with Hills Road.
 - (v) On the west side of Hills Road between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection with Whitmore Street and extending in a northerly direction to north of its intersection with Edward Avenue for a distance of 228.5 metres.
- (c) Ask the Council to approve the following special vehicle lanes, specifically a "cycle lane" which restricts the lane for use by bicycles at the following locations:
 - (i) Generally on the west side of Fitzgerald Avenue commencing at its intersection with Kilmore Street and extending to its intersection with Cambridge Terrace be revoked.
 - (ii) Generally adjacent to the kerb on the west side of Fitzgerald Avenue commencing at its intersection with Kilmore Street and extending to its intersection with Cambridge Terrace.
 - (iii) Generally on the west side of Fitzgerald Avenue initially adjacent to the kerb commencing at a point 50.5 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 15 metres to the right of the parking lane.
 - (iv) Generally on the west side of Fitzgerald Avenue to the right of the parking lane commencing at a point 65.5 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 33.5 metres.
 - (v) Generally on the west side of Fitzgerald Avenue, to the right of the bus stop commencing at a point 99 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 15 metres.
 - (vi) Generally on the west side of Fitzgerald Avenue initially adjacent to the right of the bus stop commencing at a point 114 metres north of its intersection with Kilmore Street and extending in a northerly direction for a distance of 9.5 metres.

13. Cont'd

- (vii) Generally adjacent to the kerb on the west side of Fitzgerald Avenue commencing at a point 114 metres north of its intersection with Kilmore Street and extending in a northerly direction to its intersection with Cambridge Terrace.
 - (viii) On the west side of Fitzgerald Avenue, adjacent to the right of the kerb side part time bus lane commencing at its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 129 metres.
 - (ix) On the west side of Fitzgerald Avenue, adjacent to and to right of the left turn lane into Bealey Avenue commencing at a point 129 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 87 metres.
 - (x) On the west side of Whitmore Street, generally to the east of the bus stop, commencing at a point 15.5 metres north of the signalised intersection of Bealey Avenue/Fitzgerald Avenue/London Street/Whitmore Street and extending in a northerly direction for 29 metres.
 - (xi) On the east side of Hills Road, adjacent to the kerb, commencing at a point 65.5 metres south of its intersection with Dudley Street and extending in a southerly direction generally to south of its intersection with North Avon Road for a distance of 70 metres.
- (d) Ask the Council to approve the following no stopping restrictions:
- (i) That all the no stopping restrictions on the west side of Fitzgerald Avenue commencing at its intersection with Kilmore Street and extending to its intersection with Cambridge Terrace be revoked.
 - (ii) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue, commencing at its intersection with Kilmore Street and extending in a northerly direction for a distance of 65.5 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue, commencing at a point 114 metres north of its intersection with Kilmore Street and extending to its intersection with Cambridge Terrace.
 - (iv) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue commencing at its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 25 metres.
 - (v) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Fitzgerald Avenue commencing at a point 42 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 87 metres.
 - (vi) That the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue, commencing at a point 129 metres north of its intersection with Cambridge Terrace and extending in a northerly direction to its intersection with Bealey Avenue.
 - (vii) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 15.5 metres.
 - (viii) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at a point 35.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 111.5 metres.

13. Cont'd

- (ix) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street commencing at a point 216.5 metres north of its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 22 metres.
 - (x) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Whitmore Street, commencing at a point 137 metres north of its signalised intersection with Bealey Avenue/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 79.5 metres.
 - (xi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point eight metres from its intersection with Whitmore Street and extending in a northerly direction for a distance of 110.5 metres.
 - (xii) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with North Avon Road and extending in a southerly direction for a distance of 70 metres.
 - (xiii) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 85 metres south of its intersection with North Avon Road and extending in a southerly direction to its intersection with Avalon Street.
 - (xiv) That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Avalon Street and extending in a southerly direction to its intersection with Whitmore Street.
 - (xv) That the stopping of vehicles be prohibited at any time on the east side of Whitmore Street, commencing at its intersection with Hills Road and extending in a southerly direction for a distance of 106 metres.
 - (xvi) That the stopping of vehicles be prohibited at any time on the east side of Whitmore Street, commencing at a point 150 metres south of its intersection with Hills Road and extending in a southerly direction to its intersection with London Street.
- (e) Ask the Council to approve the following bus stops:
- (i) That the existing bus stop on the west side of Fitzgerald Avenue commencing at a point 38.5 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 15 metres be revoked.
 - (ii) That the existing bus stop on the west side of Whitmore Street commencing at a point 204.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 20 metres be revoked.
 - (iii) That the existing bus stop on the east side of Hills Road commencing at a point 70 metres south of its intersection with North Avon Road and extending in a southerly direction for a distance of 15.5 metres be revoked.
 - (iv) That the existing bus stop on the south side of Gloucester Street commencing at a point 139.5 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 12 metres be revoked.
 - (v) That the existing bus stop on the east side of Fitzgerald Avenue commencing at a point 30 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of 12 metres be revoked.
 - (vi) That the existing bus stop on the south side of Armagh Street commencing at a point 238 metres east of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 12 metres be revoked.

13. Cont'd

- (vii) That the existing bus stop on the north side of Armagh Street commencing at a point three metres west of its intersection with Gilby Street and extending in a westerly direction for a distance of 12 metres be revoked.
- (viii) That the existing bus stop on the east side of Fitzgerald Avenue commencing at a point 26.5 metres south of its intersection with Avonside Drive and extending in a southerly direction for a distance of 17 metres be revoked.
- (ix) That a bus stop be installed on the west side of Fitzgerald Avenue commencing at a point 38.5 metres north of its intersection with Cambridge Terrace and extending in a northerly direction for a distance of 15 metres.
- (x) That a bus stop be installed on the west side of Hills Road commencing at a point 29.5 metres south of its intersection with Gresford Street and extending in a southerly direction for a distance of 31 metres.
- (xi) That a bus stop be proposed on the east side of Hills Road commencing at a point 70.0 metres south of its intersection with North Avon Road and extending in a southerly direction for a distance of 15.5 metres.
- (xii) That a bus stop be installed on the north side of Gloucester Street commencing at a point 99.5 metres west of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 22.5 metres.
- (xiii) That a bus stop be installed on the south side of Gloucester Street commencing at a point 80.0 metres west of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 25.0 metres.
- (xiv) That a bus stop be installed on the south side of Gloucester Street commencing at a point 80.0 metres west of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 22.5 metres.
- (xv) That a bus stop be installed on the south side of Armagh Street commencing at a point 50.0 metres east of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 17.5 metres.
- (xvi) That a bus stop be installed on the east side of Fitzgerald Avenue commencing at a point 24.0 metres north of its intersection with Elm Grove and extending in a northerly direction for a distance of 25.5 metres.

13. Cont'd

It is recommended that the Shirley/Papanui Community Board:

- (a) Support the staff recommendation and request that Council approve the Queenspark bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval at Attachments 1 and 2.
- (b) Ask the Council to resolve that the Agreement for Sale and Purchase of the fee simple property situated at 341 Bealey Avenue between the Council as purchaser and Patricia Ann Berryman as vendor dated 4 April 2008 be adopted and ratified by Council.
- (c) Ask the Council to approve a special vehicle lane, specifically a "bus lane" which restricts the lane for use by buses, bicycles and motorcycles at the following locations:
 - (i) On the west side of Whitmore Street and Hills Road between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection with Whitmore Street and extending in a northerly direction to north of its intersection with Edward Avenue for a distance of 228.5 metres.
 - (ii) On the north side of Shirley Road operating at any time commencing at a point 73 metres west of its intersection with Quinns Road and extending in an easterly direction to its intersection with Quinns Road.
 - (iii) On the north side of Shirley Road between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection with Quinns Road and extending in an easterly direction to east of its intersection with Hope Street for a distance of 144.5 metres.
 - (iv) On the north side of Shirley Road operating at any time to the right of the left turn lane commencing at a point 19.5 metres west of its signalised intersection with Marshland Road/New Brighton Road/North Parade and extending in an easterly direction for a distance of nine metres.
- (d) Ask the Council to approve a special vehicle lane, specifically a "cycle lane" which restricts the lane for use by bicycles at the following locations:
 - (i) Generally on the east side of Hills Road commencing at its intersection with Shirley Road and extending in a southerly direction to its intersection with Warden Street be revoked.
 - (ii) On the north side of Bealey Avenue, initially adjacent to the right of the parking lane commencing at a point 30 metres west of its intersection with Champion Street and extending generally on this straight alignment in an easterly direction to the signalised intersection of Bealey Avenue/Whitmore Street/Fitzgerald Avenue/London Street.
 - (iii) On the west side of Whitmore Street, generally to the east of the bus stop commencing at a point 15.5 metres north of the signalised intersection of Bealey Avenue/Whitmore Street/Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 29 metres.
 - (iv) On the west side of Hills Road adjacent to the left of the through traffic lane commencing at a point 75.5 metres south of its intersection with Hills Road/Shirley Road/Warrington Street and extending in a northerly direction for a distance of 72 metres.
 - (v) On the east side of Hills Road, adjacent to the kerb commencing at its intersection with the signalised intersection of Hills Road/Shirley Road/Warrington Street and extending in a southerly direction to south of its intersection with Warden Street for a distance of 113.5 metres.
 - (vi) On the east side of Hills Road adjacent to the kerb commencing at a point 126.5 metres south of its intersection with Warden Street and extending in a southerly direction to south of its intersection with Guild Street for a distance of 110 metres.

13. Cont'd

- (vii) On the east side of Hills Road initially adjacent to the kerb commencing at a point 110 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 31.5 metres, ending adjacent to the right of the parking lane.
- (viii) On the east side of Hills Road adjacent to the right of the parking lane commencing at a point 141.5 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 46 metres.
- (ix) On the east side of Hills Road initially adjacent to the right of the parking lane commencing at a point 187.5 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 31 metres ending adjacent to the kerb 10.5 metres south of its intersection with Dudley Street.
- (x) On the east side of Hills Road adjacent to the kerb commencing at a point 10.5 metres south of its intersection with Dudley Street and extending in a southerly direction for a distance of 40 metres.
- (xi) On the east side of Hills Road adjacent to the kerb commencing at a point 65.5 metres south of its intersection with Dudley Street and extending in a southerly direction generally to the south of its intersection with North Avon Road for a distance of 70 metres.
- (xii) On the north side of Shirley Road adjacent to the kerb commencing at the signalised intersection of Hills Road/Shirley Road/Warrington Street and extending in an easterly direction for a distance of 63 metres.
- (xiii) On the north side of Shirley Road, initially adjacent to the kerb commencing at a point 63 metres east of the signalised intersection of Hills Road/Shirley Road/Warrington Street and extending in an easterly direction for a distance of 17 metres into the right of the parking lane.
- (xiv) On the north side of Shirley Road adjacent to the right of the parking lane commencing at a point 80 metres east of its signalised intersection with Hills Road and extending generally on this straight alignment in an easterly direction to a point 51 metres east of its intersection with Emmett Street.
- (xv) On the north side of Shirley Road initially adjacent to the right of the parking lane commencing at a point 51 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 19 metres to the kerb side.
- (xvi) On the north side of Shirley Road, initially adjacent to the right of the parking lane commencing at a point 70 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 21.5 metres.
- (xvii) On the north side of Shirley Road initially adjacent to the kerb commencing at a point 144.5 metres east of its intersection with Hope Street and extending in an easterly direction for a distance of 24 metres ending adjacent to the right of the left turn lane into Marshland Road.
- (xviii) On the north side of Shirley Road adjacent to the right of the left turn through lane commencing at a point 168.5 metres east of its intersection with Hope Street and extending in an easterly direction for a distance of 53.5 metres.
- (xix) Generally on the south side of Shirley Road adjacent to the right of the parking lane commencing at a point 32 metres east of its intersection with Slater Street and extending in a westerly direction for a distance of 22.5 metres.
- (xx) On the south side of Shirley Road, initially adjacent to the right of the parking lane, commencing at a point 9.5 metres east of its intersection with Slater Street and extending 17.5 metres in a westerly direction ending adjacent to the right of the left turn lane.

13. Cont'd

- (xxi) On the south side of Shirley Road adjacent to the right of the left turn lane into Hills Road, commencing at its intersection with Slater Street and extending in a westerly direction to its signalised intersection with Hills Road/Warrington Street.
 - (xxii) On the south side of Shirley Road adjacent to the kerb commencing at its signalised intersection with Marshland Road/New Brighton Road/North Parade and extending in a westerly direction for a distance of 72.5 metres.
 - (xxiii) On the south side of Shirley Road generally to the north of the bus stop commencing at a point 72.5 metres west of its signalised intersection with Marshland Road/New Brighton Road/North Parade and extending in a westerly direction to the west of its intersection with Warden Street for a distance of 19.5 metres.
 - (xxiv) On the south side of Shirley Road adjacent to the kerb commencing at a point 92 metres west of its signalised intersection with Marshland Road/ New Brighton Road/North Parade and extending in a westerly direction to west of Warden Street for a distance of 38.5 metres.
 - (xxv) On the south side of Shirley Road initially adjacent to the kerb commencing at a point 38.5 metres west of its intersection with Warden Street and extending 20 metres in a westerly direction ending adjacent to the right of the parking lane.
 - (xxvi) On the south side of Shirley Road, adjacent to the right of the parking lane, commencing at a point 58.5 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 116 metres.
 - (xxvii) On the south side of Shirley Road, adjacent to the right of the bus stop, commencing at a point 175 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 15 metres.
 - (xxviii) On the south side of Shirley Road initially adjacent to the right of the bus stop commencing at a point 14 metres east of its intersection with Petrie Street and extending to a point seven metres west of its intersection with Petrie Street.
 - (xxix) On the south side of Shirley Road adjacent to the kerb commencing at a point seven metres west of its intersection with Petrie Street and extending in a westerly direction for a distance of 54 metres.
 - (xxx) On the south side of Shirley Road adjacent to the right of the parking lane commencing at a point 61 metres west of its intersection with Petrie Street and extending in a westerly direction west of Chancellor Street for a distance of 62 metres.
- (e) Ask the Council to approve the following no stopping restrictions:
- (i) That all the no stopping restrictions on the north side of Bealey Avenue, commencing at its intersection with Champion Street and extending in a westerly direction to its intersection with Whitmore Street be revoked.
 - (ii) That all the no stopping restrictions on the south side of Shirley Road commencing at its intersection with Warden Street and extending in a westerly direction for a distance of 49.5 metres be revoked.
 - (iii) That all the no stopping restrictions on Hills Road commencing at its intersection with Whitmore Street and extending in a northerly direction to its intersection with Warrington Street/Shirley Road be revoked.
 - (iv) That all the no stopping restrictions on Shirley Road commencing at its intersection with Marshland Road/North Parade/New Brighton Road to its intersection with Hills Road/Warrington Street be revoked.

13. Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue, commencing at its intersection with Champion Street and extending in a westerly direction to its intersection with Whitmore Street.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at its signalised intersection with Bealey Avenue/ Fitzgerald Avenue/London Street and extending in a northerly direction for a distance of 15.5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street, commencing at a point 35.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 111.5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Whitmore Street commencing at a point 216.5 metres north of the intersection with Bealey Avenue/Fitzgerald Avenue / London Street and extending in a northerly direction for a distance of 22 metres.
- (ix) That the stopping of vehicles be prohibited from 3pm to 6pm on the west side of Hills Road, commencing at a point eight metres from its intersection with Whitmore Street and extending in a northerly direction for a distance of 110.5 metres.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Hills Road commencing at a point 118.5 metres north of its intersection with Whitmore Street and extending in a northerly direction for a distance of 15.5 metres.
- (xi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 134 metres north of its intersection with Whitmore Street and extending in a northerly direction for a distance of 13 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 162 metres north of its intersection with Whitmore Street and extending in a northerly direction for a distance of 20 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 182 metres north of its intersection with Whitmore Street and extending in a northerly direction to its intersection with Gresford Street.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Gresford Street and extending in a northerly direction for a distance of 22 metres.
- (xv) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 22 metres north of its intersection with Gresford Street and extending in a northerly direction for a distance of 92 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 114 metres north of its intersection with Gresford Street and extending in a northerly direction to its intersection with Huggins Place.
- (xvii) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Huggins Place and extending in a northerly direction for a distance of 15 metres.
- (xviii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 15 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 56.5 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 71.5 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 30 metres.

13. Cont'd

- (xx) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 101.5 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 45 metres.
- (xxi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 163.5 metres north of its intersection with Huggins Place and extending in a northerly direction for a distance of 16 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 179.5 metres north of its intersection with Huggins Place and extending in a northerly direction to its intersection with Edgeware Road.
- (xxiii) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Edgeware Road and extending in a northerly direction for a distance of 17 metres.
- (xxiv) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 47 metres north of its intersection with Edgeware Road and extending in a northerly direction for a distance of 88 metres.
- (xxv) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 105 metres north of its intersection with Edgeware Road and extending in a northerly direction to its intersection with Hendon Street.
- (xxvi) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Hendon Street and extending in a northerly direction for a distance of 12. metres.
- (xxvii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 12 metres north of its intersection with Hendon Street and extending in a northerly direction for a distance of 88.5 metres.
- (xxviii) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 100.5 metres north of its intersection with Hendon Street and extending in a northerly direction to its intersection with Edward Avenue.
- (xxix) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Edward Avenue and extending in a northerly direction for a distance of 13.5 metres.
- (xxx) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 33.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 24.5 metres.
- (xxxi) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 61.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 29 metres.
- (xxxii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the west side of Hills Road, commencing at a point 90.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 138 metres.
- (xxxiii) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 44.5 metres south of its intersection with Warrington Street and extending in a northerly direction to its intersection with Warrington Street.
- (xxxiv) That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Shirley Road and extending in a southerly direction to its intersection with Warden Street.

13. Cont'd

- (xxxv) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Warden Street and extending in a southerly direction for a distance of 113.5 metres.
- (xxxvi) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 126.5 metres south of its intersection with Warden Street and extending in a southerly direction to its intersection with Guild Street.
- (xxxvii) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Guild Street and extending in a southerly direction for a distance of 141.5 metres.
- (xxxviii) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 187.5 metres south of its intersection with Guild Street and extending in a southerly direction to its intersection with Dudley Street.
- (xxxix) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Dudley Street and extending in a southerly direction for a distance of 50.5 metres.
- (xl) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at a point 65.5 metres south of its intersection with Dudley Street and extending in a southerly direction to its intersection with North Avon Road.
- (xli) That the stopping of vehicles be prohibited at any time on the east side of Whitmore Street commencing at its intersection with Hills Road and extending in a southerly direction for a distance of 106 metres.
- (xlii) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 83 metres.
- (xliii) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at a point 123 metres west of its intersection with Quinns Road and extending in an easterly direction to its intersection with Quinns Road.
- (xliv) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road, commencing at its intersection with Quinns Road and extending in an easterly direction for a distance of 18.5 metres.
- (xlv) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the north side of Shirley Road, commencing at a point 18.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 20 metres.
- (xlvi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the north side of Shirley Road, commencing at a point 53.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 19 metres.
- (xlvii) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road, commencing at a point 72.5 metres east of its intersection with Quinns Road and extending in an easterly direction to its intersection with Hope Street.
- (xlviii) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road, commencing at its intersection with Hope Street and extending in an easterly direction for a distance of 17 metres.
- (xlix) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on the north side of Shirley Road, commencing at a point 17 metres east of its intersection with Hope Street and extending in an easterly direction for a distance of 108 metres.

13. Cont'd

- (l) That the stopping of vehicles be prohibited at any time on the north side of Shirley Road commencing at a point 125 metres east from its intersection with Hope Street and extending to its intersection with Marshland Road.
 - (li) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with North Parade and extending in a westerly direction for a distance of 78 metres.
 - (lii) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at a point 97.5 metres west of its intersection with North Parade and extending in a westerly direction to its intersection with Warden Street.
 - (liii) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with Warden Street and extending in a westerly direction for a distance of 59 metres.
 - (liv) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with Petrie Street and extending in an easterly direction for a distance of 14 metres.
 - (lv) That the stopping of vehicles be prohibited at any time on the south side of Shirley Road commencing at its intersection with Slater Street and extending in a westerly direction to its intersection with Hills Road.
- (f) Ask the Council to approve the following bus stops:
- (ii) That the existing bus stop on the west side of Whitmore Street commencing at a point 204.5 metres north of its intersection with Bealey Avenue and extending in a northerly direction for a distance of 20 metres be revoked.
 - (ii) That the existing bus stop on the west side of Hills Road commencing at a point 151 metres north of its intersection with Gresford Street and extending in a northerly direction for a distance of 16.5 metres be revoked.
 - (iii) That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres be revoked.
 - (iv) That the existing bus stop on the west side of Hills Road commencing at a point 24 metres north of its intersection with Gresford Street and extending in a northerly direction for a distance of 17 metres be revoked.
 - (v) That the existing bus stop on the west side of Hills Road commencing at a point 6.5 metres north of its intersection with Hendon Street and extending in a northerly direction for a distance of 12.5 metres be revoked.
 - (vi) That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.
 - (vii) That the existing bus stop on the east side of Hills Road commencing at a point 21.5 metres south of its intersection with Dudley Street and extending in a southerly direction for a distance of 14 metres be revoked.
 - (viii) That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres be revoked.
 - (ix) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 22 metres be revoked.

13. Cont'd

- (x) That the existing bus stop on the north side of Shirley Road commencing at a point 38.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 15 metres be revoked.
 - (xi) That the existing bus stop on the south side of Shirley Road commencing at a point 59.5 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 14.5 metres be revoked.
 - (xii) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres be revoked.
 - (xiii) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres be revoked.
 - (xiv) That the existing bus stop on the south side of Shirley Road commencing at a point 27 metres west of its intersection with Stapletons Road and extending in a westerly direction for a distance of 11 metres be revoked.
 - (xv) That a bus stop be installed on the west side of Hills Road commencing at a point 29.5 metres south of its intersection with Gresford Street and extending in a southerly direction for a distance of 31 metres.
 - (xvi) That a bus stop be installed on the west side of Hills Road commencing at a point 151 metres north of its intersection with Gresford Street and extending in a northerly direction for a distance of 16.5 metres.
 - (xvii) That a bus stop be installed on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres.
 - (xviii) That a bus stop be installed on the east side of Hills Road commencing at a point 66 metres south of its intersection with Dudley Street and extending in a southerly direction for a distance of 15 metres.
 - (xix) That a bus stop be installed on the north side of Shirley Road commencing at a point 112 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres.
 - (xx) That a bus stop be installed on the north side of Shirley Road commencing at a point 38.5 metres east of its intersection with Quinns Road and extending in an easterly direction for a distance of 15 metres.
 - (xxi) That a bus stop be installed on the south side of Shirley Road commencing at a point 175 metres west of its intersection with Warden Street and extending in a westerly direction for a distance of 15 metres.
- (g) Ask the Council to approve the following parking restrictions:
- (i) That the parking of vehicles restricted to a maximum period of five minutes on the northern side of Shirley Road commencing at a point 71.5 metres east of its (signalised) intersection with Hills Road and extending in an easterly direction for a distance of 20 metres be revoked.
 - (ii) That the parking of vehicles be restricted to a maximum period of ten minutes on the northern side of Shirley Road commencing at a point 80 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 27.5 metres.

13. Cont'd

- (iii) That the parking of vehicles be restricted to a maximum period of thirty minutes between the hours of 8am to 3pm Monday to Friday on the western side of Hills Road commencing at a point 16.5 metres north of its intersection with Edgeware Road and extending in a northerly direction for a distance of 29 metres.
- (iv) That the parking of vehicles be restricted to a maximum period of thirty minutes on the eastern side of Hills Road commencing at a point 134.5 metres south of its intersection with Guild Street and extending in a southerly direction for a distance of 43.5 metres.
- (v) That the loading zone (goods vehicles only) time limit five minutes on the northern side of Shirley Road commencing at a point 48 metres east of its (signalised) intersection with Hills Road and extending in an easterly direction for a distance of 15 metres be revoked.

CHAIRPERSON'S RECOMMENDATION

For discussion.

13. Cont'd

BACKGROUND (THE ISSUES)

35. Bus priority is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This bus priority project is driven by key national and regional strategies that are developed through in local Council strategies and policies. These include:
- (a) National Transport Strategy
 - (b) Regional Land Transport Strategy
 - (c) Regional Passenger Transport Strategy
 - (d) **Christchurch Public Passenger Transport Strategy**
 - (e) **Metro Strategy 2006-2012**
 - (f) Greater Christchurch Urban Development Strategy
 - (g) **Citywide Public Transport Priority Plan**
 - (h) Christchurch City Council Cycling Strategy
 - (i) Christchurch City Council Parking Strategy
 - (j) Christchurch City Council Pedestrian Strategy
 - (k) Christchurch City Council Road Safety Strategy
 - (l) **Christchurch Public Passenger Transport Strategy (1998).**
36. The Christchurch Public Passenger Transport Strategy (the Strategy), adopted in 1998 set targets for patronage growth and both Christchurch City Council and Environment Canterbury were set a range of improvements to implement. The joint strategy between the Councils highlighted the need to:
- (a) Increase the use of buses
 - (b) Contribute to other strategies such as walking and cycling
 - (c) Reduce the amount of car use e.g. modal shift
 - (d) Avoid, remedy or mitigate the undesirable effects of growing traffic congestion, for example, safety and pollution (atmospheric, noise and light) etc
 - (e) Identify a number of priority projects of which this is one.
37. A programme of improvements designed to dramatically improve public transport services included the introduction of:
- (a) Easy access, no step, kneeling buses (now represent 97 percent of buses at inter-peak times (Monday to Friday 9am-3pm, evenings after 6pm and weekends)
 - (b) 65 percent of buses at peak times (Monday to Friday 7-9am and 3-6pm)
 - (c) Award winning Orbiter that runs in an orbit every ten minutes through the suburbs connecting malls, schools and recreation centres
 - (d) Real Time Information (RTI) for passengers at bus stops
 - (e) Increased frequency on routes

13. Cont'd

- (f) Express and limited stop services
- (g) Metro brand applied to system as result of image review.

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

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

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

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

Our Future Our Choices (2003)

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

Citywide Public Transport Priority Plan (2004)

- 42. The Citywide Public Transport Priority Plan (Dec 2004) (the Plan) was prepared in response to city-wide consultation during preparation of the Strategy update in 2003. The purpose of the Plan was to identify and prioritise transport corridors for public transport priority treatments. This was done against Council adopted criteria of unreliability and congestion issues that present problems to the greatest number of bus services and passengers, delay, benefit to others and other factors. This was in accordance with the targets set in the Strategy, adopted by the Councils in July 2003.

13. Cont'd

43. The corridors identified in the Plan by Environment Canterbury, bus operators, the Passenger Transport Advisory Group and through focus groups, present significant delays and unreliability to the people who use public transport and deter many more people from using "metro" public transport. Removing these constraints, in association with the provision of high quality infrastructure and services, will result in more people using public transport as their travel mode of choice. In addition, this will contribute to the City Council's multi-modal transport objectives of reducing traffic congestion and growth, improving road safety and achieving a transport system that supports a quality of life second to none.
44. Through studying the bus frequency, excess travel time, reliability and the potential to improve the level of service, the corridors were ranked in level of priority. The first three public transport priority corridors that were recommended for development were:
- (a) Belfast to/from Exchange, via Papanui Road
 - (b) Princess Margaret Hospital to/from Exchange, via Colombo Street
 - (c) Queenspark to/from Exchange, via New Brighton Road.
45. Following these first three corridors, a further five corridors were also recommended for development in the Plan. These are:
- (a) Hornby Mall to/from the Bus Exchange, via Riccarton Road
 - (b) New Brighton to/from the Bus Exchange, via Pages Road
 - (c) Sumner to/from the Bus Exchange, via Ferry Road
 - (d) Oaklands to/from the Bus Exchange, via Lincoln Road
 - (e) Main North Road to/from the Bus Exchange, via Cranford Street
46. In addition, the Plan recommended that the Council give approval in principle to plan for appropriate Council enforcement of any priority measures developed through the community participation process. Further details on the proposed enforcement and education campaign for implementation of the bus priority measures along the route are outlined in paragraphs 114-118.

Metro Strategy 2006-2012

47. The Metro Strategy 2006-2012 is the result of a second review of the Public Passenger Transport Strategy. The Metro Strategy notes that whilst significant improvements have been made and patronage has increased, traffic growth and congestion continue to increase the potential to seriously impact on the quality of life of metropolitan Christchurch residents. Three major factors contributing to this are:
- (a) The population in Greater Christchurch in 2006 was over 350,000. By 2021, the population is predicted to increase to 440,000. Every month, 400 more people make Christchurch their home, which is impacting on the City's infrastructure.
 - (b) Greater Christchurch has the highest rate of car ownership in New Zealand. In the 2001 census, 77 percent of us said we travelled to work in cars, four percent were passengers in cars with only four percent travelling by bus, seven percent by cycle and five percent walking.
 - (c) Traffic growth is continuing with a predicted further 20 percent increase in the next 15 years. This will equate to a 160 percent increase in congestion and with most of this additional traffic on arterial roads it will increase the existing 24 kilometres of road congestion to 78 kilometres per hour, making commuting times 26 percent longer. This means we won't be going anywhere very efficiently unless we change current trends.

13. Cont'd

48. The Orbiter and MetroStar were added to the list of bus priority routes in the Metro Strategy, resulting in 10 bus priority routes to be developed for implementation. The timeline given in the Metro Strategy for implementation of bus priority measures on all high demand passenger transport corridors is completion of three corridors in 2007/08, completion of a further three corridors in 2009/10 and completion of the four remaining corridors in 2011/12.

Queenspark Bus Priority Route

49. The Queenspark bus priority route operates between the central city and the suburb of Queenspark in north east Christchurch. This corridor runs predominantly through residential areas. It passes through a minor shopping area at the corner of Hills Road and Shirley Road and the Palms Mall, a major shopping centre at the corner of Shirley Road and Marshlands Road.
50. The Queenspark route along the corridor is operated by the Number 70 bus service. There are seven other bus services that operate along part of the corridor.
51. In peak times, the Number 70 bus, and other bus routes that partially use this corridor, get held up by traffic congestion. Surveys along the corridor and real time bus travel time information show that the main areas where the bus gets held up are:
- (a) Fitzgerald Avenue approach to Bealey Avenue (northbound)
 - (b) Hills Road approach to Shirley Road (northbound)
 - (c) Shirley Road approach to Hills Road (city-bound)
 - (d) Shirley Road approach to Marshland Road (outbound)
 - (e) New Brighton Road approach to Golf Links Road (city-bound)
 - F) New Brighton Road approach to the Bassett Street roundabout (outbound).
52. In addition, the rationalisation of the current bus stop locations has been included in the project, which will align the bus stop spacing with current Council policy and further improve route efficiency.
53. The Queenspark bus priority route is located across three Community Board areas. The corridor from the Central City to North Avon Road is within the jurisdiction of the Hagley/Ferrymead Community Board. The corridor along Hills Road from North Avon Road to the Warrington/Shirley intersection and along Shirley Road to Marshland Road falls within the jurisdiction of the Shirley/Papanui Community Board. The remainder of the Queenspark corridor along New Brighton Road out to Queenspark falls within the jurisdiction of the Burwood/Pegasus Community Board.

THE OBJECTIVES

54. The primary objectives of the project are:
- (a) Reduce the variation in the bus journey times along the route
 - (b) Reduce bus journey time to at least 125 percent that of a car
 - (c) Monthly average speeds of buses during the peak period should not be below 26 kilometres per hour on high passenger demand corridors.
55. Bus priority measures should also meet most of the secondary aims and objectives, which are as follows:
- (a) Maintain or improve road safety for all road users with the bus priority projects

13. Cont'd

- (b) Improve the disabled environment where possible
- (c) Improve the pedestrian environment where possible
- (d) Improve the cycling environment where possible
- (e) Neutral or positive impact on businesses
- (f) Neutral or positive impact on residents
- (e) On road space for cyclists consistent with design guidelines including the provision of cycle lanes where appropriate
- (h) Standardised design concepts across all corridors
- (i) The effects on other transport, such as delivery vehicles, taxis, emergency services should be neutral or positive where possible.
- (j) Neutral impact on existing parking demand (using innovative parking solutions where required)
- (k) Rationalisation of bus stop locations
- (l) Where implemented, continuous bus lanes are to be continuous along the corridor for maximum effectiveness
- (m) Improve the corridor street amenity and environment
- (n) Increase bus passengers' sense of security and worth, and combat fear of crime.

THE OPTIONS

56. There are seven segments of the Queenspark corridor for which bus priority improvements were assessed, which are:
- (a) Bus stop rationalisation (over the entire route)
 - (b) Fitzgerald Avenue approaching Bealey Avenue
 - (c) Hills Road
 - (d) Shirley Road approaching Hills Road
 - (e) Shirley Road approaching Marshland Road
 - (f) New Brighton Road approaching Marshland Road
 - (g) Avondale Roundabout.
57. There were no bus priority issues identified along the corridor beyond the Avondale roundabout, apart from bus stop rationalisation. Bus priority within the four avenues of the Central Business District will be addressed as a separate project once the new Bus Exchange location has been determined.

Concept Design for Consultation

58. The concept design presented for consultation to the community consists of the following measures:
- (a) Bus stop rationalisation

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- (b) A bus lane (northbound direction) on Fitzgerald Avenue, between Cambridge Terrace and Bealey Avenue, including a lengthened left turn lane on Bealey Avenue
 - (c) Bus boarders on Hills Road (for travel in the northbound direction), OR alternatively a bus lane on the Whitmore/Hills Road link
 - (d) Extended left turning lane on the Shirley Road approach to the Hills Road intersection (city-bound)
 - (e) Bus lanes at the approaches of Shirley Road to Marshland Road and New Brighton Road to the Golf Links Road intersections
 - (f) Part-time signals on the north approach to the Avondale Road/Bassett Street/New Brighton Road roundabout
 - (g) Signalised pedestrian mid-block crossing on Avondale Road.
59. The last two measures aim to control the flows going towards the roundabout. The above bus priority measures improve the bus travel times and reliability along the corridor of the Queenspark Route, between the Fitzgerald Ave/Cambridge Terrace intersection and the Avondale Road/Bassett Street/New Brighton Road roundabout. These measures have little effect on the car journey times.

Bus Stop Rationalisation

60. Bus stop rationalisation aimed to take an overview of the Queenspark bus priority route from Latimer Square in the Central Business District to its terminus at Queenspark, assessing a number of factors including:
- (a) Location of bus stops in relation to each other, trying to achieve compliance with the Council's "Bus Stop Location Policy" (CCC, 1999).
 - (b) Land uses along the route
 - (c) Accessibility to bus stops via side streets, parks and alleyways
 - (d) Operational requirements
 - (e) Existing bus stop infrastructure
 - (f) Bus routes that cross the Queenspark route or run on the same corridor
 - (g) Position of a bus stop in relation to an intersection – ideally, bus stops should be located after intersections.
 - (h) Position of a bus stop in relation to a pedestrian crossing – ideally, bus stops should be located after pedestrian crossings.
61. There are 46 bus stops currently located along the inbound route. The distance between bus stops varies considerably, with a minimum spacing of 90m and a maximum spacing of 650 metres. The average distance between bus stops along major trunk roads (Gloucester Street, Fitzgerald Avenue, Whitmore Street, Hills Road, Shirley Road and New Brighton Road) is 340 metres. In the suburban area (i.e. Bower Avenue, Queenspark Drive, Broadhaven Avenue) the average distance is 290 metres.
62. It is proposed that there would be 40 inbound bus stops after rationalisation, instead of the current 46. The distance between bus stops would vary from a minimum distance of 260 metres to a maximum distance of 650 metres. The average distance between bus stops along the major trunk roads would be 390 metres, while in suburban areas the average distance would be 330 metres. It is thus recommended that 12 new bus stops be implemented, 18 bus stops be removed and 28 existing bus stops be retained.

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63. There are 45 bus stops currently located along the outbound route. The distance between bus stops varies a lot, with a minimum distance of 70 metres and a maximum distance of 660 metres. The average distance between bus stops along the major trunk roads is 360 metres, while in suburban areas the average distance is 280 metres.
64. It is proposed that there would be 41 outbound bus stops after rationalisation, instead of the current 45. The distance between bus stops would vary from a minimum distance of 230 metres to a maximum distance of 650 metres. The average distance between bus stops along the major trunk roads would be 380 metres, while in suburban areas the average distance would be 340 metres. It is thus recommended that 11 new bus stops be implemented, 15 bus stops be removed and 30 existing bus stops be retained.

Fitzgerald Avenue approaching Bealey Avenue

65. Seven options were developed for comparison for the Bealey Avenue/Fitzgerald Avenue intersection and three options for the Fitzgerald Avenue approach to the intersection. The preferred option for consultation included widening on the west side only, phasing changes and a permanent bus lane.
66. The widening on the west side only includes a proposed 4.2 metres wide shared bus and cycle lane on the Fitzgerald Avenue approach to the intersection, starting 50 metres south of the stop line. The pedestrian island in the southwest quadrant would be reduced in size to allow for the additional width required on the carriageway for the shared bus and cycle lanes.
67. The traffic lanes on the Bealey Avenue approach to the intersection would be realigned to include a proposed cycle lane. The existing three traffic lanes would be realigned and immediately east of Champion Street a 'left only' lane is proposed, thus making the third main traffic lane 'ahead only', with the proposed cycle lane running between the two. This proposal accommodates the very heavy left turn demand from Bealey Avenue into Whitmore Street.
68. The kerb and footpath on Bealey Avenue at the approach to the intersection would be realigned. This realignment would continue around to Whitmore Street just south of the existing bus stop. For this proposed realignment to be able to be constructed and an acceptable footpath width be maintained there will need to be some property purchase at 341 Bealey Avenue and new legal road boundary established.
69. An agreement has been reached with the current owners of the property at 341 Bealey Avenue, which is the subject of a separate report for Council approval.
70. There will be a raised zebra crossing provided across the Bealey Avenue approach slip lane. The purpose of this raised zebra crossing is to slow down left turning traffic into Whitmore Street. This is important as with the realignment of this corner the nearside lane in Whitmore Street will be used by buses and could therefore potentially have a greater likelihood of crashes, with drivers being unaware of the proposed facility.
71. The following additional measures are proposed:
 - (a) Narrow the existing slip lane island on the Fitzgerald Avenue approach
 - (b) Provide a new slip lane island on the Bealey Avenue approach
 - (c) Alterations to the Bealey Avenue central median to accommodate a realigned pedestrian crosswalk
 - (d) Shortening of the central median on the Whitmore Street approach.
72. The phasing changes include a proposed change in the phasing operated at the intersection. Currently, when the southern pedestrian crosswalk is operated, the signals remain in the London Street phase. London Street is a minor approach with little traffic, and the pedestrian crossing distance is long resulting in an inefficient operation of the intersection.

13. Cont'd

73. It is proposed that the pedestrian crosswalk overlaps from the London Street phase to a new phase where only the right turn from the Whitmore Street approach is operated. As this right turn is one of the major movements, this would result in a significant efficiency gain whenever the southern crosswalk is operated.
74. The permanent bus lane includes realigning the cycle lane on Fitzgerald Avenue, in the northbound direction, between Cambridge Terrace and Bealey Avenue. This realignment is to incorporate a bus lane from Cambridge Terrace to 130 metres north of Cambridge Terrace. This bus lane would require the removal of 90 metres of kerbside parking space.

Hills Road

75. Eight options were considered for Hills Road; however, the preferred options for consultation included bus boarders or part-time bus lanes, as well as operational changes to the right turning phase at the Hills/Shirley/Warrington intersection.
76. Possible signal phase modifications at the Hills/Shirley/Warrington intersection means that traffic intending to turn right from Hills Road into Shirley Road is assisted with a separate right turning phase. This turning phase is currently operated in the morning phase only, and is brought in every third signal cycle only.
77. When PTIPS (Public Transport Information and Priority System) is introduced, it is envisaged that the right turning phase be called whenever a bus needs assistance with turning right. This may require that the phase be called outside of the morning peak; however, will not be called in the afternoon peak. As the intersection is at capacity during the morning peak, it is probably not feasible to increase the number of times the right turning phase is called. So if the right turning phase is brought in earlier than what would have happened without a bus present, then the signals would have to run through additional cycles where the right turn phase is not called, so that on average, only every third cycle allows for this additional phase.
78. Option A presented to the community for Hills Road included a third bus boarder along Hills Road in addition to the two existing for the Hills Road Bus Boarder Trial. The third bus boarder would be located just south of Gresford Street. This third bus boarder would be the same as those already existing and being trialled on Hills Road. There would be some kerbside parking lost on both sides of Hills Road with this option.
79. The current bus boarder trial has bus boarders located at Number 95 and Number 163 Hills Road. With this concept, the bus boarders extend much further into the carriageway, the traffic lanes are at a minimum width, and a double yellow line is separating opposing traffic in the vicinity of the stops. When a bus is stopped at the bus boarder layout, there is no room for motorists to overtake without fully going into the opposing traffic lane.
80. The layout does not allow for cyclists and traffic to pass the bus boarder simultaneously when there is no bus present, as the traffic lane is 3.1 metres wide only. A bypass for cyclists around the back of the bus boarders is provided instead. In a city-bound direction, a cycle lane adjacent to parking helps define a narrow southbound traffic lane.
81. Option B presented to the community for Hills Road includes a proposed 3.2 metre wide shared bus and cycle lane on Whitmore Street, which would extend from Bealey Avenue to just south of Avalon Street. At this point it would widen to a 4.2 metre wide shared bus and cycle lane and extend along Whitmore Street and Hills Road to just south of the intersection with Shirley Road.
82. The wide bus lane north of Avalon Street would need to be in operation during the afternoon peak only, as that is when queues form due to capacity restraints at the Hills/Shirley/Warrington intersection. The narrow bus lane south of Avalon Street would need to be a permanent bus lane, as it is too narrow to allow for both parking and safe provision for cyclists.
83. This option would require the relocation of all pedestrian islands on this link, as well as new traffic management. Parking would need to be removed on both sides of Whitmore Street and Hills Road to incorporate a flush median, but can be allowed on the west side north of Avalon Street outside the afternoon peak hours.

13. Cont'd

84. Both the bus boarders and part-time bus lane on Hills Road would provide improvements in terms of bus reliability and speed (i.e. journey time savings). The benefits would be greater with the bus lane rather than the bus boarders. The bus lane; however, would require significantly more parking to be removed along both Hills Road and Whitmore Street, and would therefore have a greater impact on the local community (i.e. both residents and shop owners).

Shirley Road approaching Hills Road

85. Four options were considered for comparison for this section of the route, with the preferred option for consultation recommending an exclusive left turn lane.
86. This section includes an exclusive cycle lane on the southern side of Shirley Road from the kea crossing build-out to the Hills Road intersection and an exclusive left turn lane on the left hand side of the through cycle lane. This will mean that the bus will not have to re-enter the through traffic stream and will instead just drive straight into the left turn lane. This will reduce the queue time delay for the bus at the approach to the Hills Road intersection.
87. There are changes in the alignment of the cycle lane on the northern side of Shirley Road and changes in kerbs of solid median and in the shape of flush median on Shirley Road. The existing bus stop on the northern side of Shirley Road will be moved 15 metres in an easterly direction. 'P5' signs on the northern side of Shirley Road will be relocated 40 metres in an easterly direction.
88. Parking will be removed on the southern side of Shirley Road, from the intersection with Slater Street, all the way to Hills Road. This will see the removal of six parking spaces.

Shirley Road approaching Marshland Road

89. Six options were considered for comparison for this section of the route, with the preferred option for consultation recommending a permanent bus lane with cycle lane.
90. This section includes a full-time permanent shared bus and cycle lane on the northern side of Shirley Road with the current exclusive cycle lane removed. The flush median is slightly reduced in width and the pedestrian island in front of No. 44 Shirley Road is relocated slightly south. The kerb along the south side of the left turn slip lane is relocated, reducing the island width. The cycle lane on the southern side of Shirley Road from No. 42 Shirley Road to Warden Street is relocated to the kerb line making room for the relocated median island.

New Brighton Road approaching Marshland Road

91. Only one option was developed for this section of the bus route which was presented to the community for consultation. This section has been split into three segments, which are:
- (a) New Brighton Road/Marshland Road intersection
 - (b) New Brighton Road/Golf Links Road/Ajax Street intersection
 - (c) New Brighton Road from Golf Links Road to Cresswell Avenue
92. On the New Brighton Road departure side from the intersection with Marshland Road, the option includes a proposed 4.2 metre wide shared bus and cycle lane. The build-out at the northeast corner of the intersection will be removed to enable the shared bus and cycle lane to be implemented.
93. A median is proposed opposite the access to The Palms shopping centre to reinforce the existing right turn movement ban to and from the access. The flush median and lane markings westbound to the intersection will be realigned. The existing cycle lane will widen towards the stop line.

13. Cont'd

94. The New Brighton Road/Golf Links Road/Ajax Street intersection includes the end of the eastbound shared bus and cycle lane, 40 metres prior to the intersection, to allow for a left turn lane. The shared bus and cycle lane eastbound continues at the exit of the intersection for 40 metres. At this point (i.e. 40 metres east of the intersection) the bus lane ends and the cycle lane transitions to a position where it is placed between the eastbound traffic lane and the existing kerbside parking.
95. A shared bus and cycle lane is proposed, westbound on New Brighton Road, which will stop 60 metres prior to the intersection, where the existing cycle lane will continue. The flush median and approach lane markings will be realigned. There will also be a B signal plus a leading left turn arrow at the eastbound approach to this intersection.
96. The New Brighton Road from Golf Links to Cresswell Avenue section includes a shared 4.2 metre wide bus and cycle lane from Cresswell Avenue to the New Brighton Road/Golf Links Road/Ajax Street intersection. To implement this, a large section of kerb side parking will be removed.
97. In the eastbound direction the cycle lane, on the outside of the parking bays, continues until 60 metres west of the existing bus stop (west of Horseshoe Lake Road) where it aligns with the kerb. The cycle lane then tapers away from the kerb to be outside the existing bus stop and along past Horseshoe Lake Road.

Avondale Roundabout

98. Three options were developed for the Bassett Street approach to the roundabout for comparison, and two schemes were developed for the Avondale Road approach. Metering signals on Bassett Street and a pedestrian crossing on Avondale Road were presented to the community for consultation.
99. Metering signals on Bassett Street includes two traffic islands, with traffic lights 15 metres north of the Avondale Roundabout, with an associated stop line and a flush median. A cycle lane is proposed at the approach to the proposed traffic lights, starting 40 metres back (i.e. north).
100. A signalised pedestrian crossing is proposed on Avondale Road at Avonside Drive. The purpose of the pedestrian signal is to be able to meter the flow going towards the roundabout during the afternoon peak, so that outbound traffic can enter the roundabout more easily when the traffic lights are red for northbound Avondale Road traffic.
101. This measure would also assist pedestrians and cyclists using the shared pathway along the south side of the Avon River with getting across Avondale Road.
102. In addition, a bus lane on New Brighton Road's eastbound approach was presented to the community for consultation. This includes a shared 4.2 metres wide bus and cycle lane on New Brighton Road, in the eastbound direction, approaching the Avondale roundabout. This option starts the shared bus and cycle lane at Lake Terrace Road and stops just west of the Avondale roundabout, and would require minor kerb realignment east of Lake Terrace Road. This includes a flush median.
103. The existing kea crossing on New Brighton Road opposite the school and the right turn lane into Lake Terrace Road would both remain. The kea crossing would require the removal of the existing kerbing on the north side of New Brighton Road.

THE PREFERRED OPTION

104. The preferred option has been developed following consultation of the scheme design described above with the community. The outcomes of consultation are described in paragraphs 23-34 above, and the key issues raised are outlined in attachments 3 and 4.
105. Based on the feedback received in consultation, the following changes were made to the scheme design:

13. Cont'd

- (a) Afternoon part-time bus lanes are recommended to run from 3pm – 6pm inclusive, except for outside schools which will run from 4pm – 6pm inclusive. This is to allow for the extra parking required as children are picked up from school between 3pm and 4pm.
- (b) An interim option at the Bealey Avenue/Fitzgerald Avenue intersection until the preferred option involving property purchase is resolved.
- (c) Part-time bus lanes on the outbound route along Hills Road, rather than the bus boarders currently being trialled.
- (d) Parking restriction of 30 minutes (P30) just north of Dudley Street on the eastern side of Hills Road.
- (e) Relocation of the bus stop further east on Shirley Road outside Shirley Primary School; however, this bus stop is to remain to the west of the Kea Crossing build-out.
- (f) Shortening of the proposed median island outside The Palms shopping mall on New Brighton Road to allow right turns into The Palms from New Brighton Road whilst reinforcing the right turn ban from The Palms onto New Brighton Road.
- (g) Retention of the two bus stops to the east of the Avondale Road/Bassett Street/New Brighton Road roundabout on the south (i.e. inbound) side and removal of the proposed bus stop in this vicinity.

106. Consequently the key features of the Queenspark bus priority route are:

- (a) Bus stop rationalisation, as shown in the plans at Attachment 2
- (b) Bus lane (northbound direction) on Fitzgerald Avenue between Cambridge Terrace and Bealey Avenue, plus an extended left turn on Bealey Avenue
- (c) A bus lane on the Whitmore St/Hills Road link
- (d) Extended left turning lane on the Shirley Road approach to the Hills Road intersection
- (e) Bus lane at the Shirley Road approach to Marshland Road
- (f) Bus lanes on the New Brighton Road approaches to the Golf Links Road intersection
- (g) Part time signals on the approach to the Bassett Street roundabout and an eastbound bus lane on the New Brighton road approach to the Avondale roundabout
- (h) Signalised pedestrian mid-block crossing on Avondale Road.

107. The scheme design was designed in accordance with the relevant standards and guidelines to attempt to achieve the aims and objectives for the project, to meet the requirements of the residents and businesses and to maintain the existing flow of traffic with the minimum of additional delays. The aims and objectives set by the Council in 2006 were:

- (a) Bus journey times should be no more than 125 percent of that of a car journey
- (b) 90 percent of trips within three minutes of the scheduled arrival time at timing points and 95 percent of trips within five minutes of the scheduled arrival time
- (c) A target of 26 kilometres per hour average over all bus routes was set by Environment Canterbury, which should be achieved where possible.

108. The scheme was modelled using S-Paramics micro-simulation software. The existing route was surveyed and modelled using the software to replicate the current traffic situation. The option was then input into the model and the effects on the traffic flow analysed.

13. Cont'd

109. The analysis has shown that giving buses the ability to bypass congestion increases reliability, thereby meeting this primary objective, and the bus journey times are now within 125 percent of the car travel times. Therefore, the second objective has been met.
110. The majority of average bus speeds are shown to be above the 26 kilometre per hour target. The existing situation has bus travel speeds ranging from 20 to 36 kilometres per hour for the different modelling periods and options. The proposal models range from 22 to 38 kilometres per hour for the different modelling periods. The target, as set in ECan's public transport strategy, is not specific to individual routes, but applies to the public transport system overall. On some routes, it might be harder to achieve because the corridors are more congested than others. Presumably, the Queenspark corridor was chosen as one of the first three corridors to be treated because parts of the route are quite congested. As such, the proposal helps to meet the overall, city-wide target.
111. Additionally, the objective to achieve a modal shift from car to bus on all public transport corridors is addressed by the proposal by improving bus travel time reliability and bus travel time compared to car travel time. As such, the proposals included in the report will help contribute to achieve modal shift from car travel to bus travel. Therefore, this objective will be met, although it is outside of the scope of this report trying to quantify this effect.
112. It is thus recommended that the Council proceed with the preferred option, which meets the aims and objectives as best it can and provides the community and road users with an effective bus priority system.

Bus lane markings

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

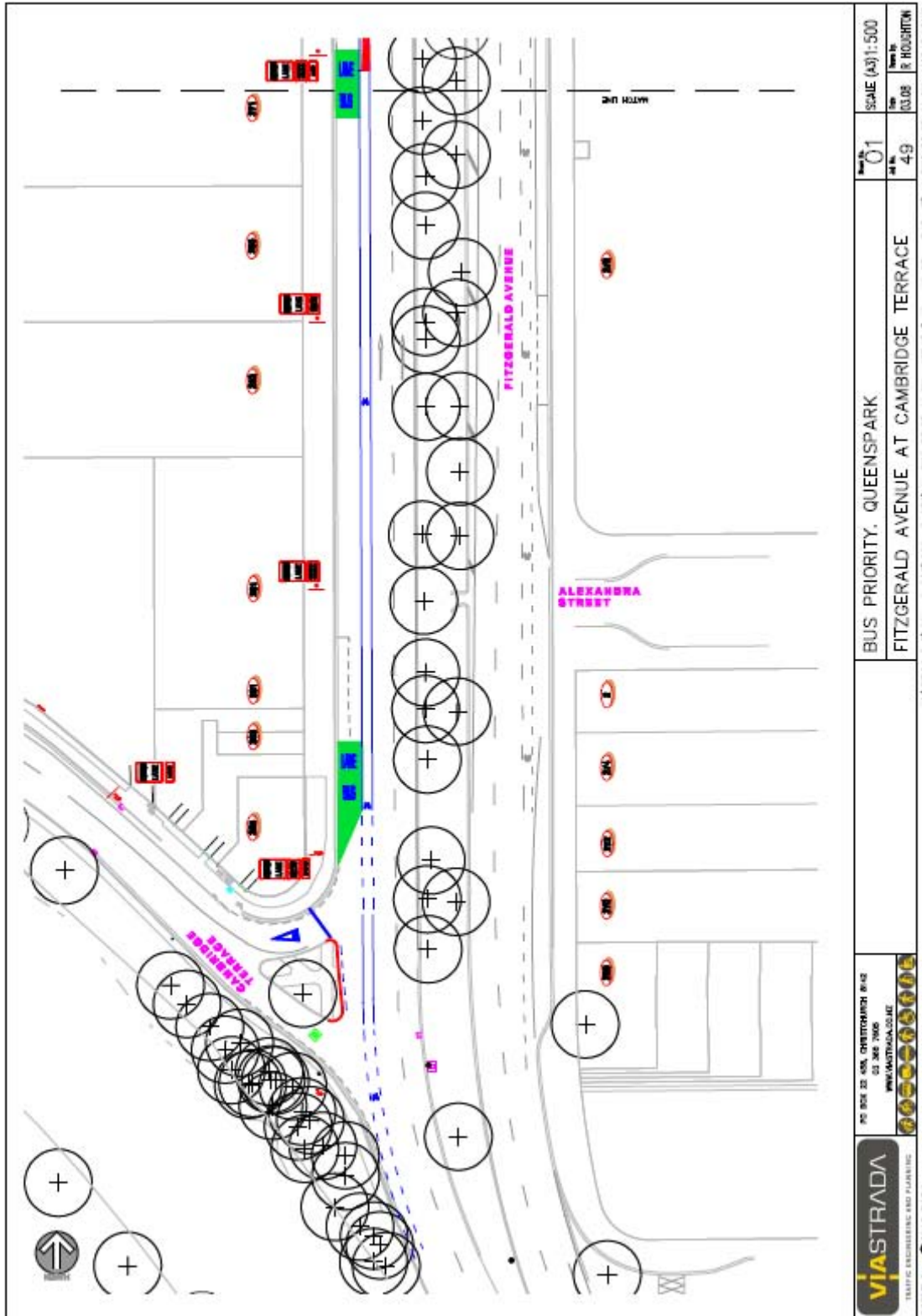
Enforcement

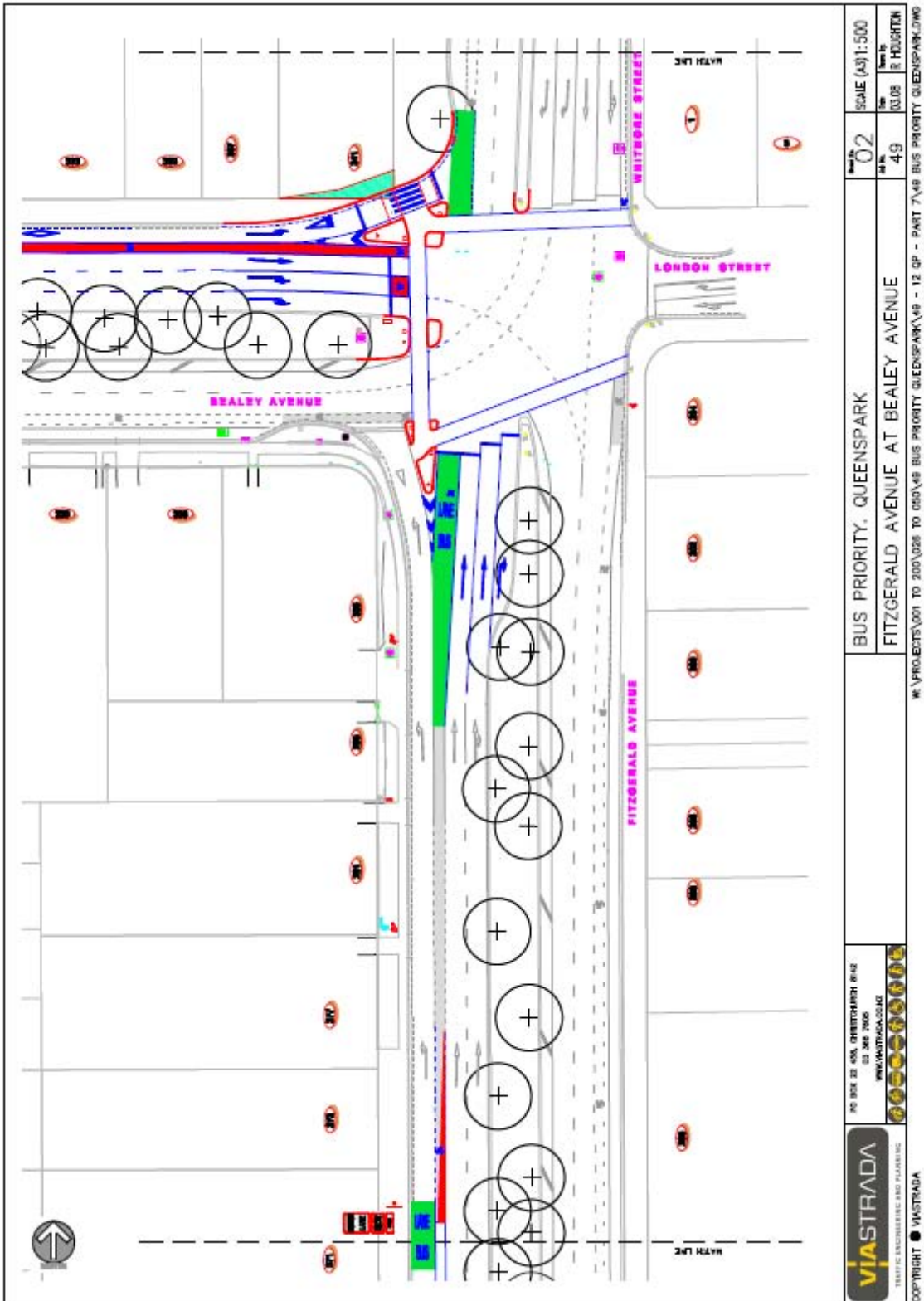
114. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
115. Enforcement of the bus lane and other bus priority measures is crucial due to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

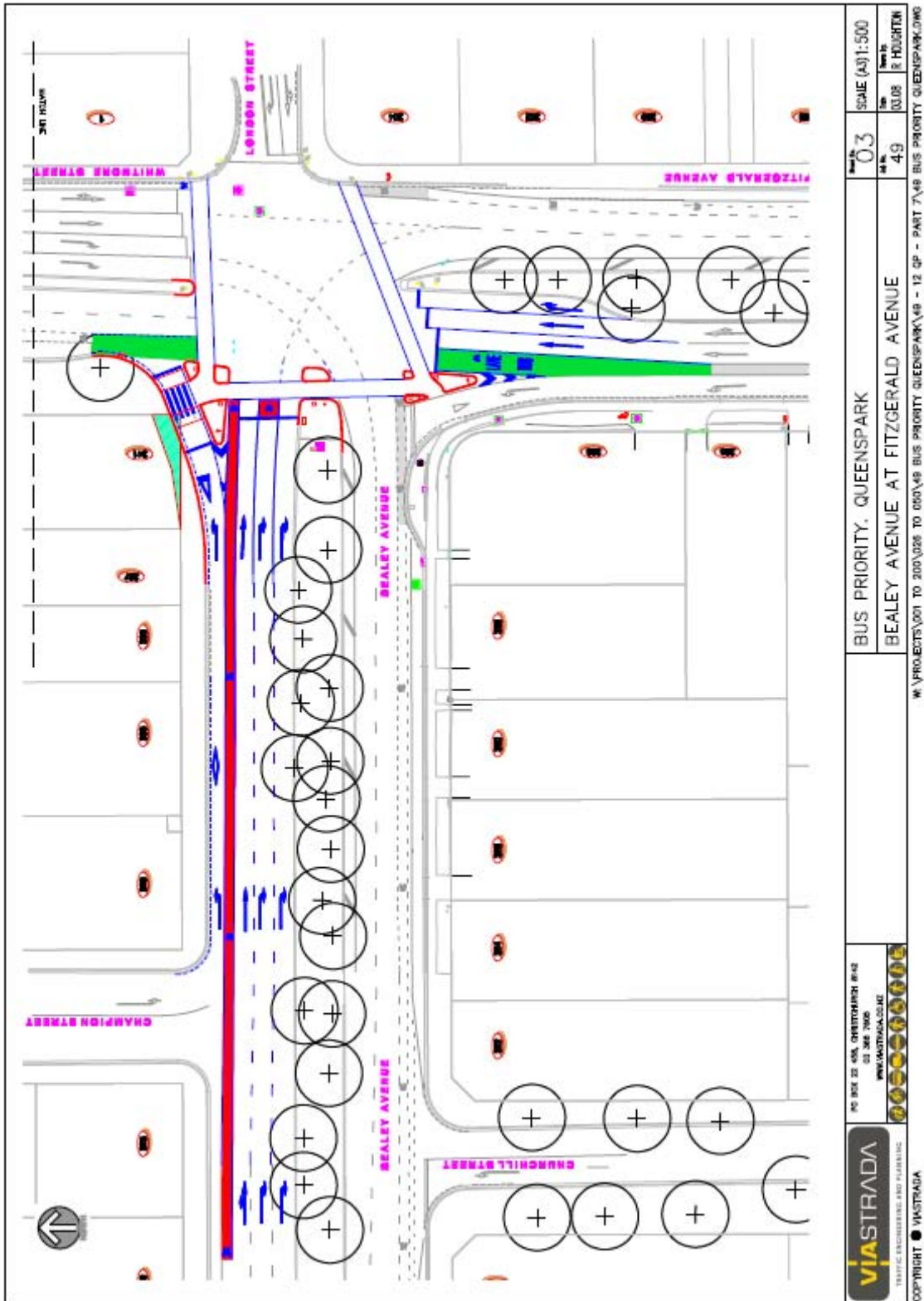
13. Cont'd

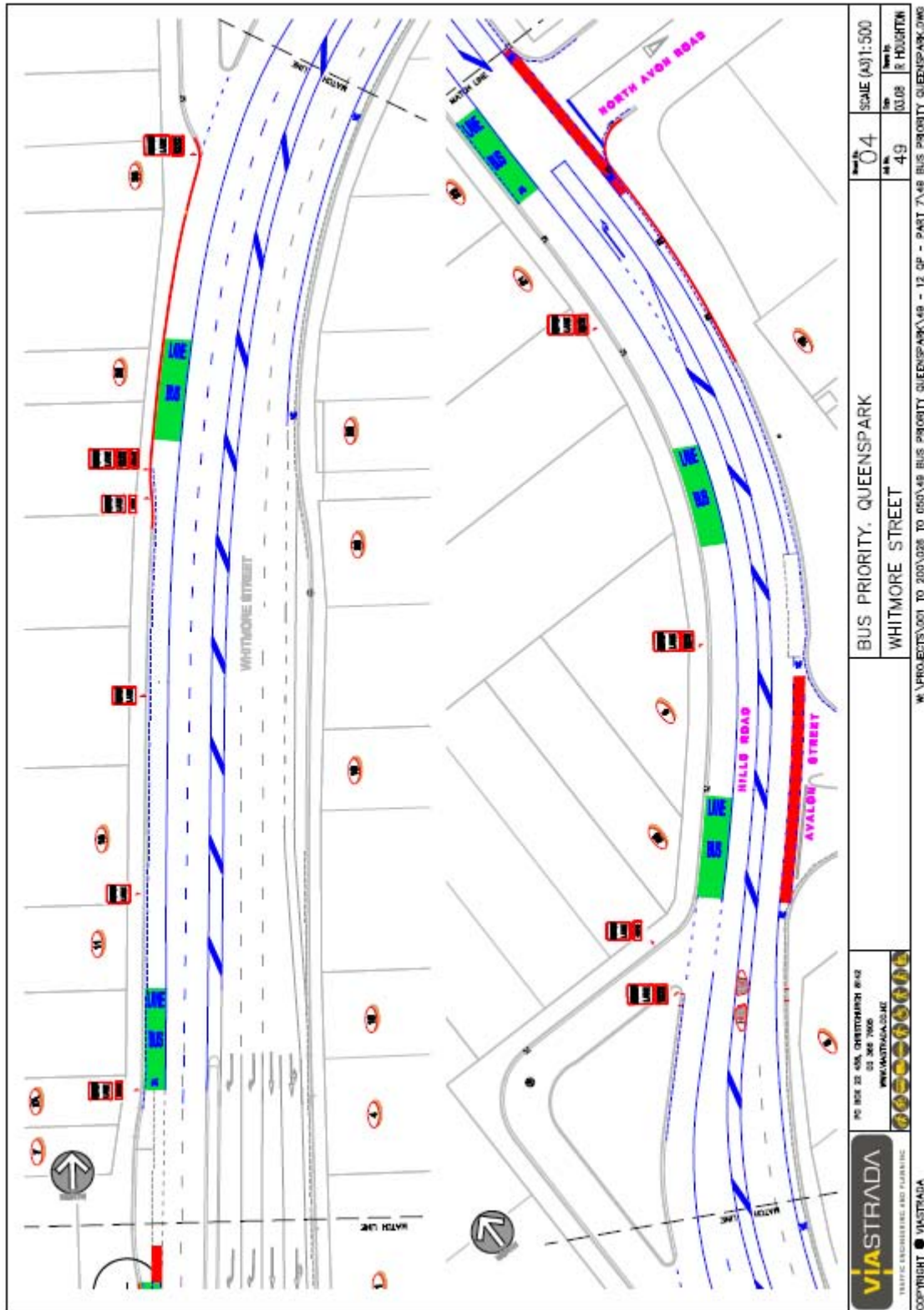
Education Campaign

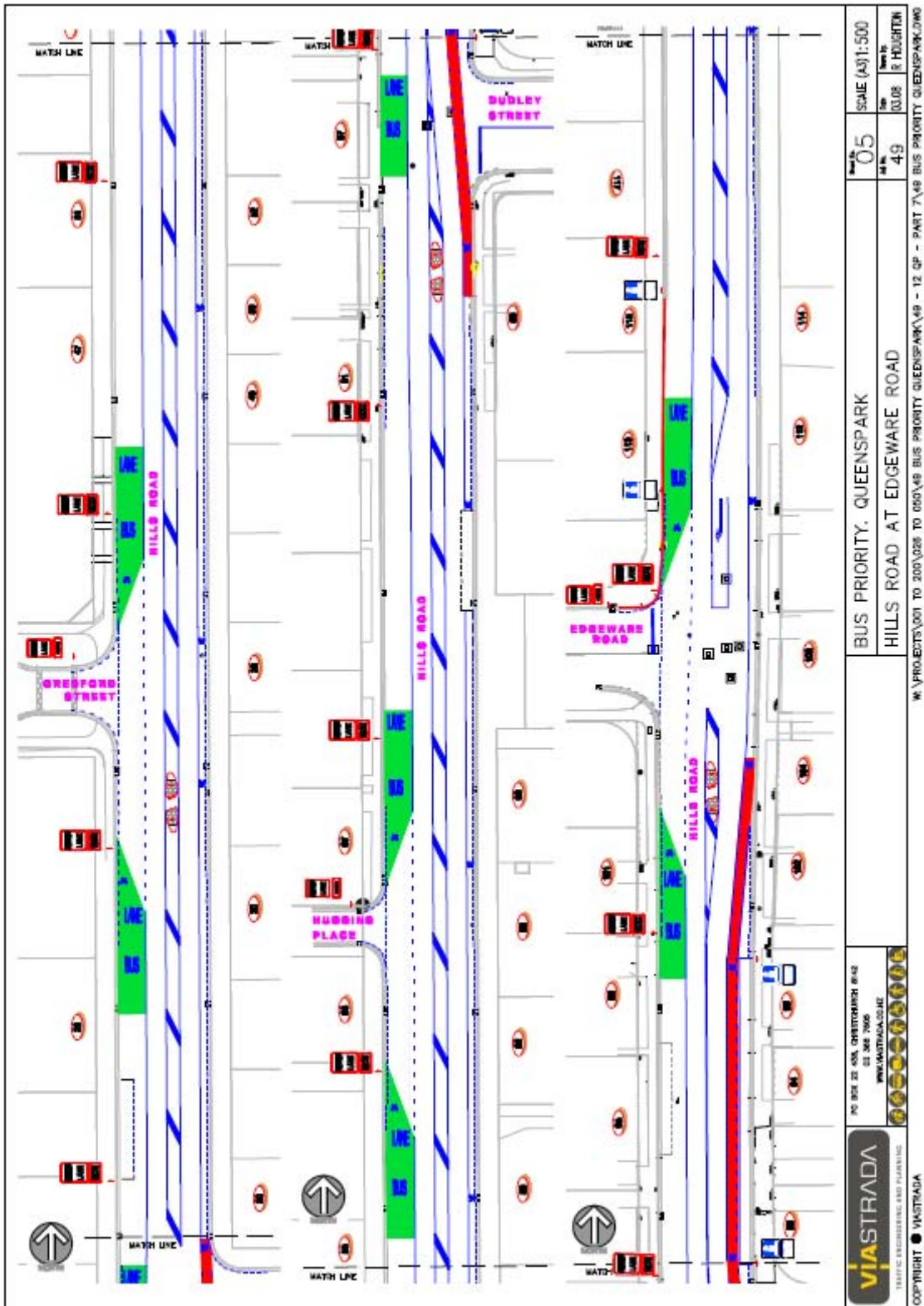
118. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Queenspark route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

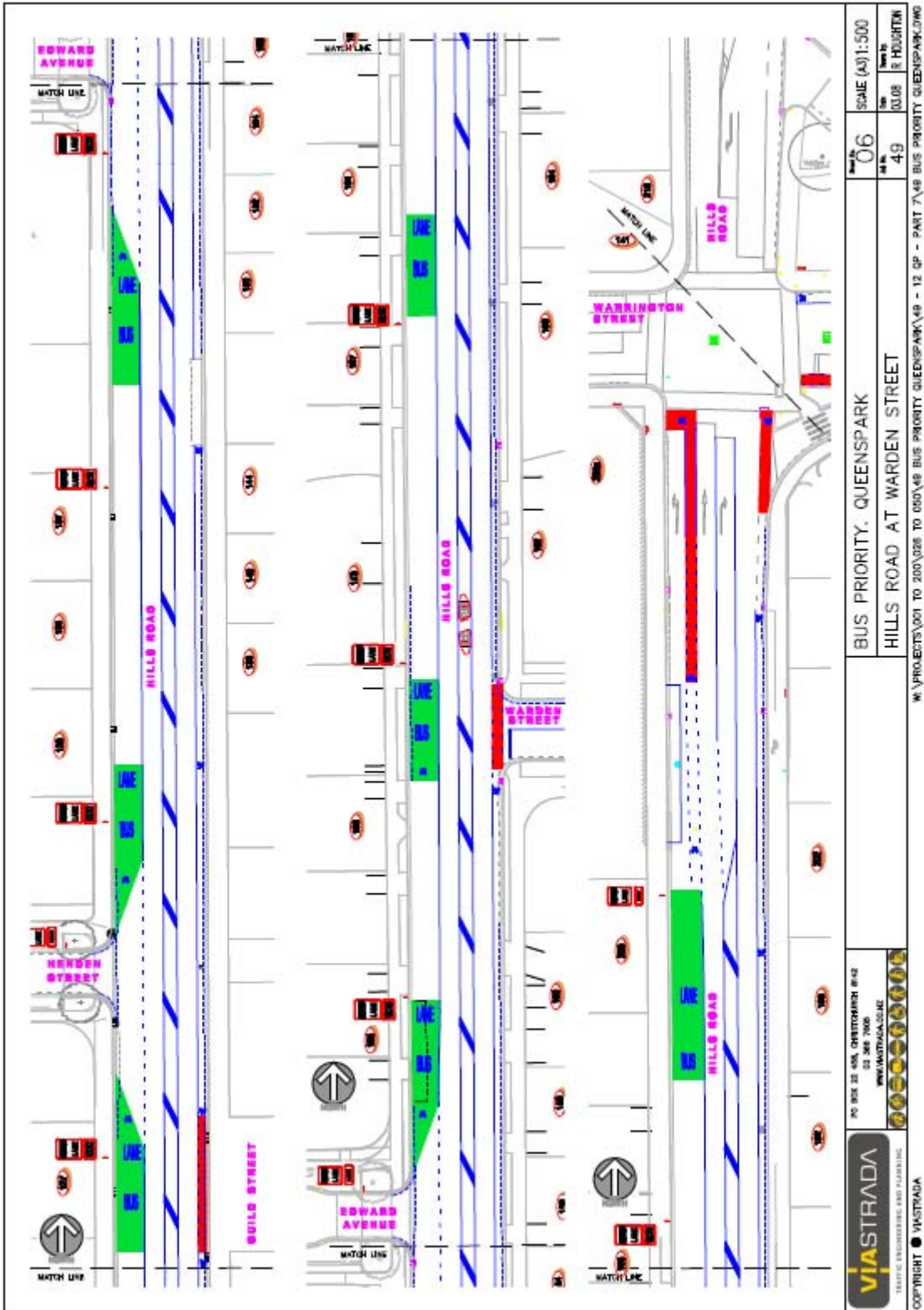


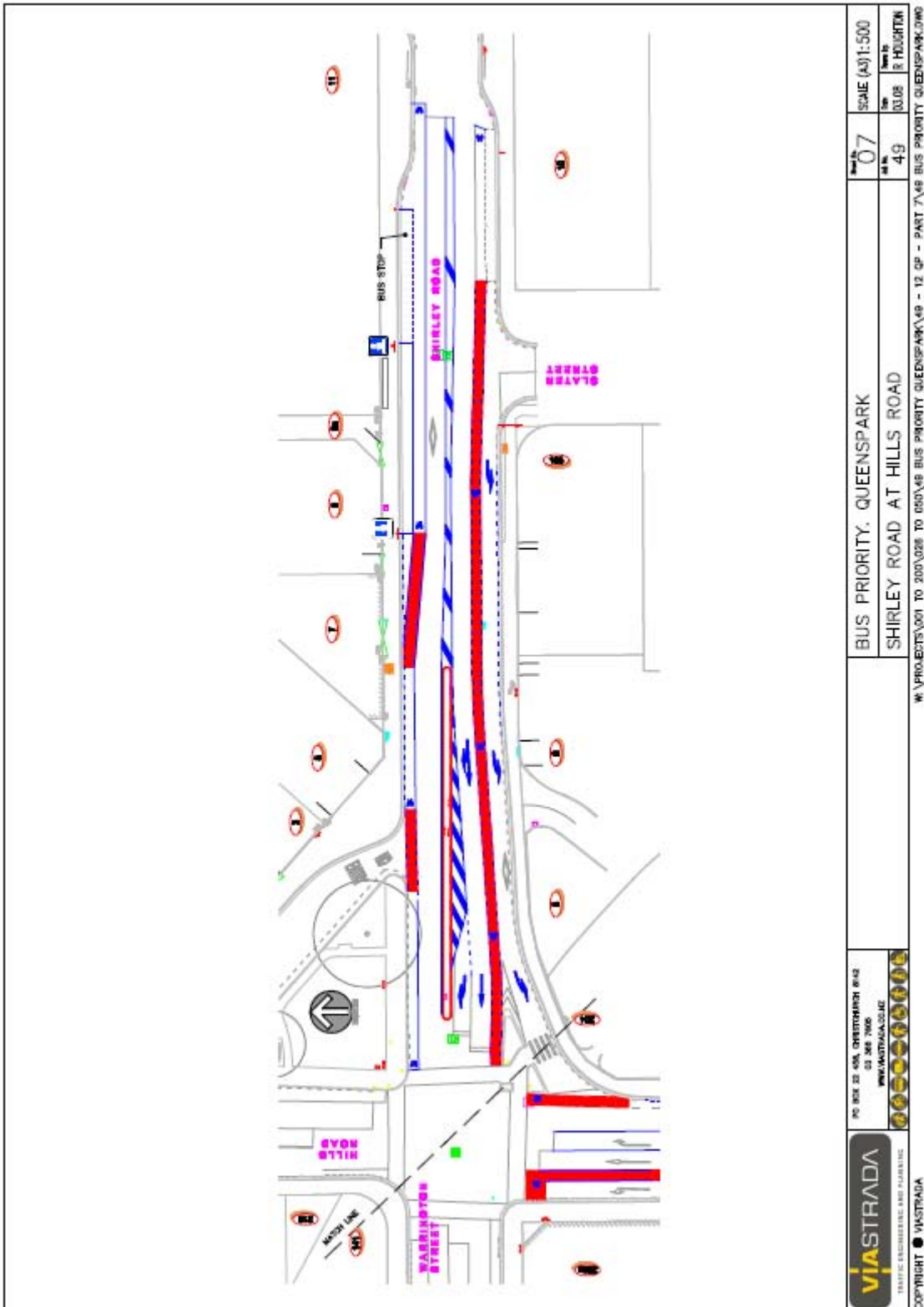


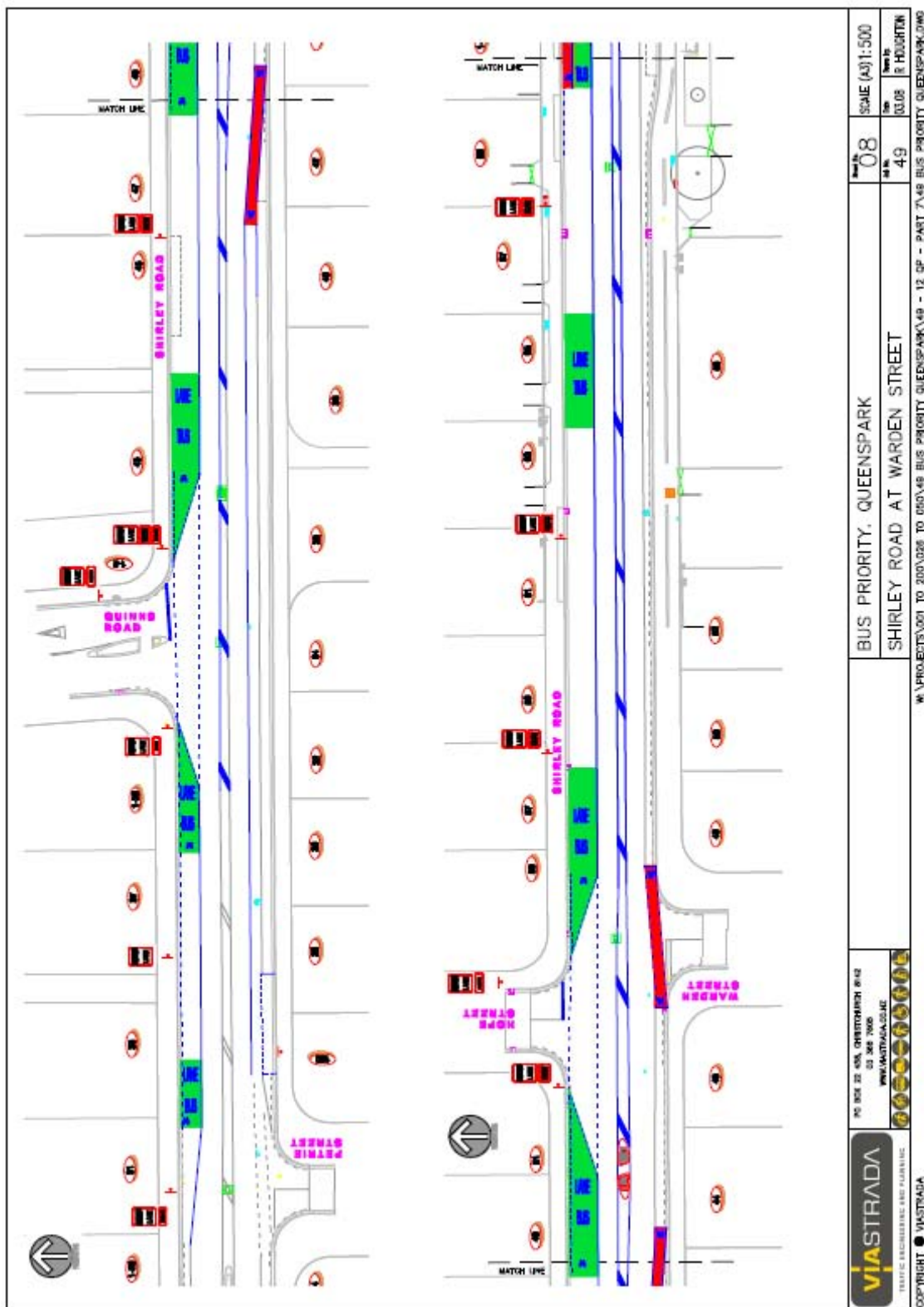


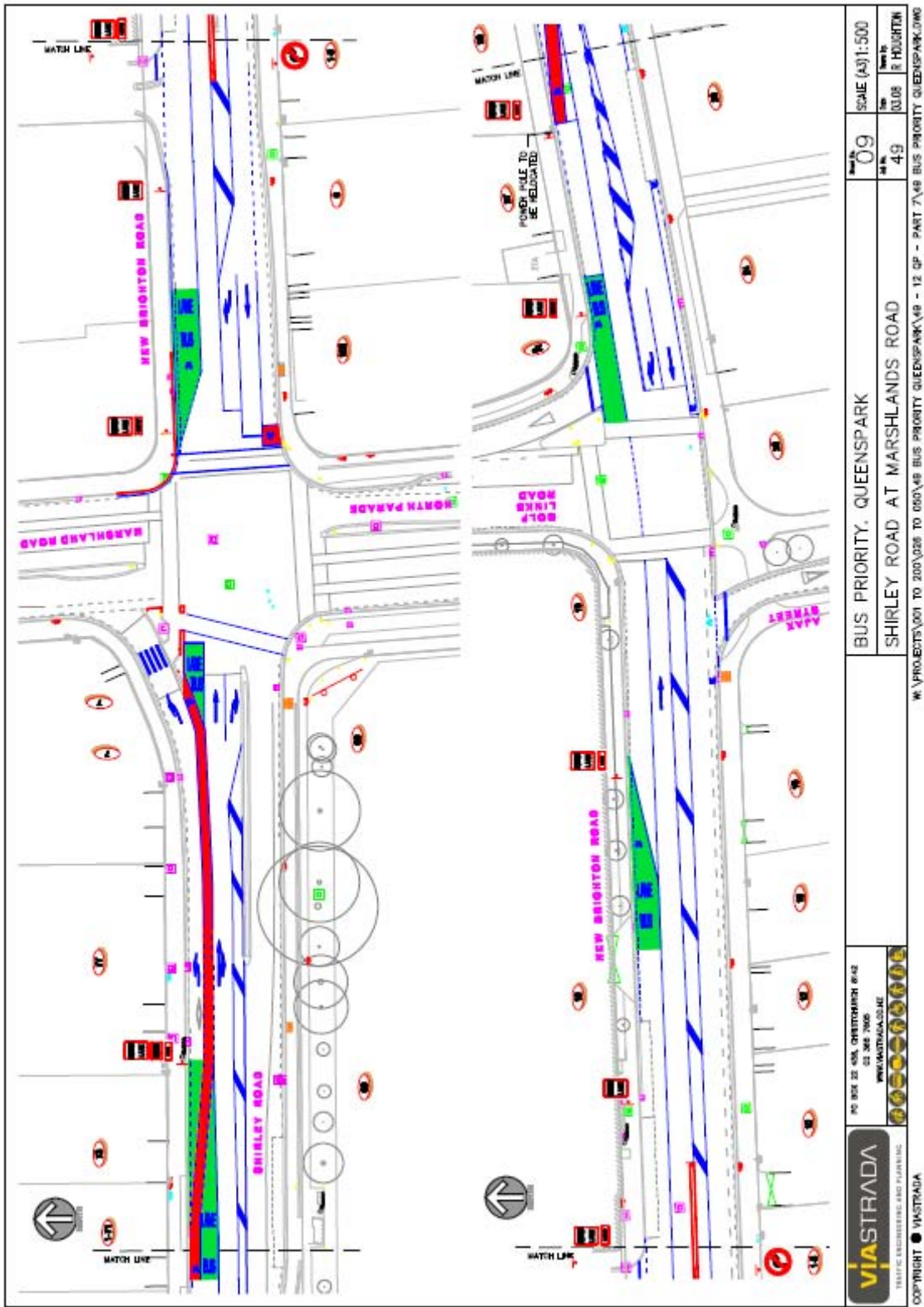


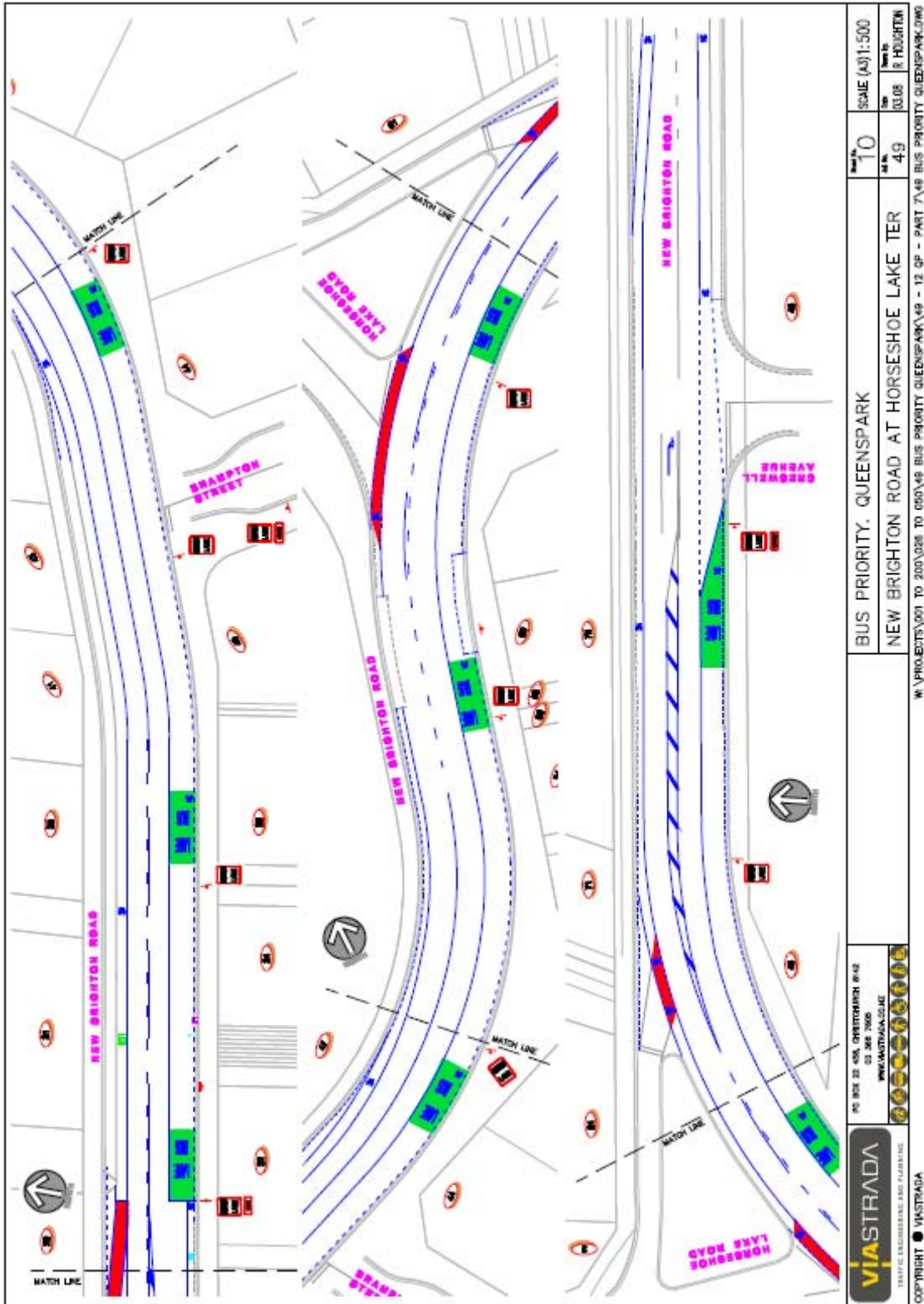


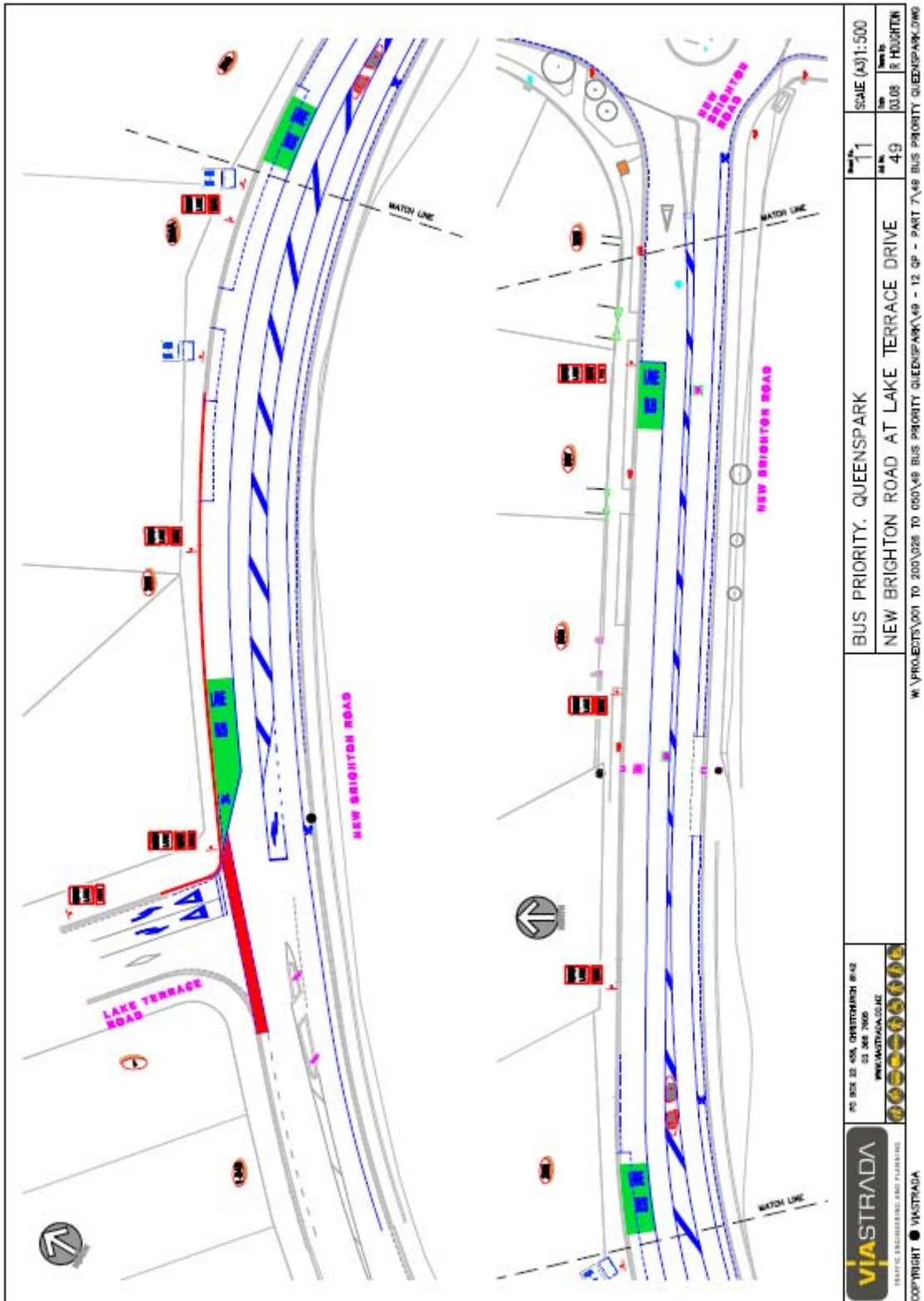


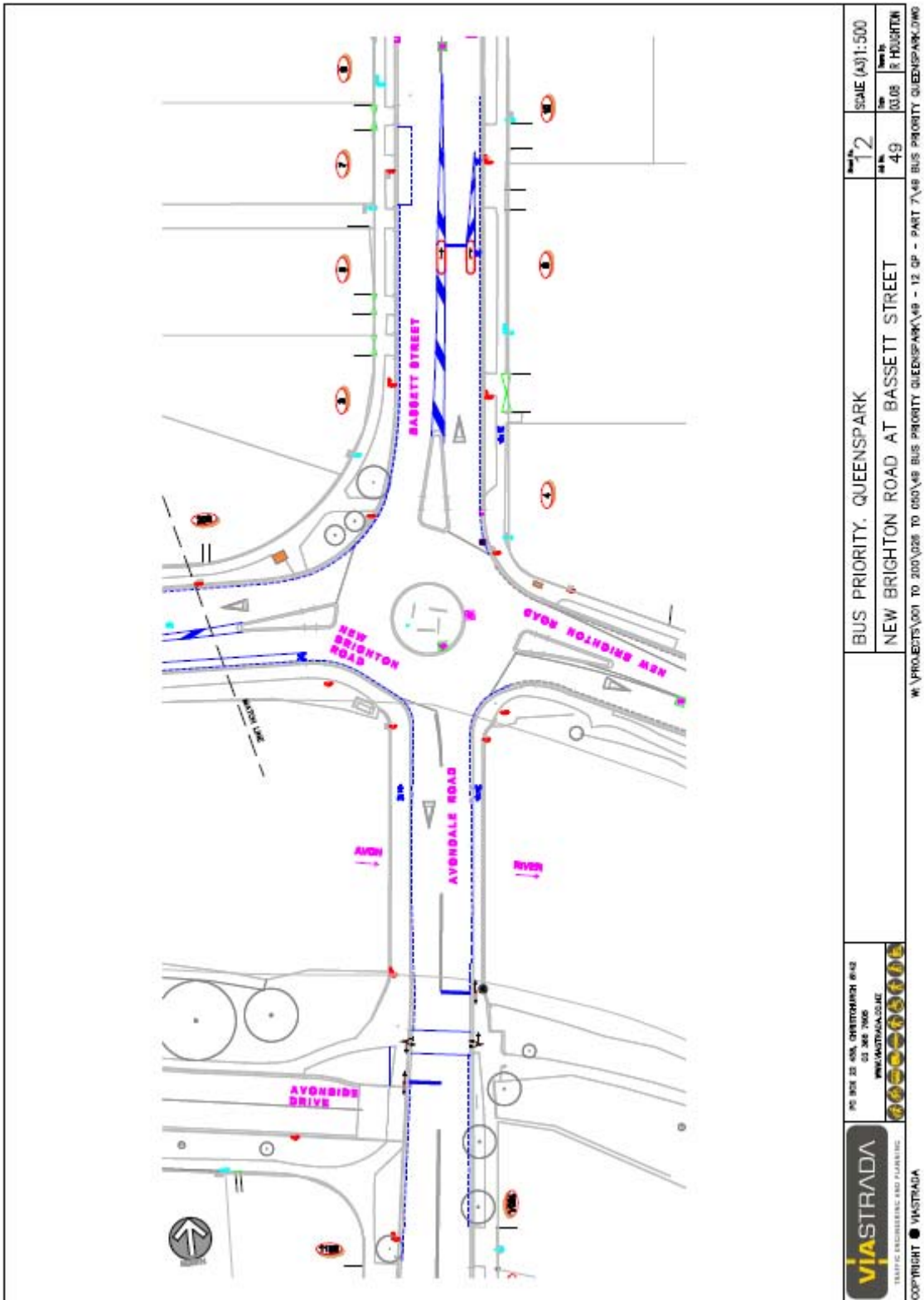








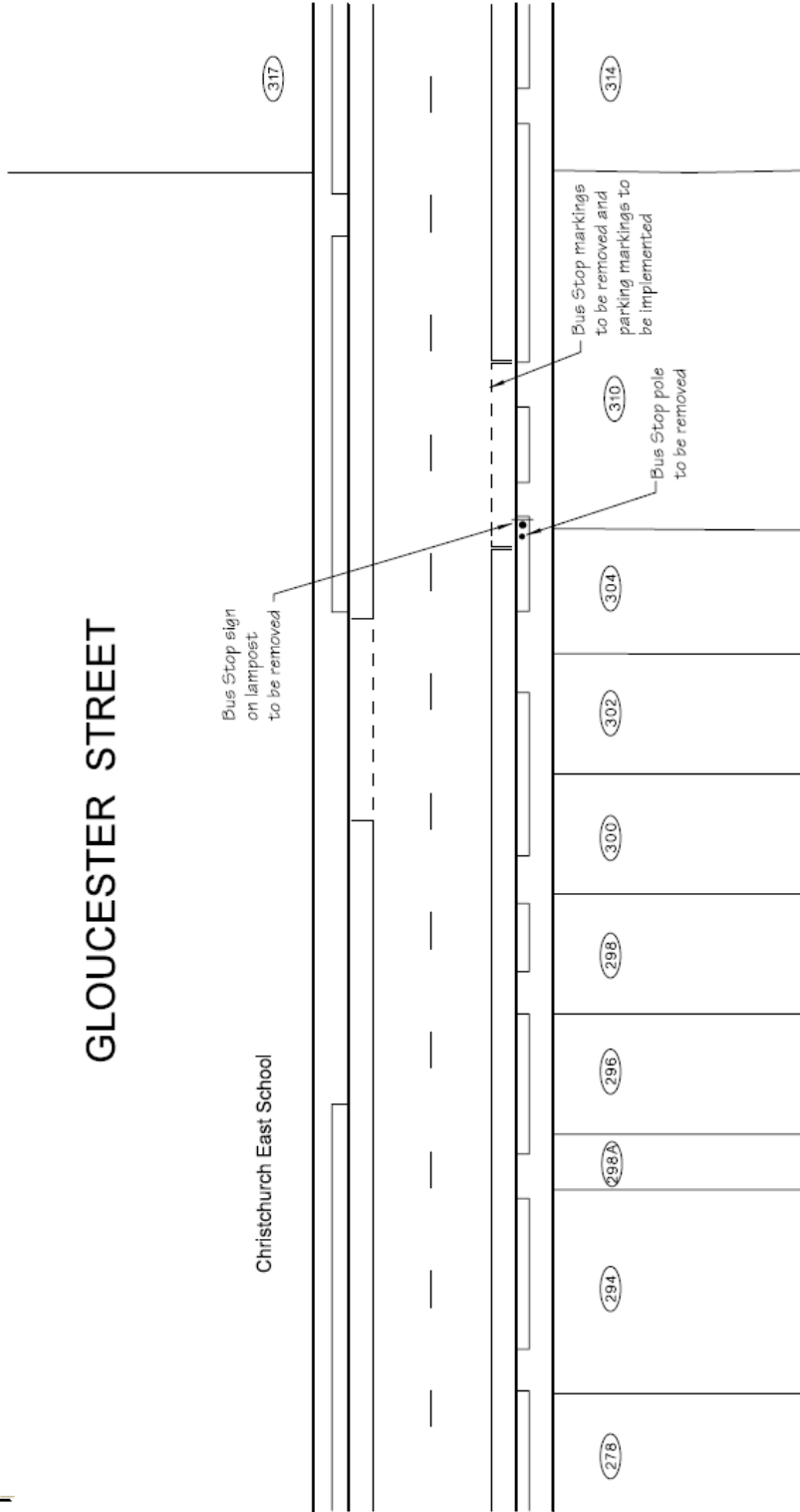




	76 BOX 22 454, GLENVIEW RD GLENVIEW VIC 3143 WWW.VIASTRADA.COM.AU		BUS PRIORITY, QUEENSPARK NEW BRIGHTON ROAD AT BASSETT STREET	Scale (A3) 1:500 Date: 03.08 Rev: 49 R: HOUGHTON
			W:\PROJECTS\001 TO 200\028 TO 050\48 BUS PRIORITY QUEENSPARK\48 - 12 GP - PART 7\48 BUS PRIORITY QUEENSPARK.DWG	



GLOUCESTER STREET



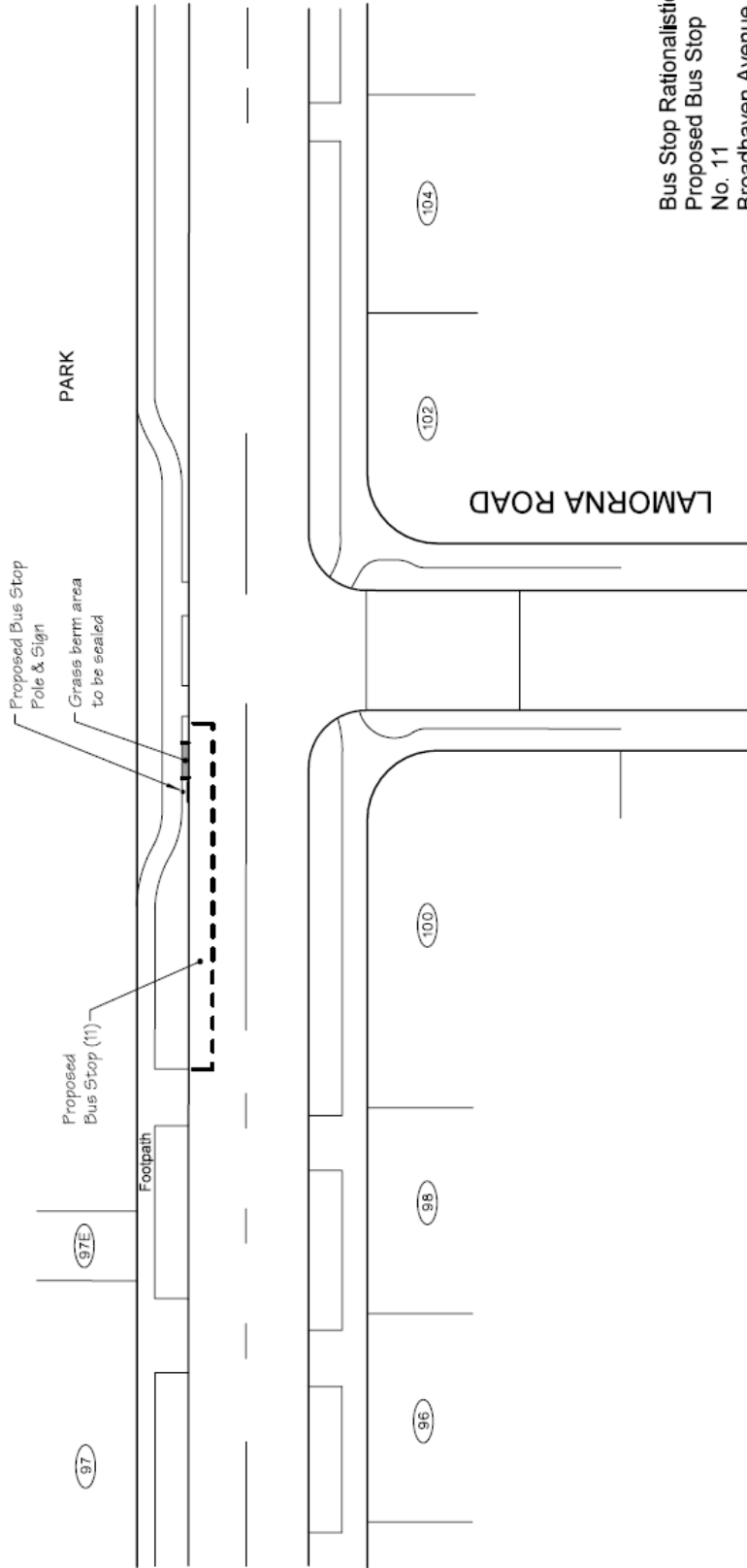
Bus Stop Rationalisation
 Bus Stop to be Removed
 No. 14024
 Gloucester Street
 1:500 @ A4
 Appendix 1D-01

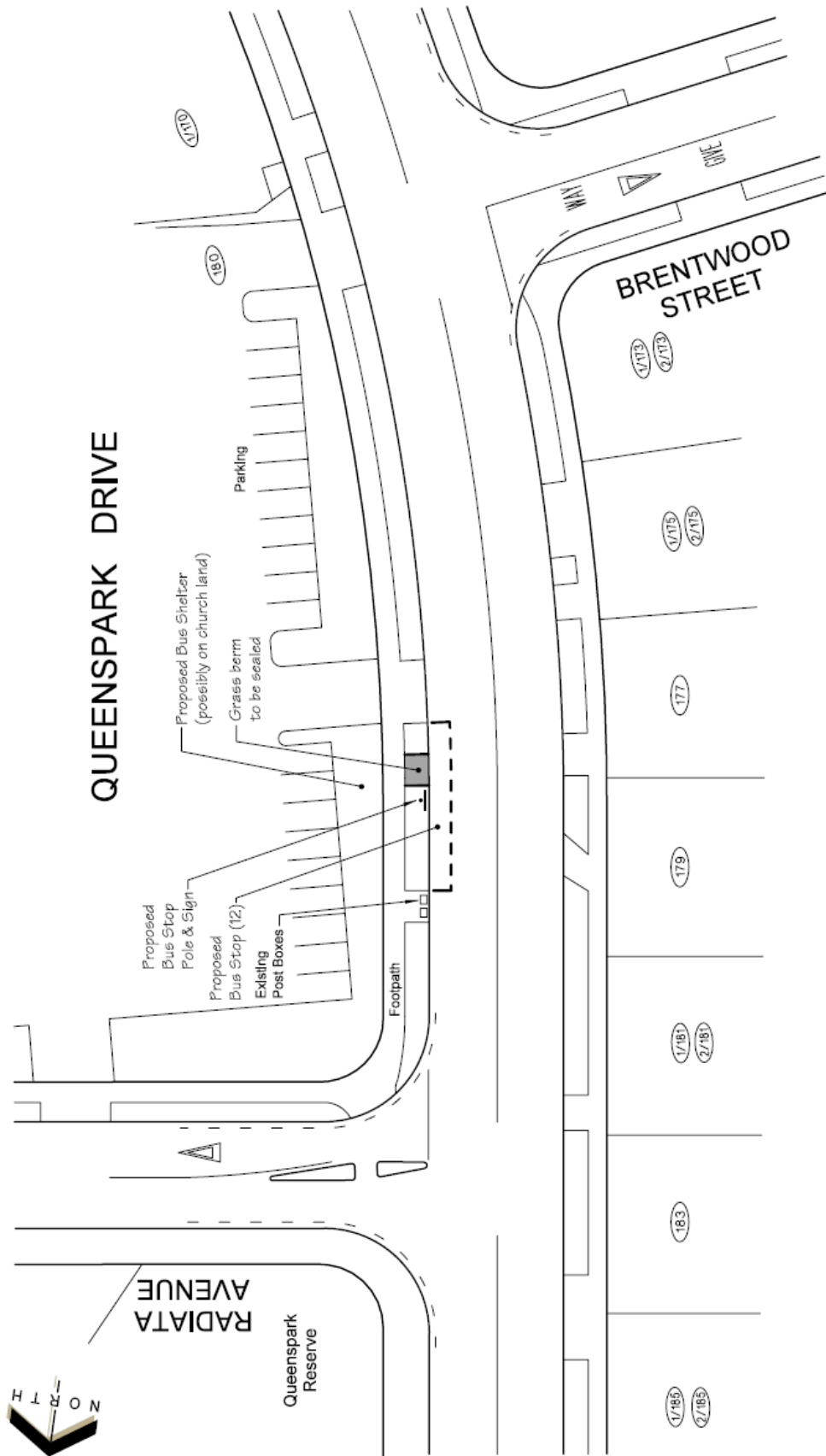
ATTACHMENT 2AA TO CLAUSE 13

Bus Stop Rationalisation
Proposed Bus Stop
No. 11
Broadhaven Avenue
(Terminus)
1:500 @ A4
Appendix 1C-12



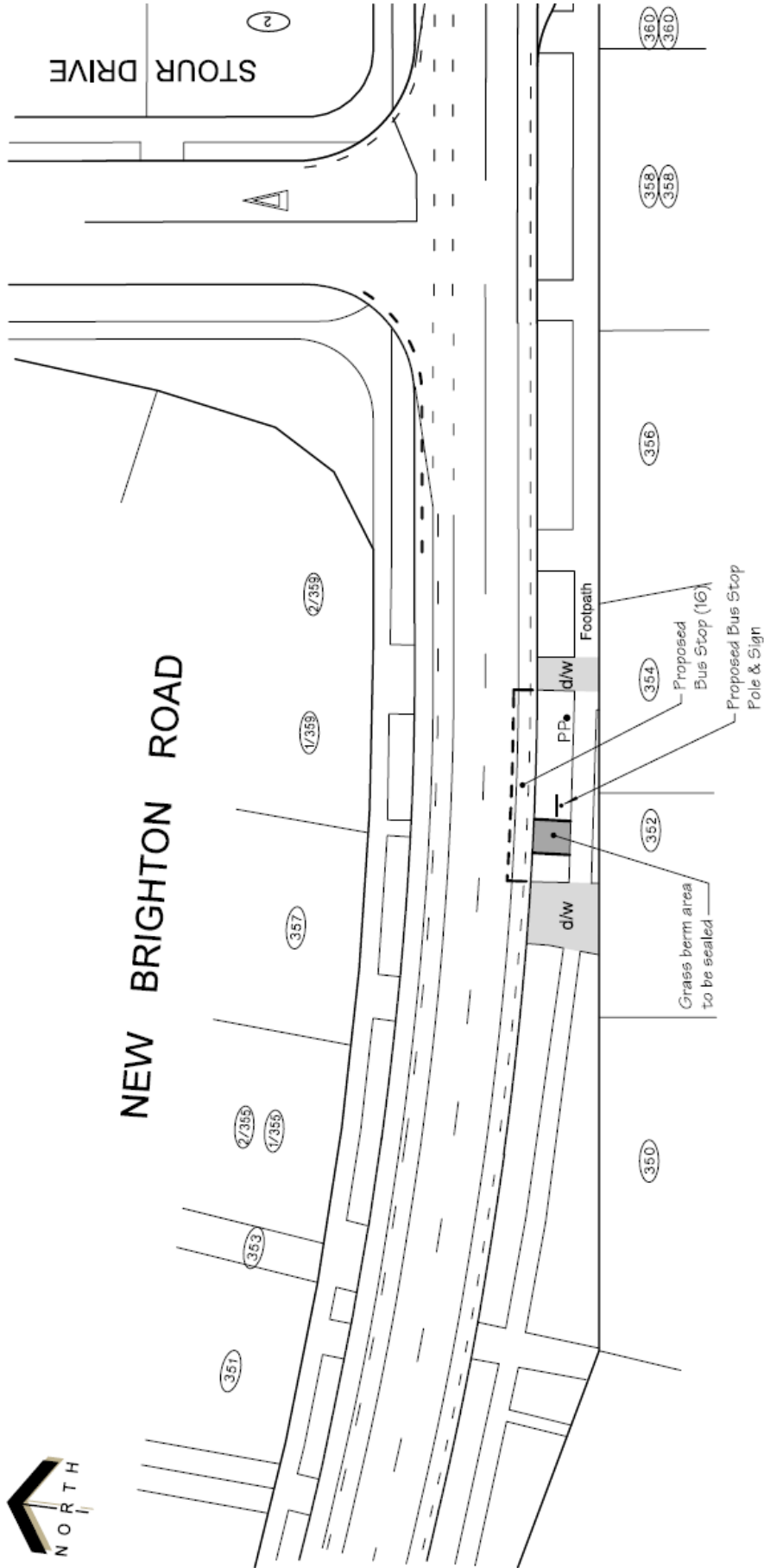
BROADHAVEN AVENUE



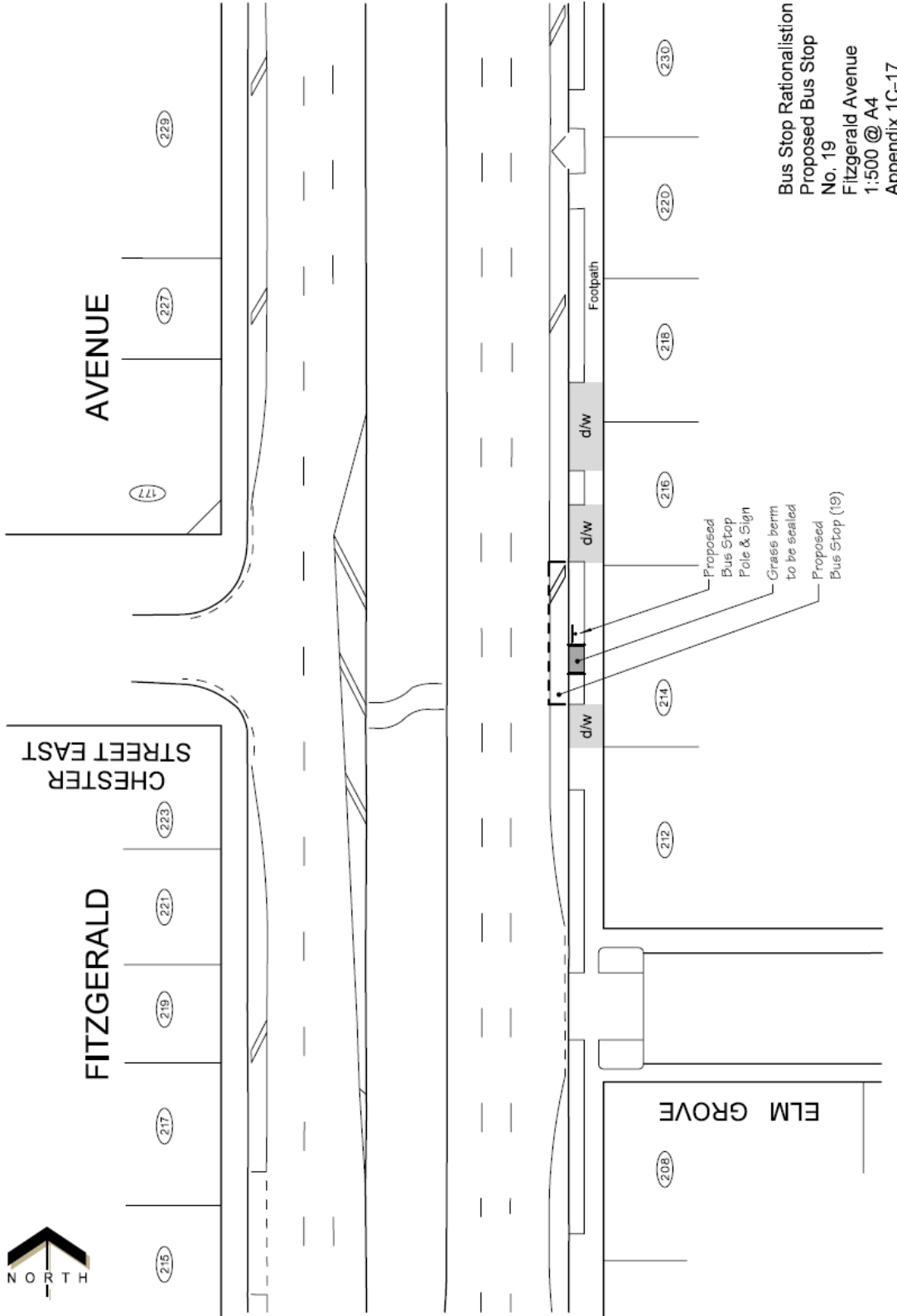


Bus Stop Rationalisation
 Proposed Bus Stop
 No. 12
 Queenspark Drive
 1:500 @ A4
 Appendix 1C-13

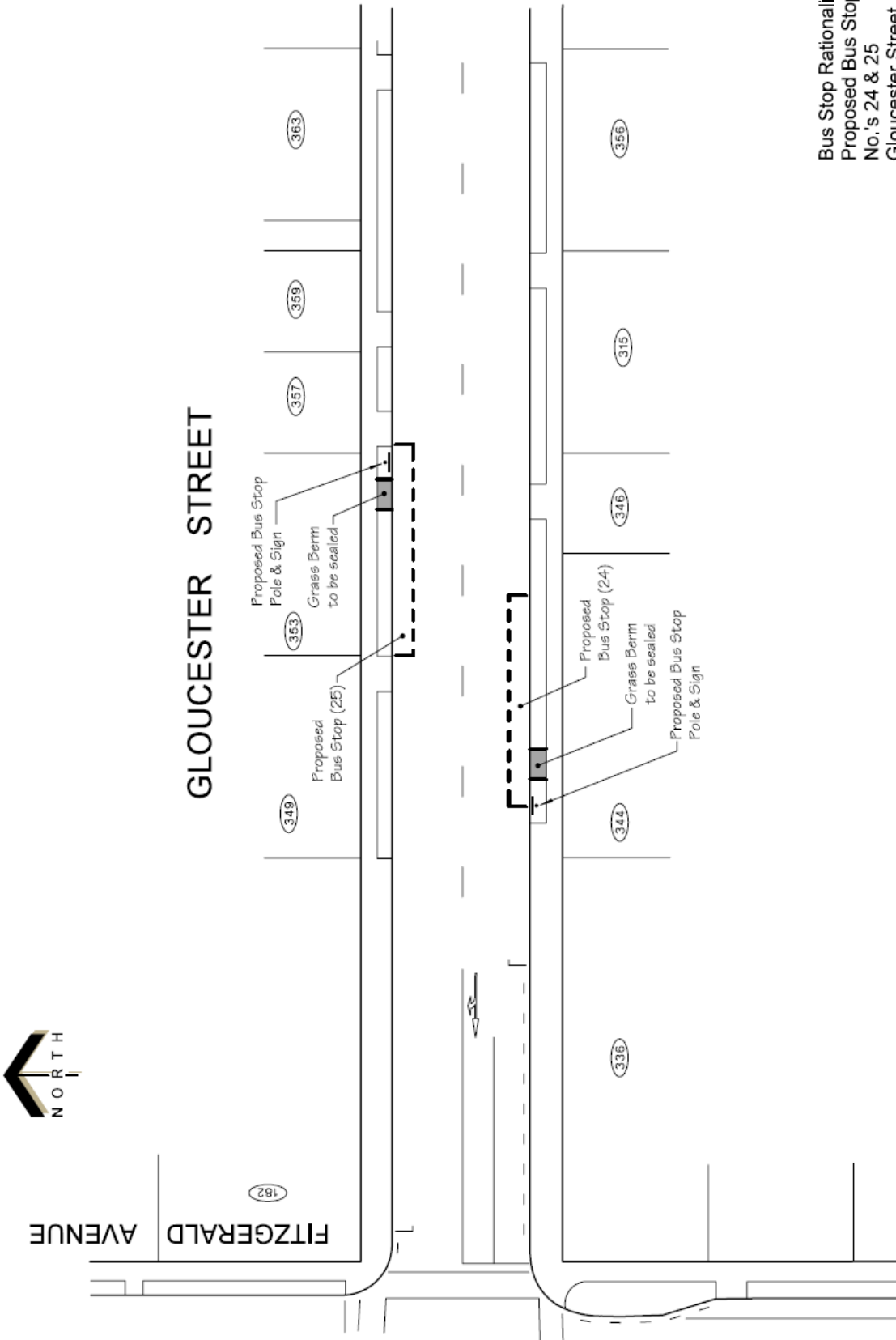
ATTACHMENT 2 AC TO CLAUSE 13



Bus Stop Rationalisation
Proposed Bus Stop
No. 16
New Brighton Road
1:500 @ A4
Appendix 1C-14



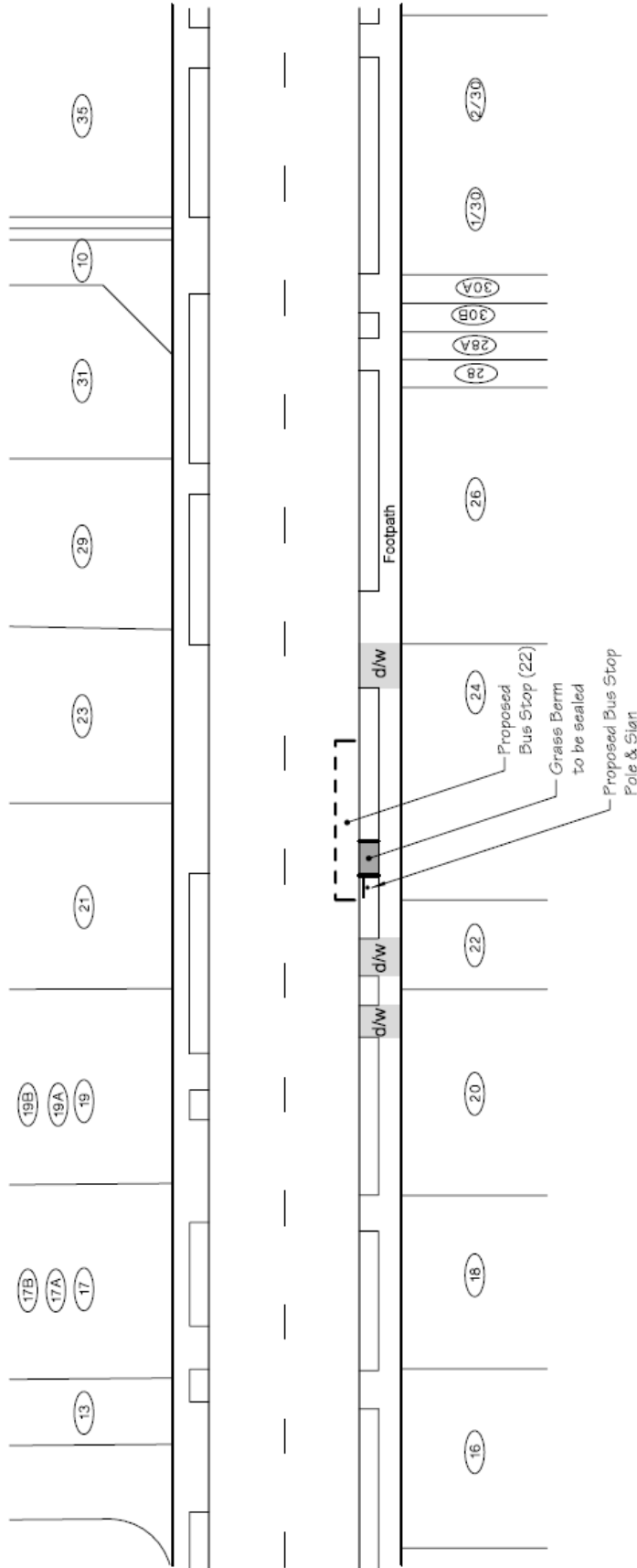
Bus Stop Rationalisation
 Proposed Bus Stop
 No. 19
 Fitzgerald Avenue
 1:500 @ A4
 Appendix 1C-17



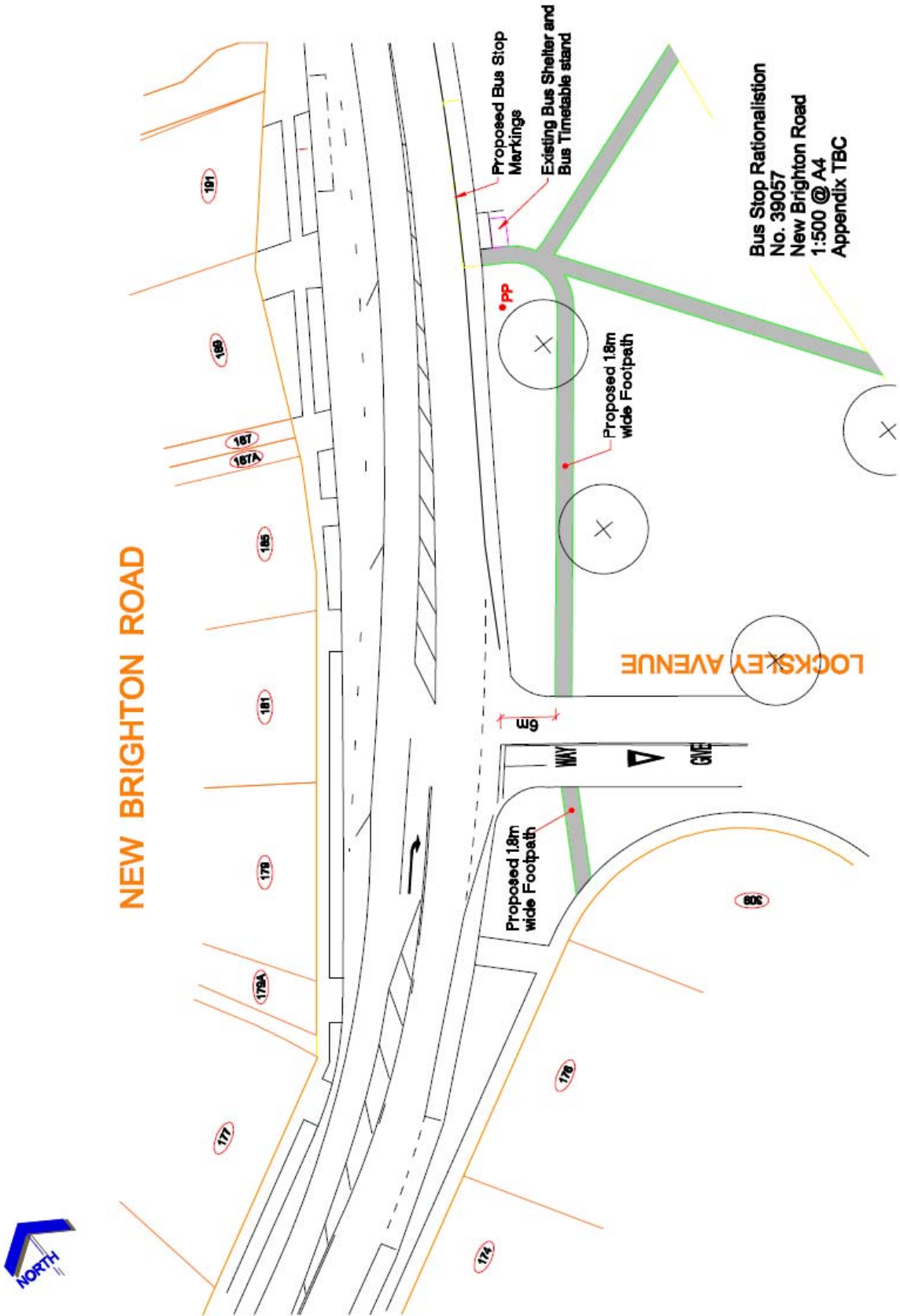
Bus Stop Rationalisation
 Proposed Bus Stops
 No.'s 24 & 25
 Gloucester Street
 1:500 @ A4
 Appendix 1C-18



BASSETT STREET

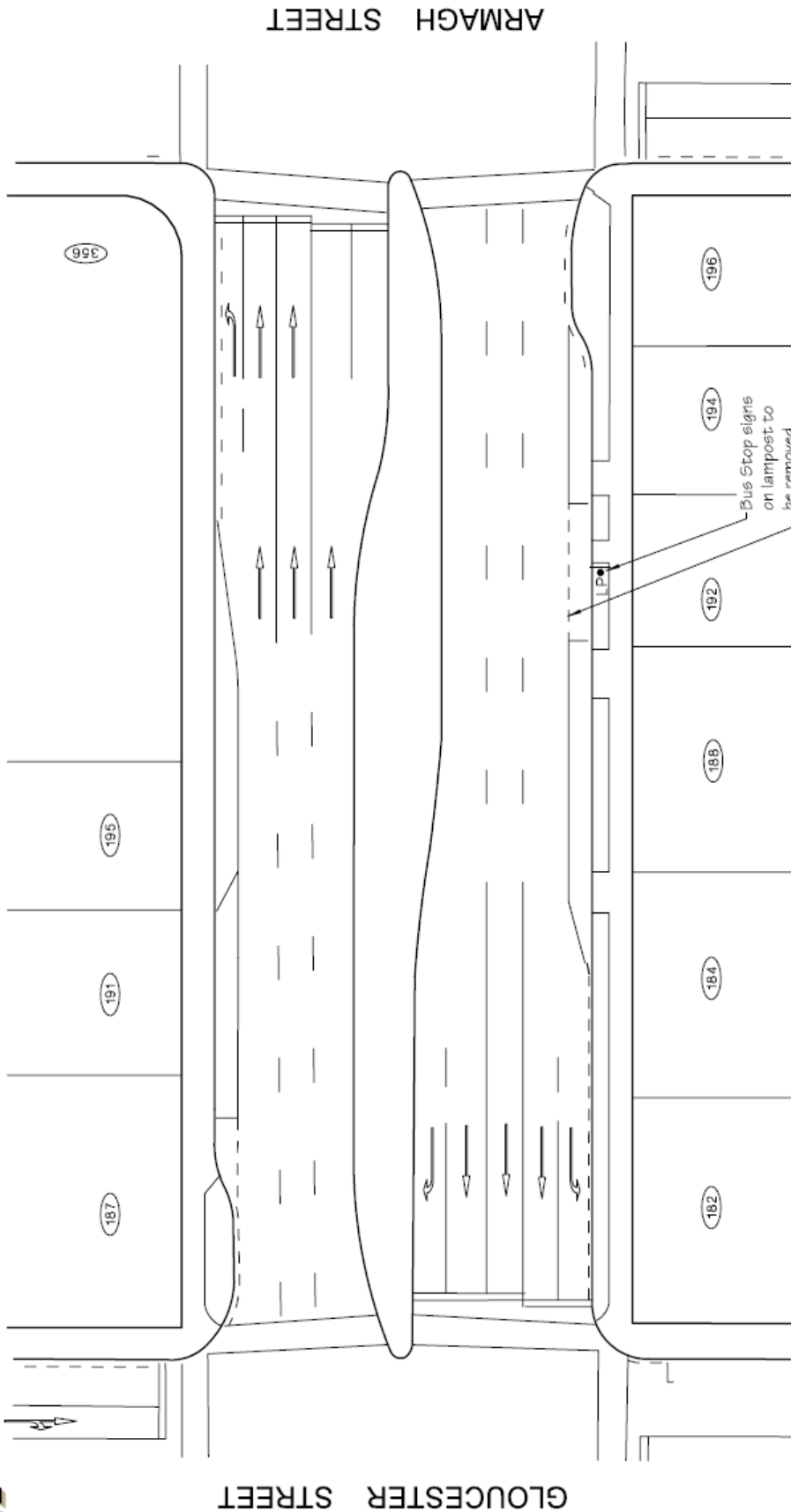


Bus Stop Rationalisation
 Proposed Bus Stop
 No. 22
 Bassett Street
 1:500 @ A4
 Appendix 1C-19





FITZGERALD AVENUE

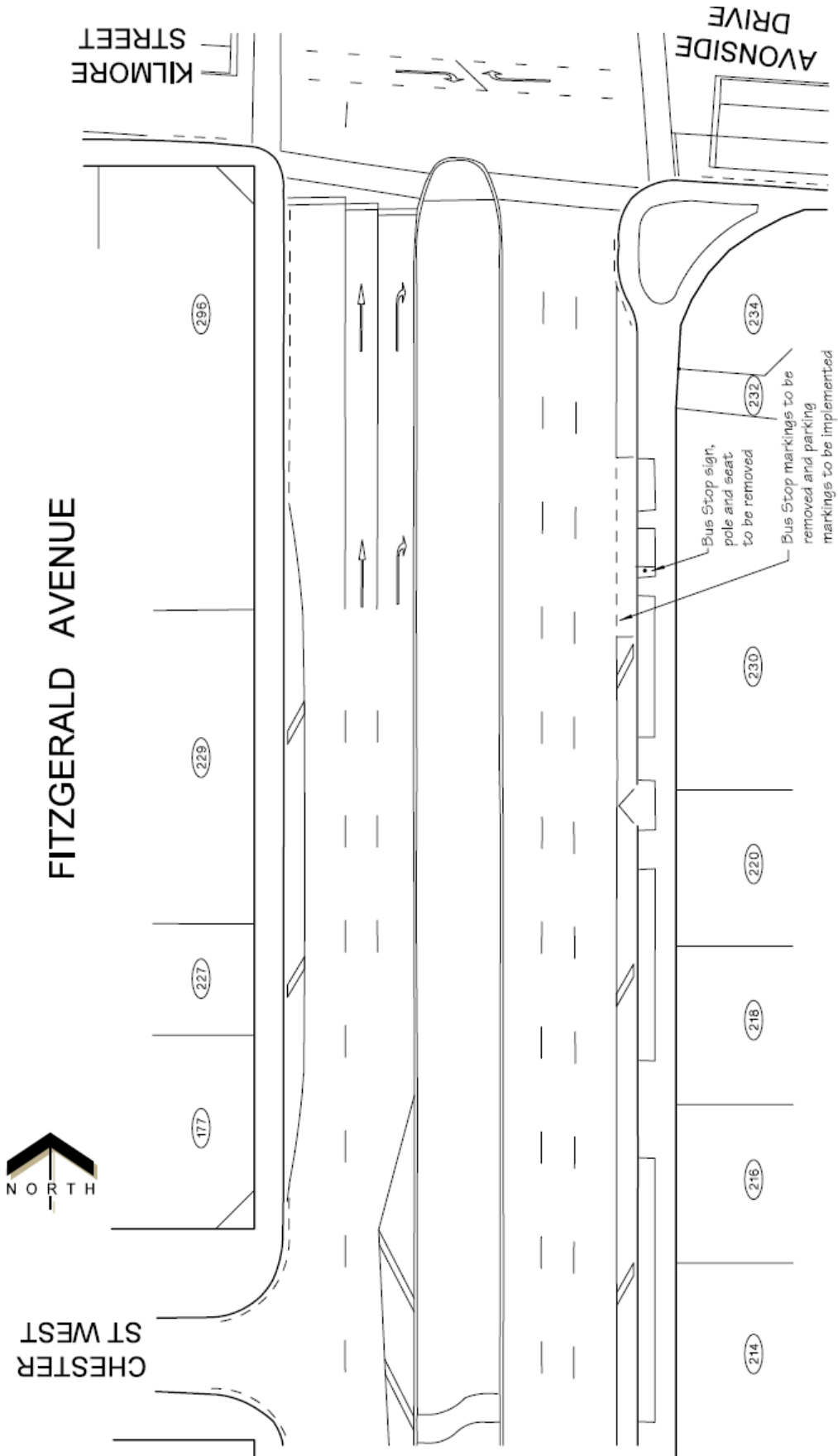


ARMAGH STREET

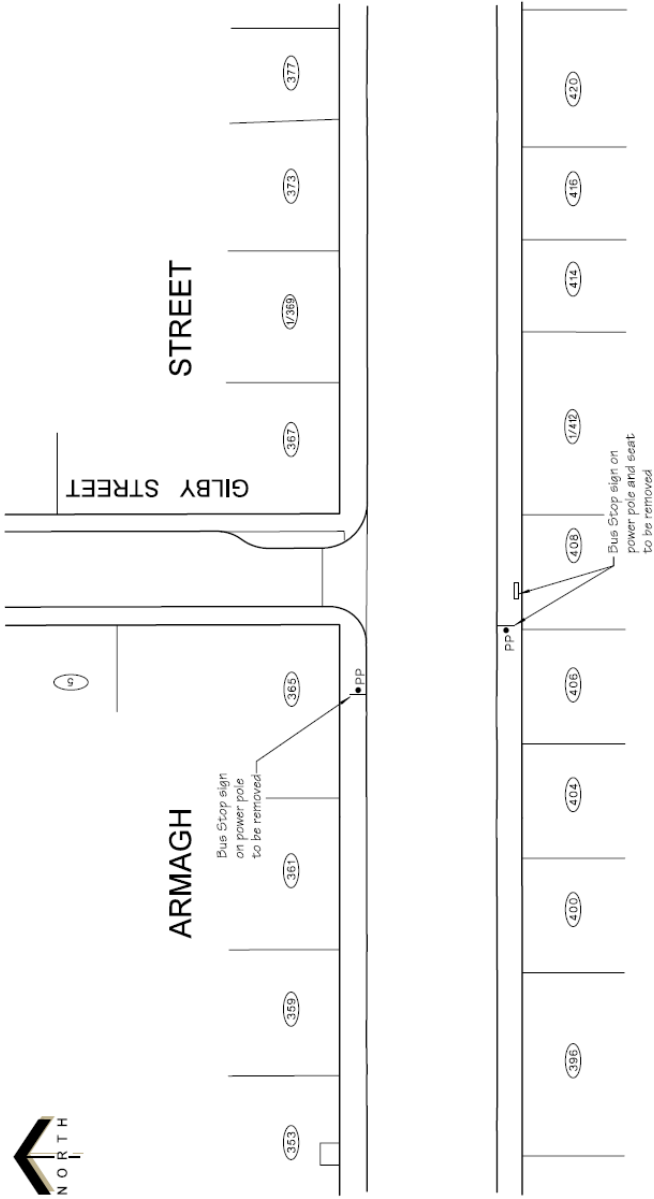
GLoucester STREET

Bus Stop Rationalisation
 Bus Stop to be Removed
 No. 28685
 Fitzgerald Avenue
 1:500 @ A4
 Appendix 1D-02

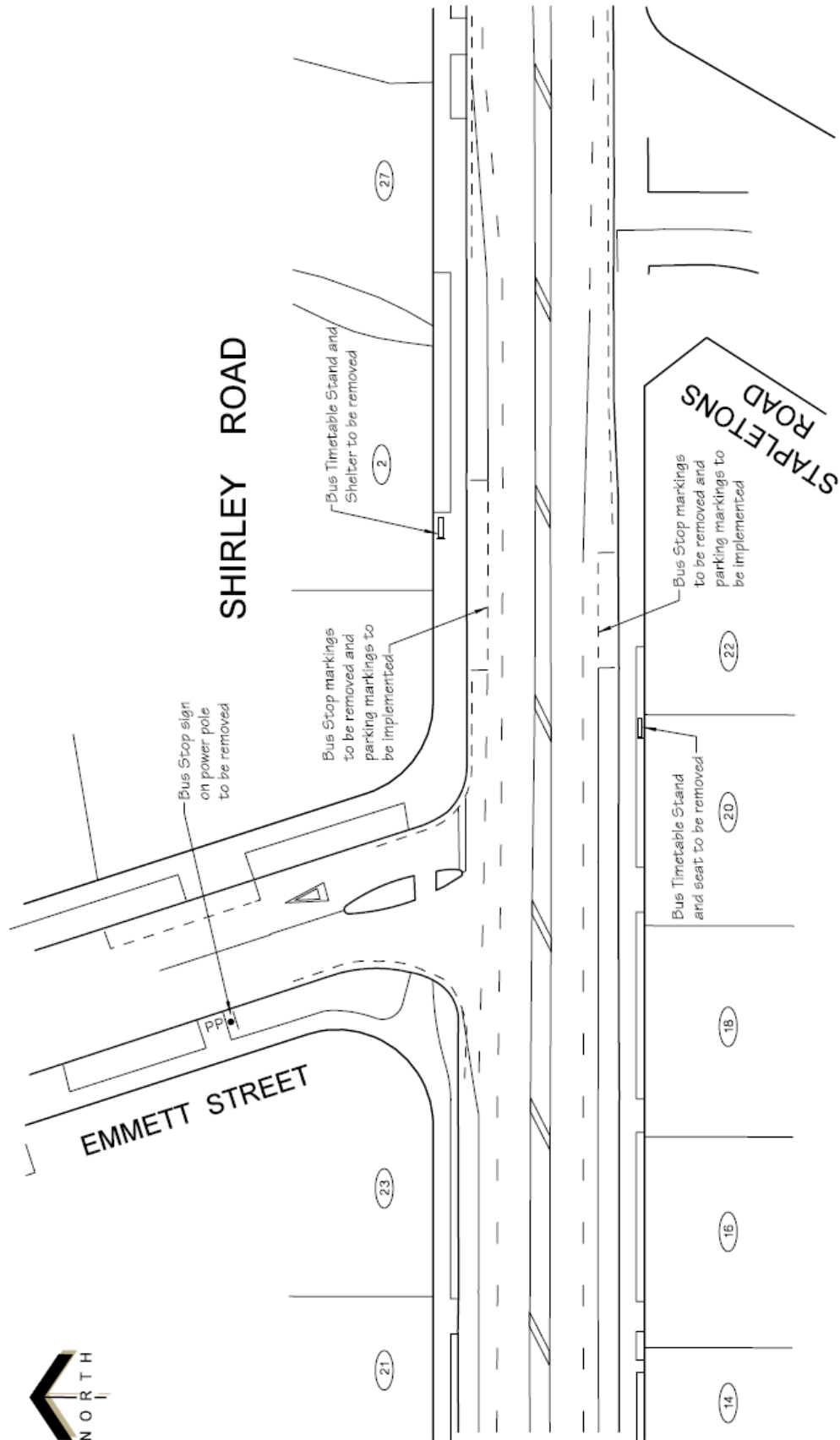
Bus Stop signs on lamppost to be removed
 Bus Stop markings to be removed and parking markings to be implemented



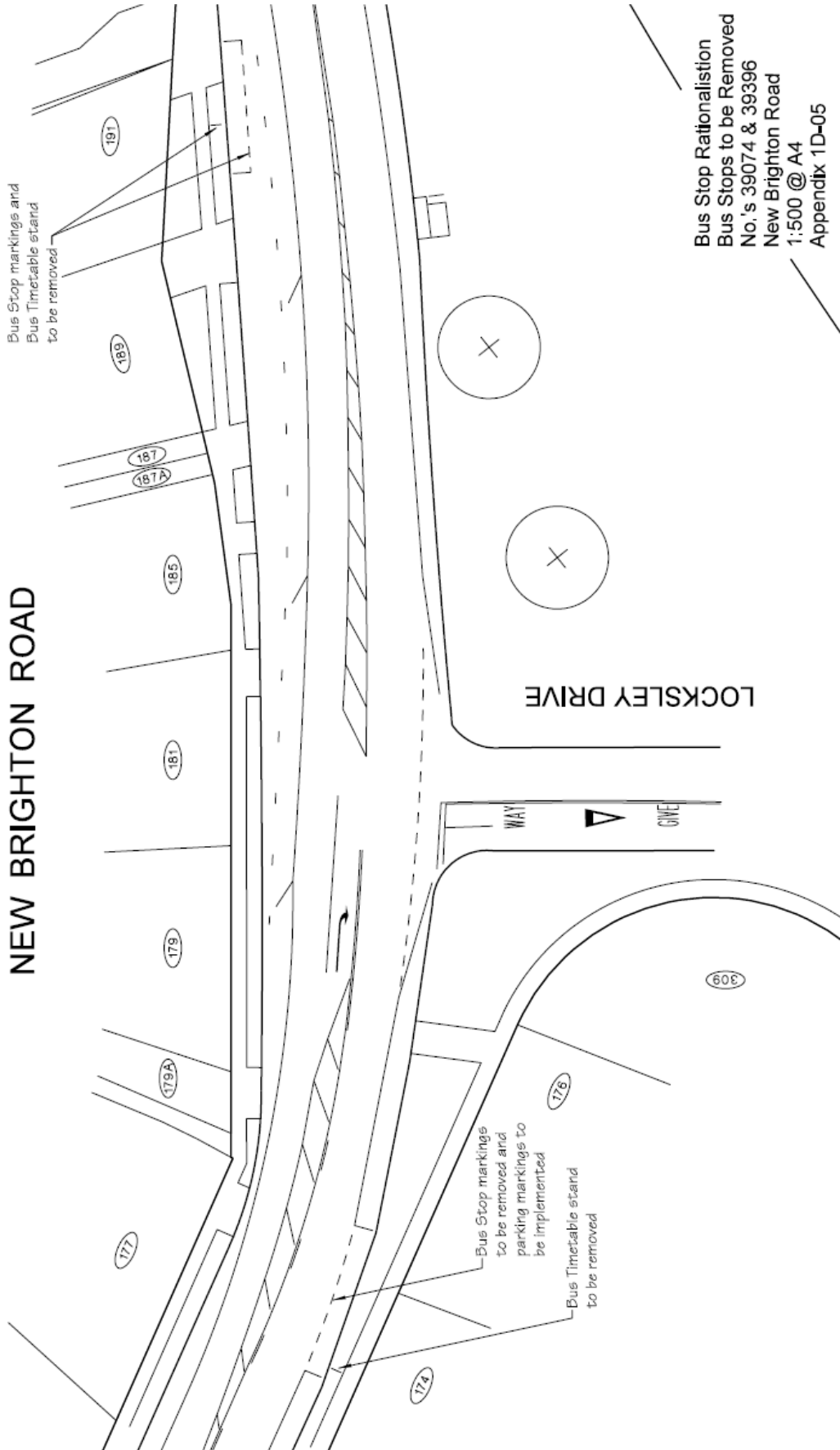
Bus Stop Rationalisation
Bus Stop to be Removed
No. 28637
Fitzgerald Avenue
1:500 @ A4
Appendix 1D-03



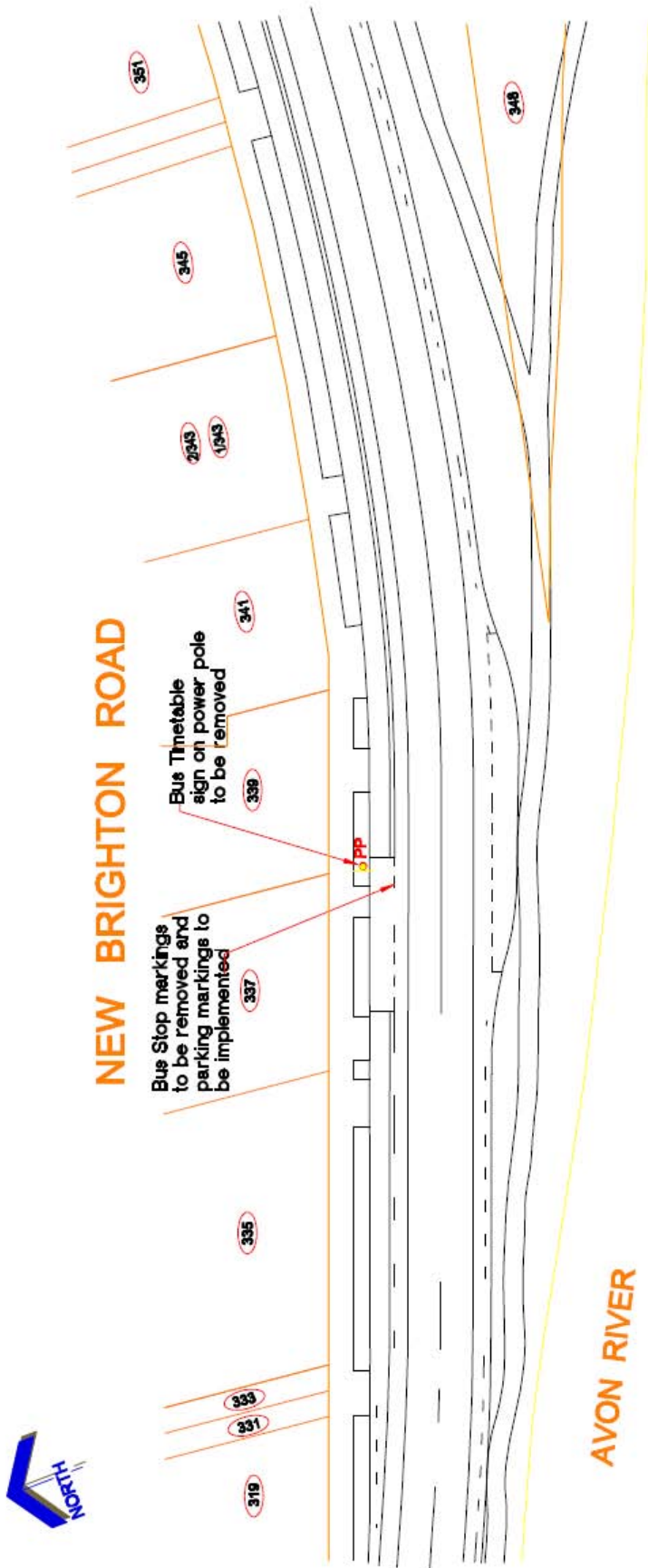
Bus Stop Rationalisation
Bus Stops to be Removed
No. s 21076 & 20335
Armagh Street
1:500 @ A4
Appendix 1D-19



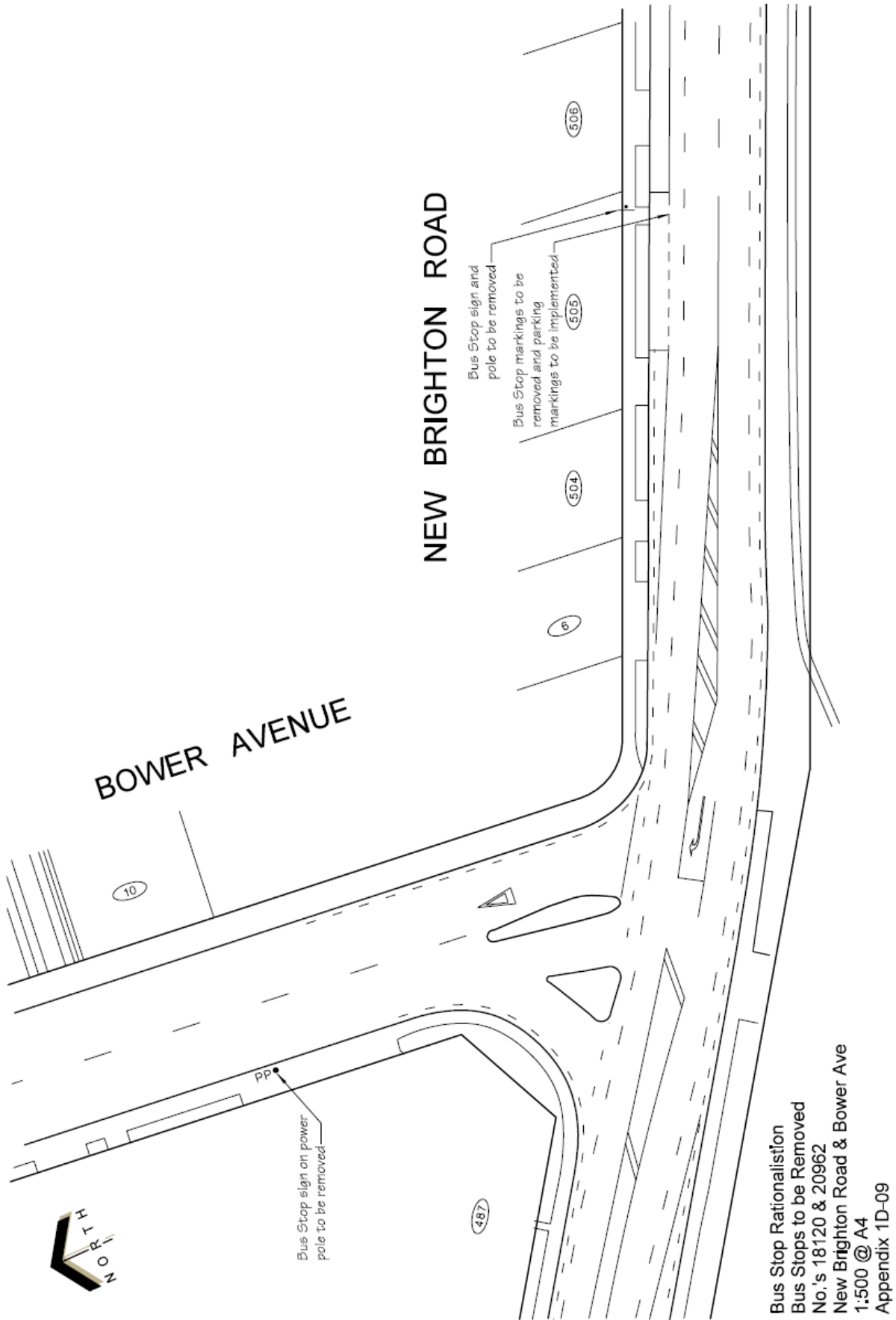
Bus Stop Rationalisation
 Bus Stops to be Removed
 No.'s 24345, 38420 & 38372
 Shirley Road
 1:500 @ A4
 Appendix 1D-04



Bus Stop Rationalisation
 Bus Stops to be Removed
 No.'s 39074 & 39396
 New Brighton Road
 1:500 @ A4
 Appendix 1D-05

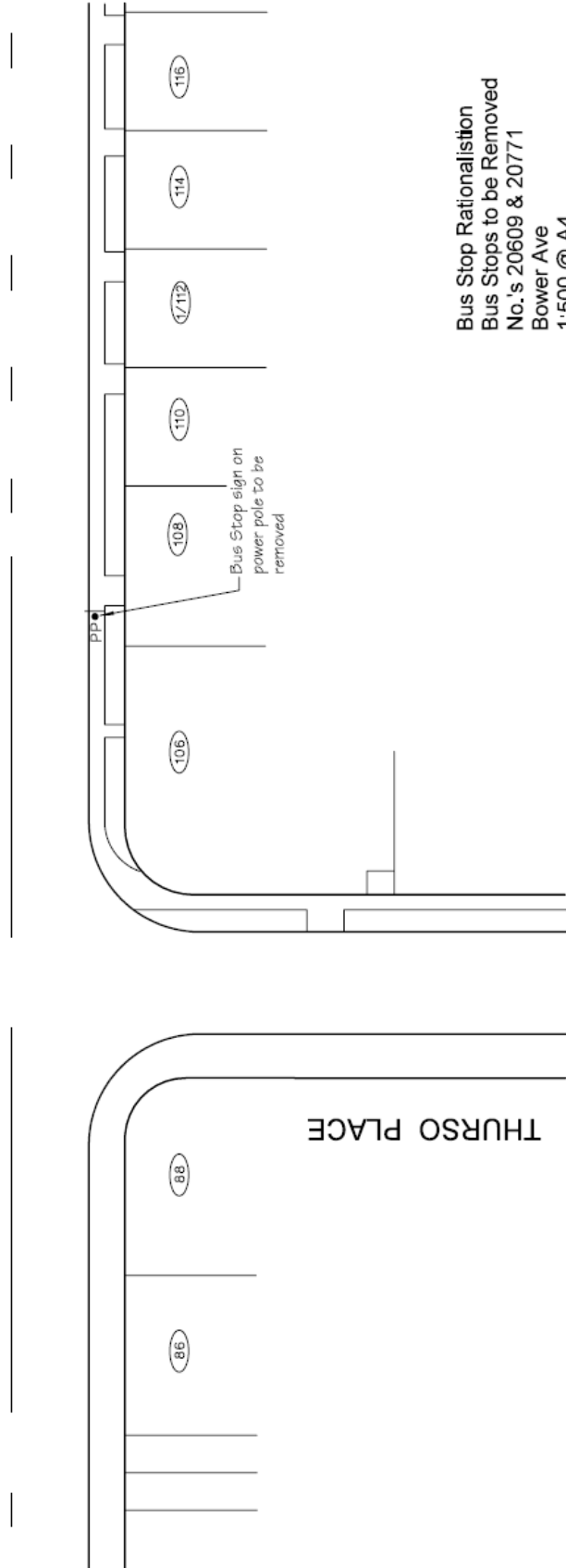
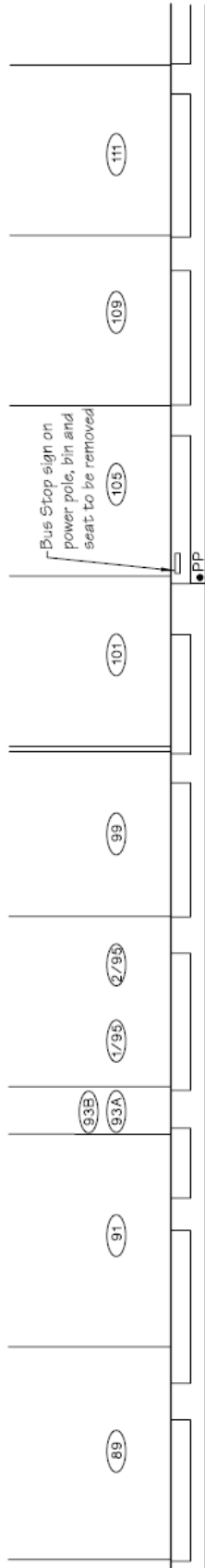


Bus Stop Rationalisation
Bus Stop to be Removed
No. 20856
New Brighton Road
1:500 @ A4
Appendix 1D-07





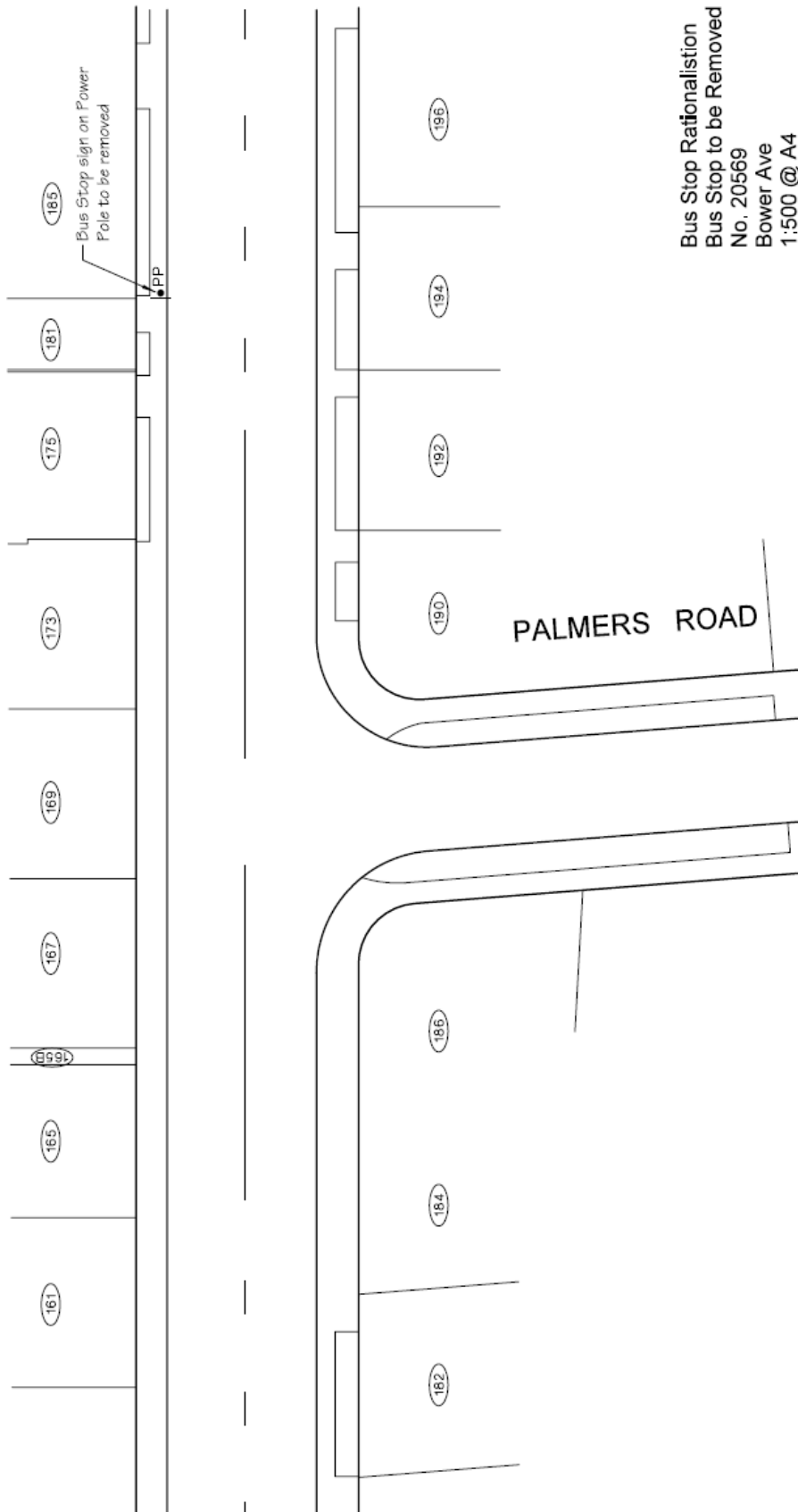
BOWER AVENUE



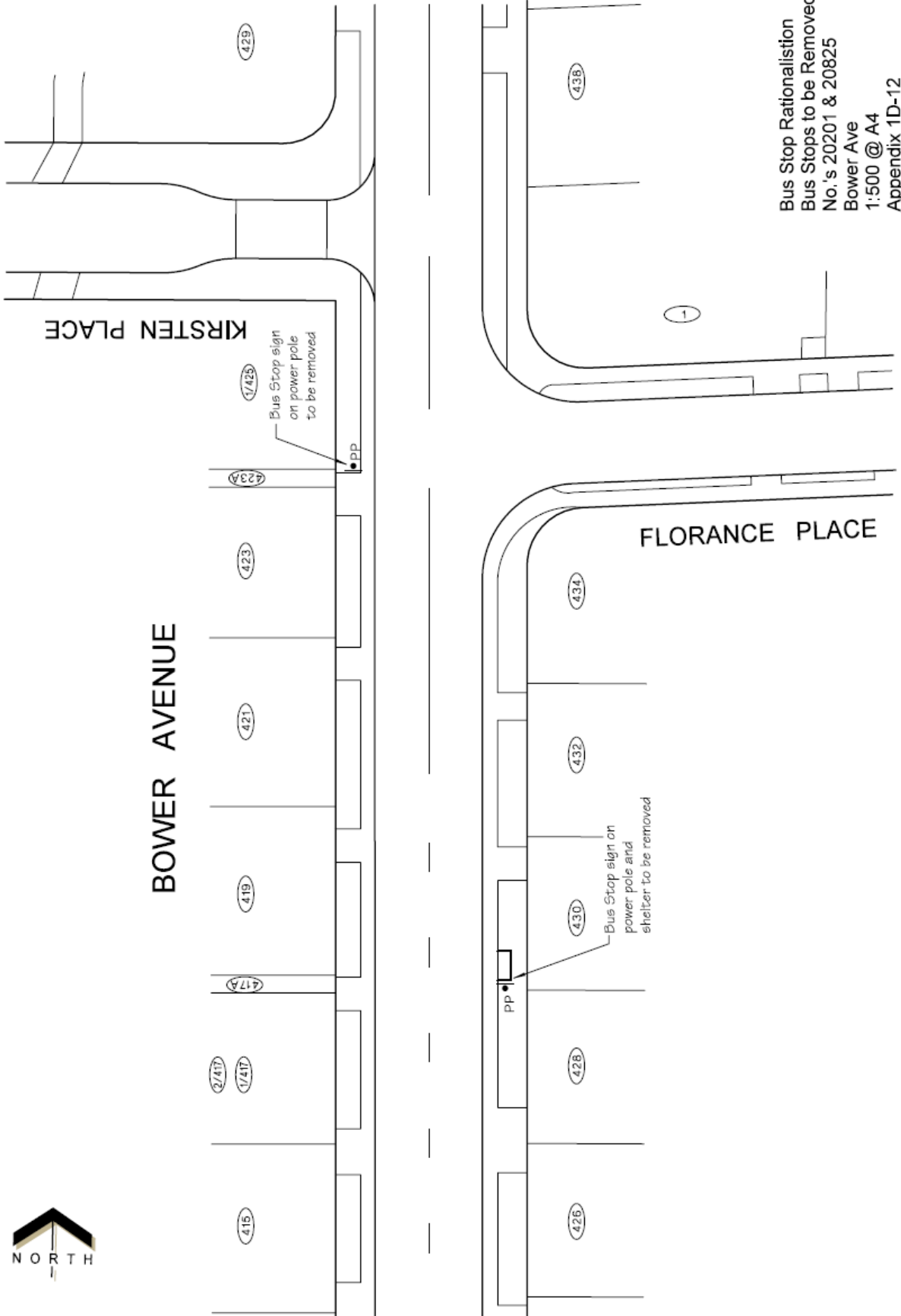
Bus Stop Rationalisation
 Bus Stops to be Removed
 No.'s 20609 & 20771
 Bower Ave
 1:500 @ A4
 Appendix 1D-10



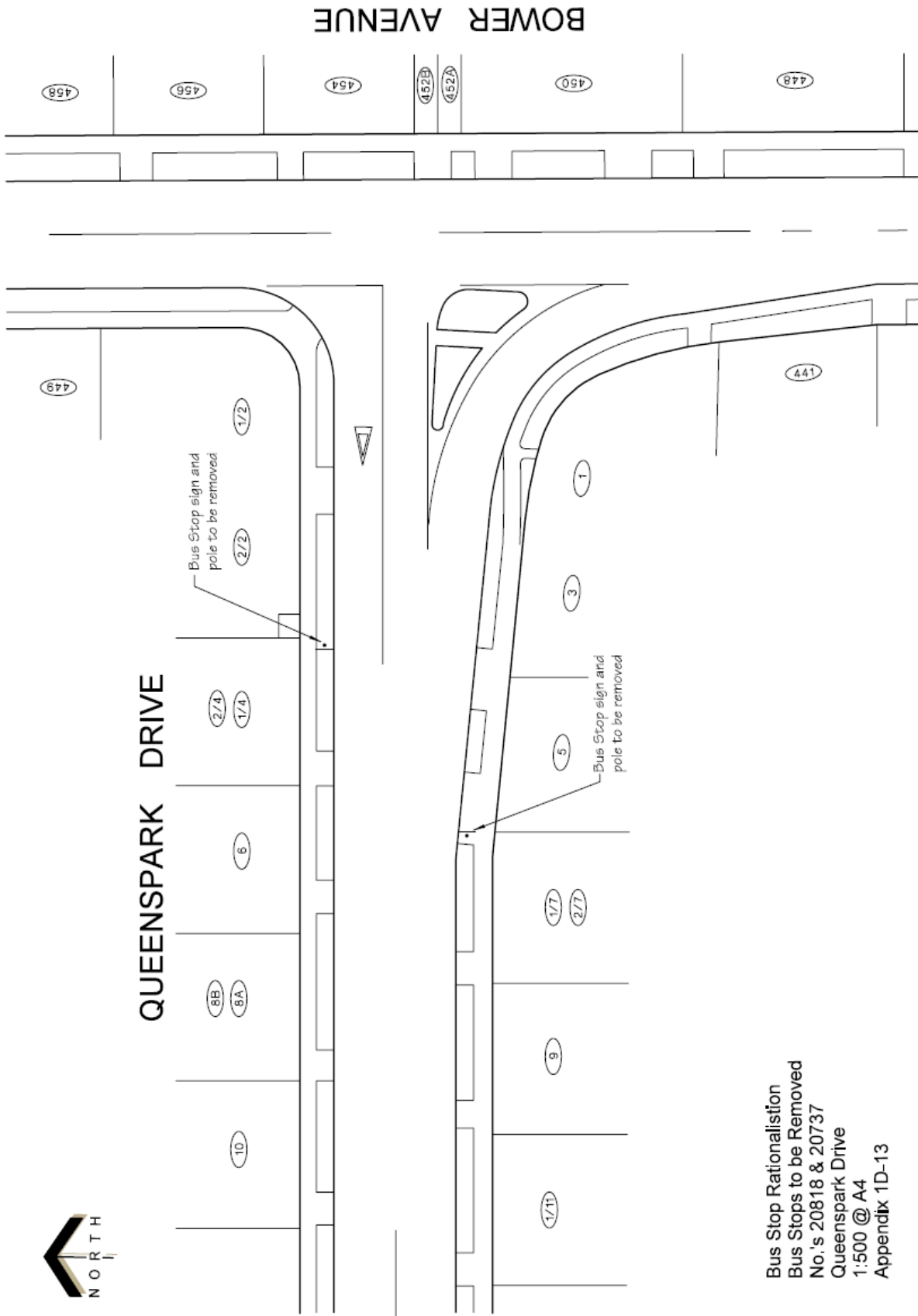
BOWER AVENUE



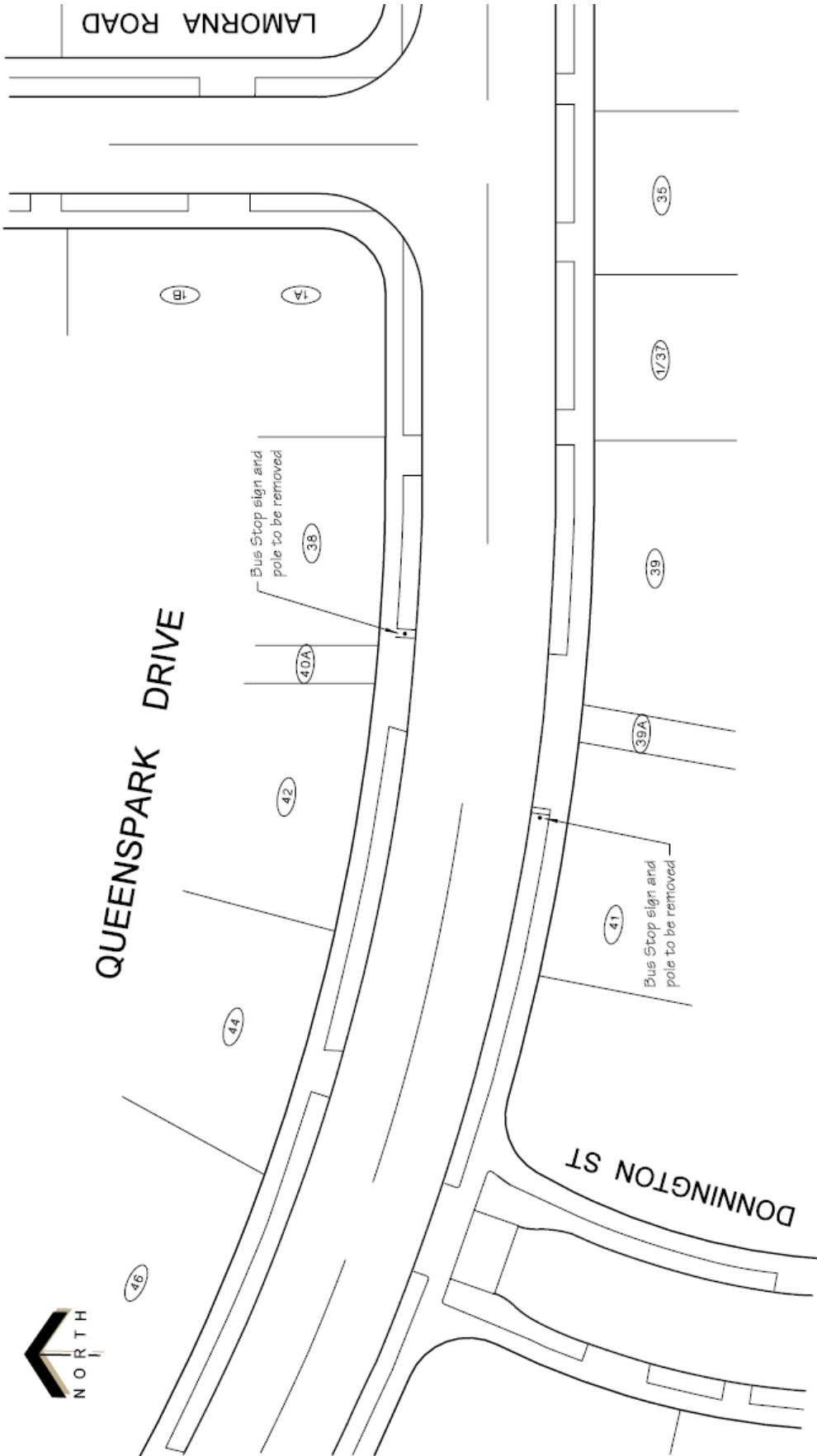
Bus Stop Rationalisation
Bus Stop to be Removed
No. 20569
Bower Ave
1:500 @ A4
Appendix 1D-11



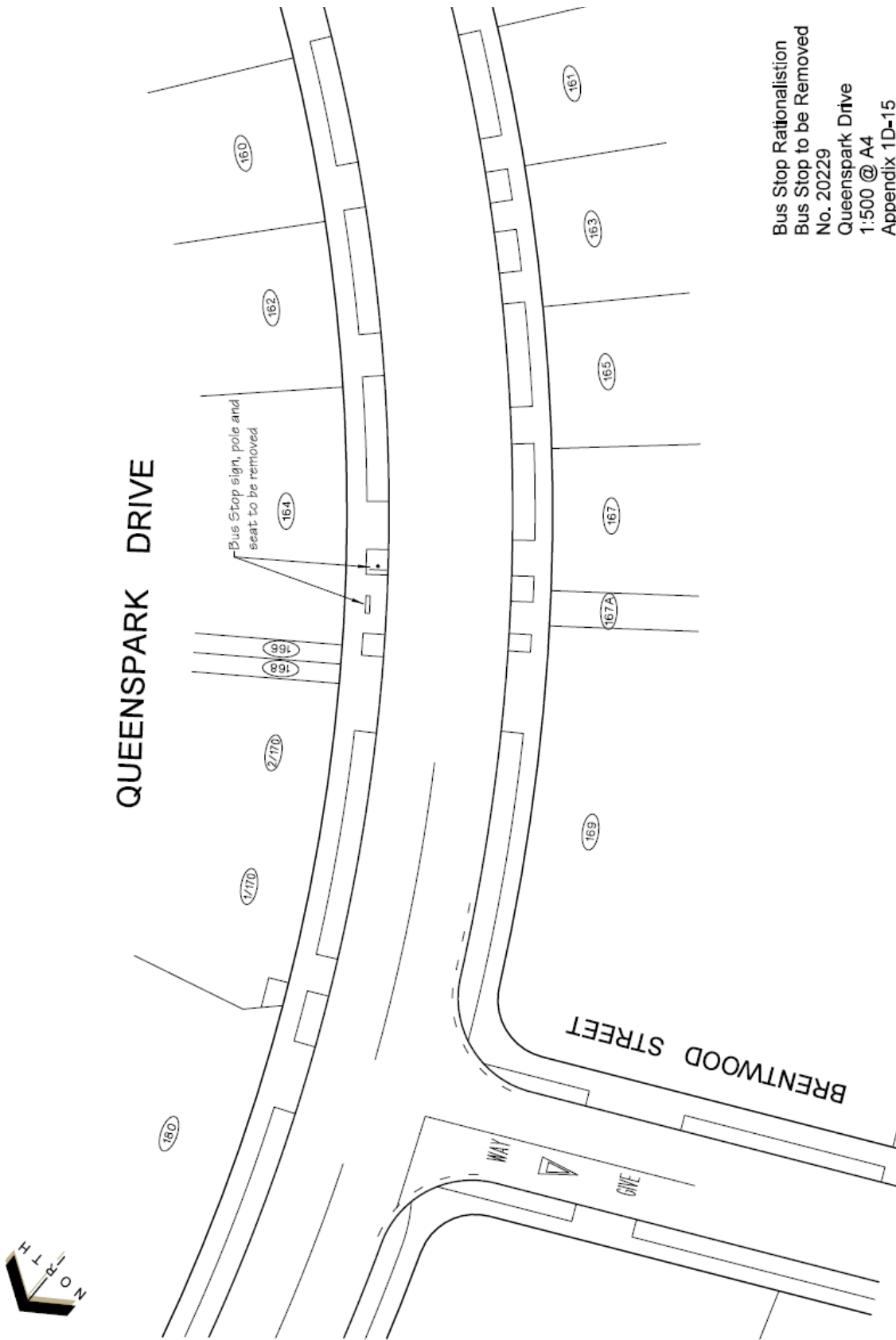
Bus Stop Rationalisation
 Bus Stops to be Removed
 No.'s 20201 & 20825
 Bower Ave
 1:500 @ A4
 Appendix 1D-12



Bus Stop Rationalisation
Bus Stops to be Removed
No.'s 20818 & 20737
Queenspark Drive
1:500 @ A4
Appendix 1D-13



Bus Stop Rationalisation
Bus Stops to be Removed
No.'s 20802 & 20217
Queenspark Drive
1:500 @ A4
Appendix 1D-14



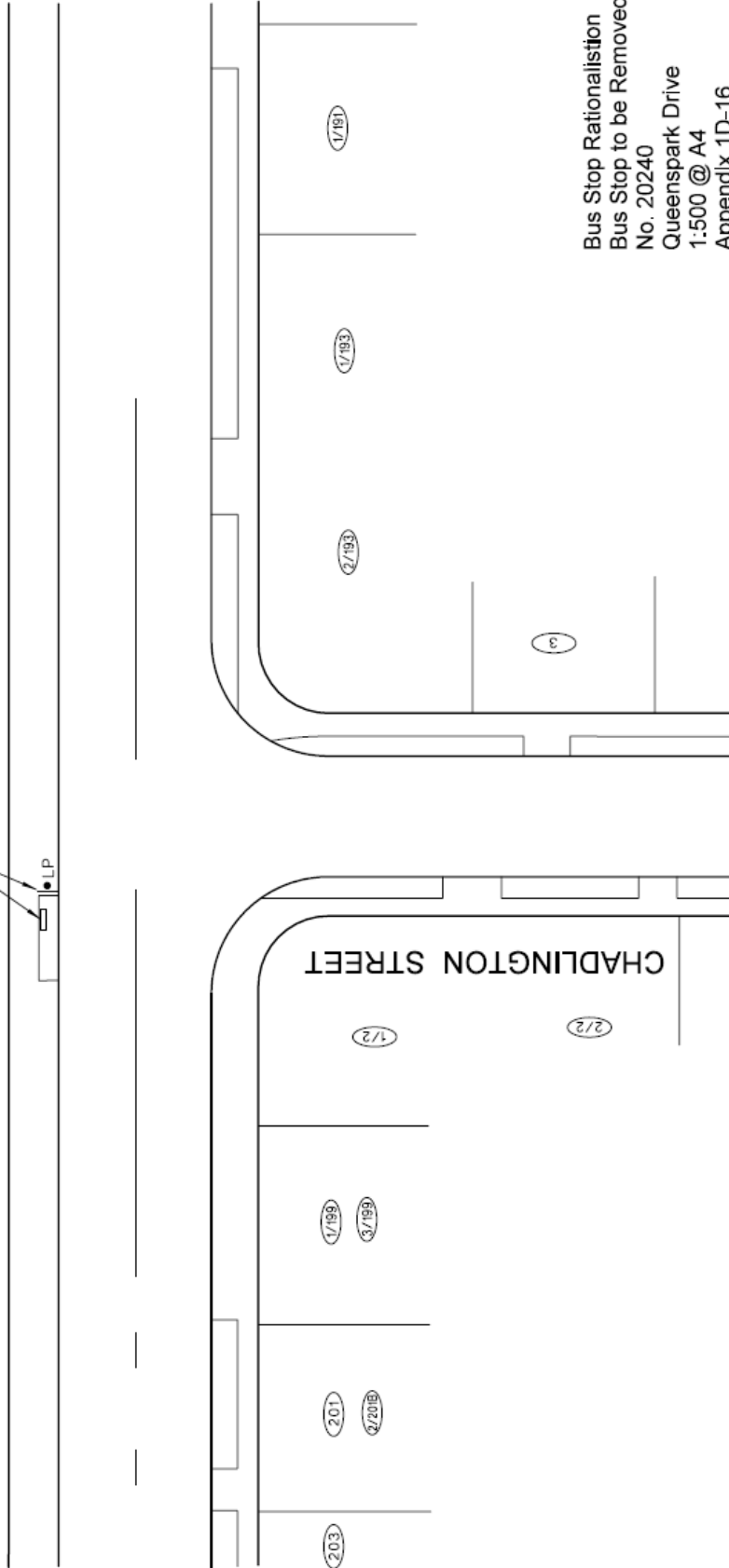
Bus Stop Rationalisation
Bus Stop to be Removed
No. 20229
Queenspark Drive
1:500 @ A4
Appendix 1D-15



QUEENSPARK DRIVE

Queenspark Reserve

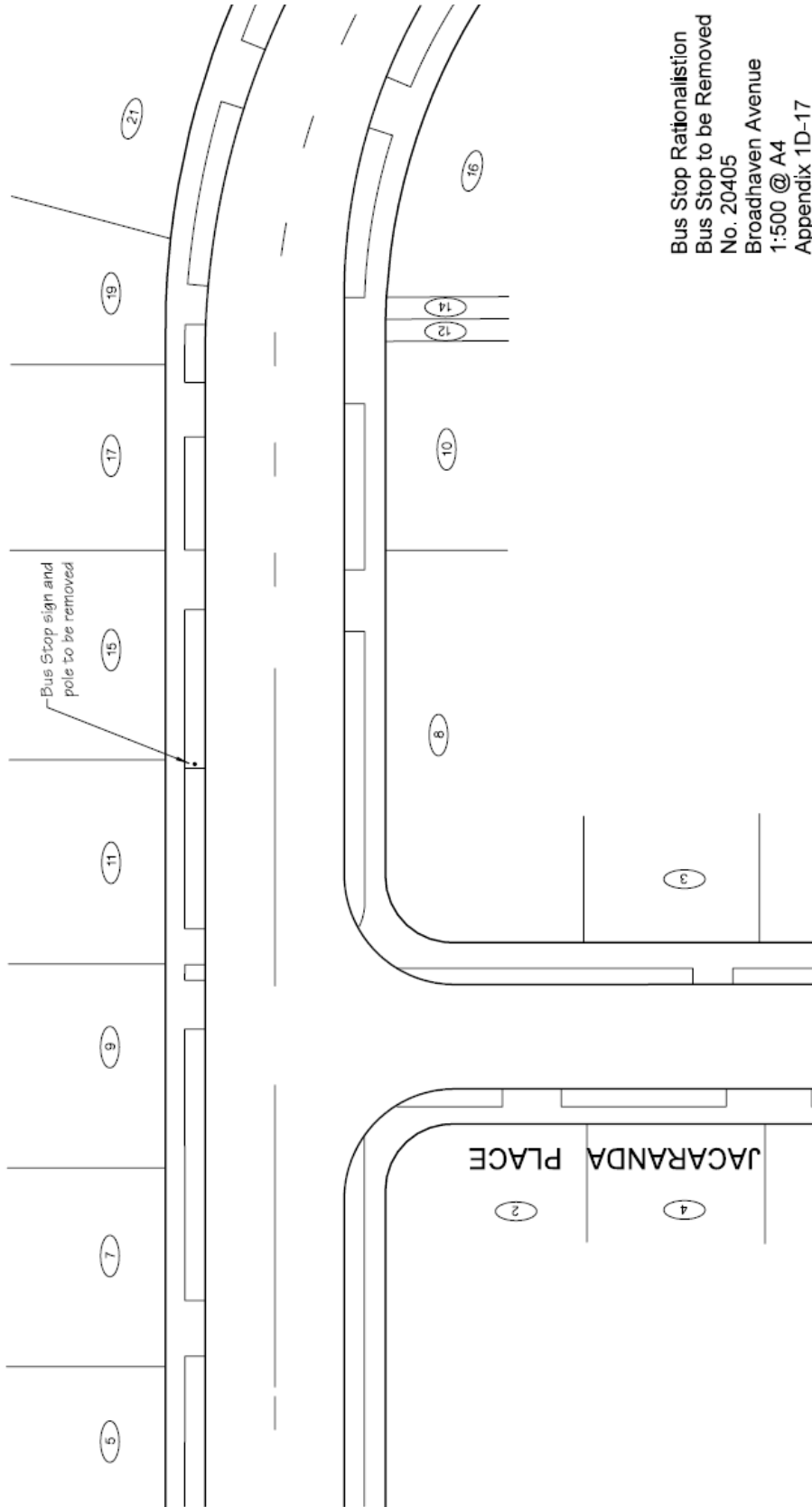
Bus Stop sign on lamp post
and seat to be removed



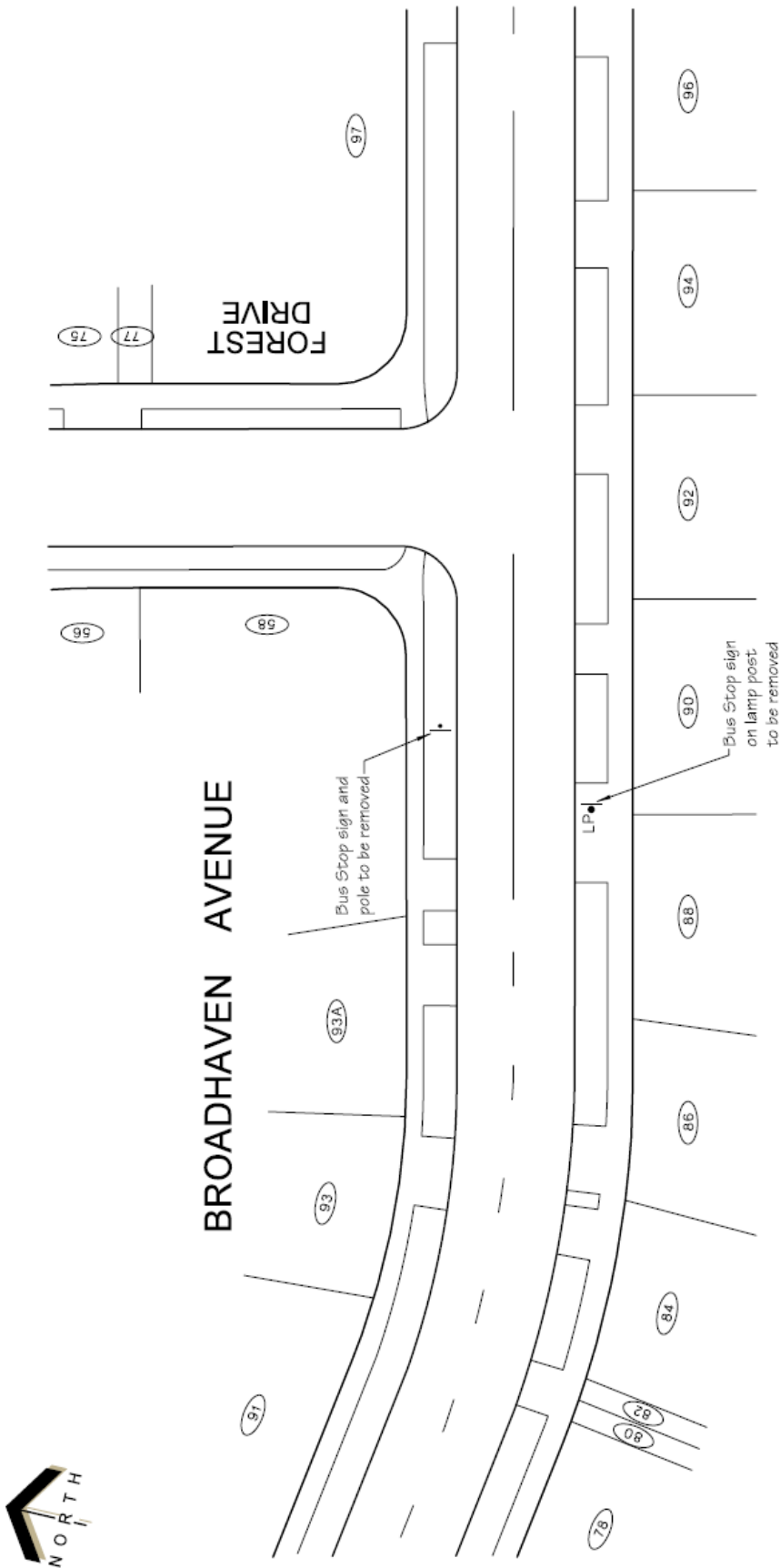
Bus Stop Rationalisation
 Bus Stop to be Removed
 No. 20240
 Queenspark Drive
 1:500 @ A4
 Appendix 1D-16



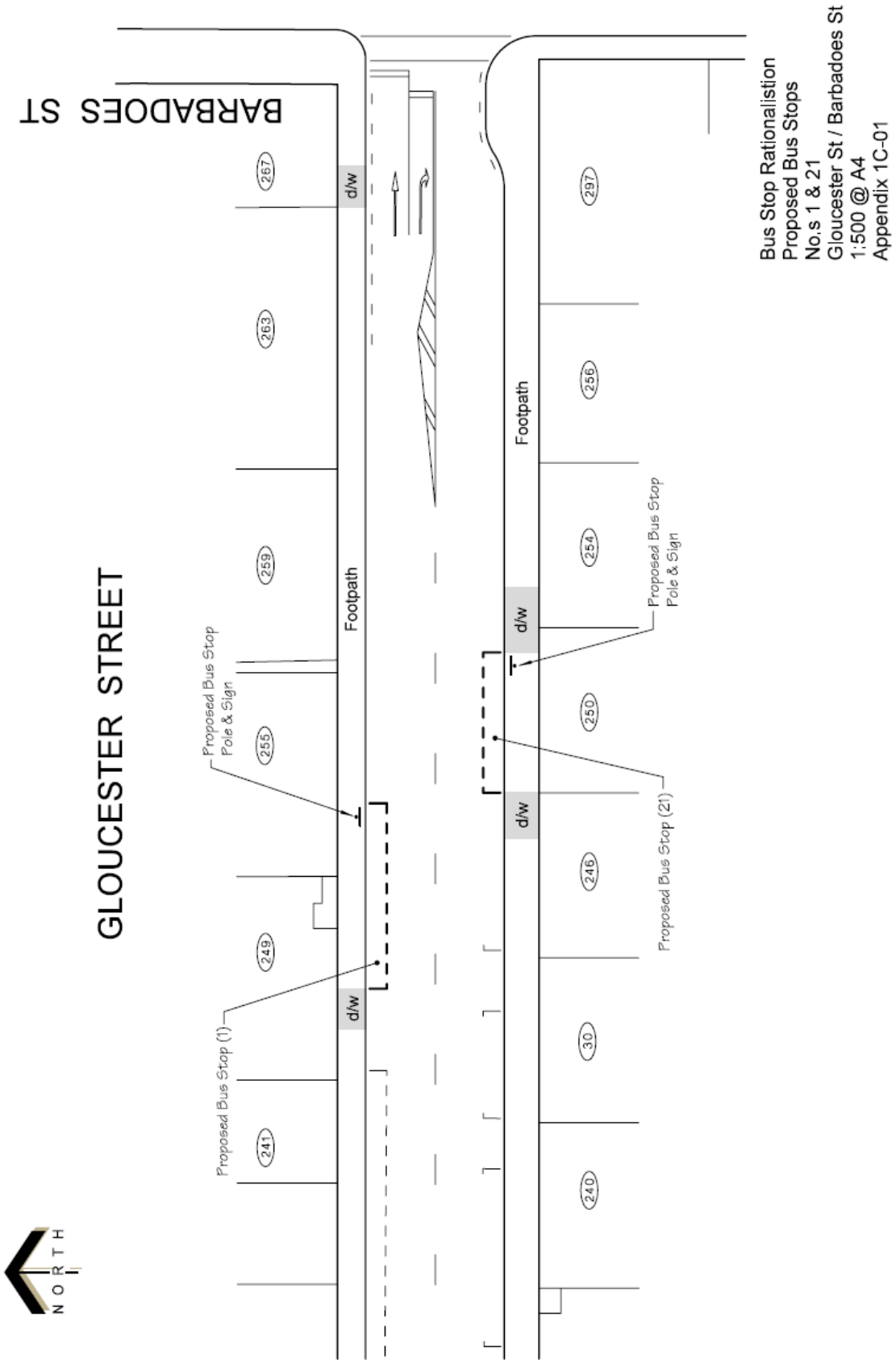
BROADHAVEN AVENUE



Bus Stop Rationalisation
Bus Stop to be Removed
No. 20405
Broadhaven Avenue
1:500 @ A4
Appendix 1D-17



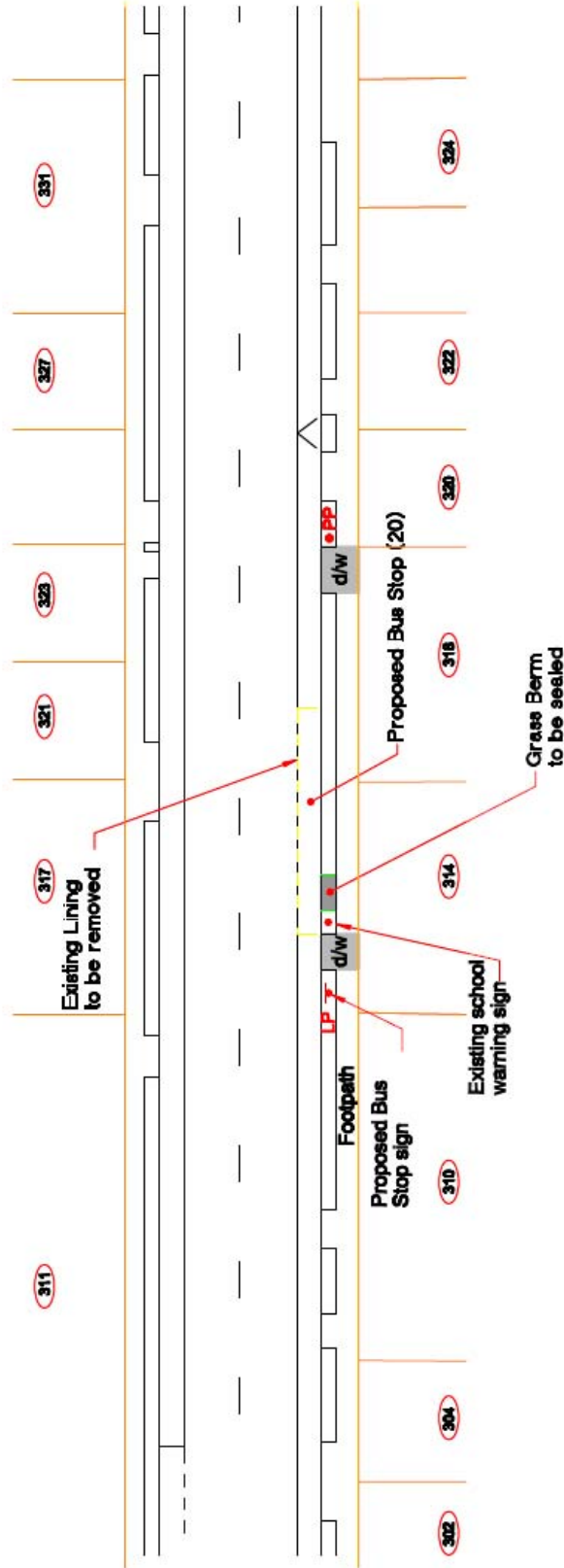
Bus Stop Rationalisation
 Bus Stops to be Removed
 No.'s 20873 & 20414
 Broadhaven Avenue
 1:500 @ A4
 Appendix 1D-18



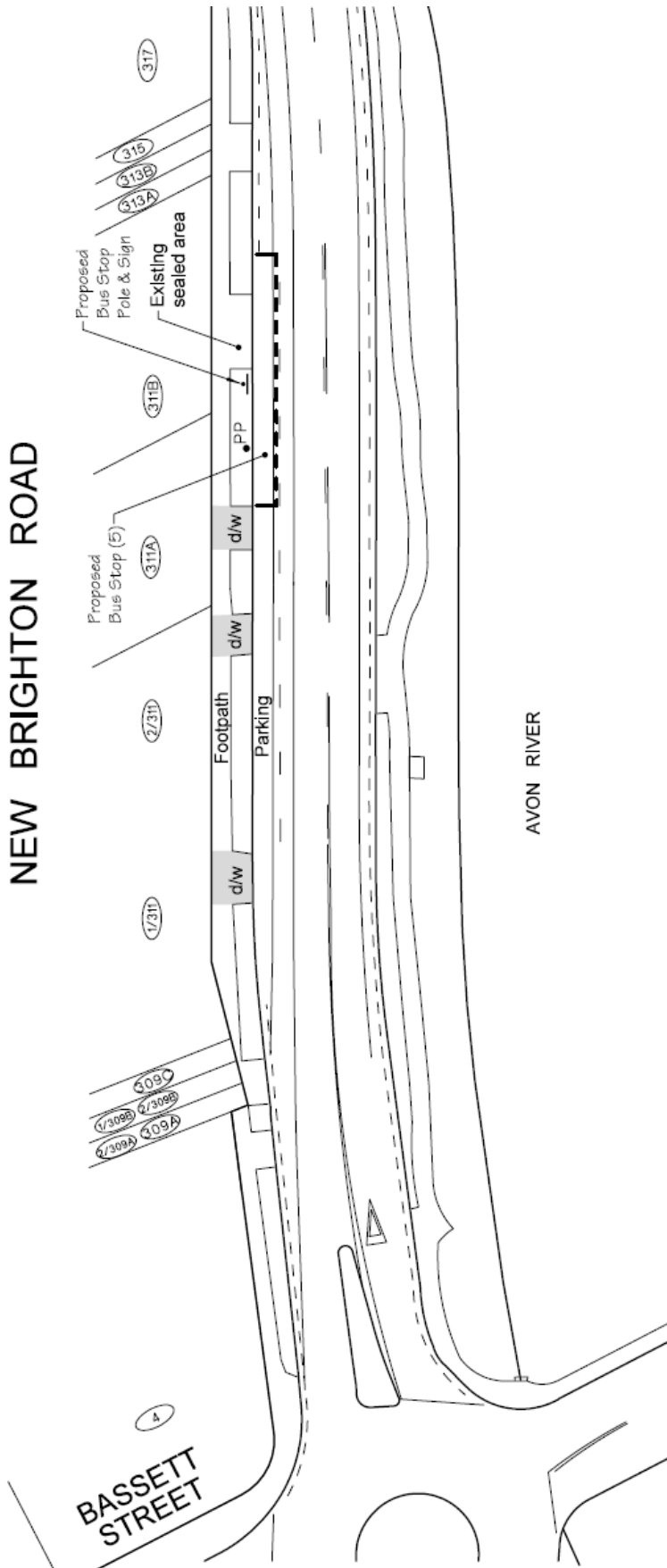
Bus Stop Rationalisation
Proposed Bus Stops
No.s 1 & 21
Gloucester St / Barbadoes St
1:500 @ A4
Appendix 1C-01



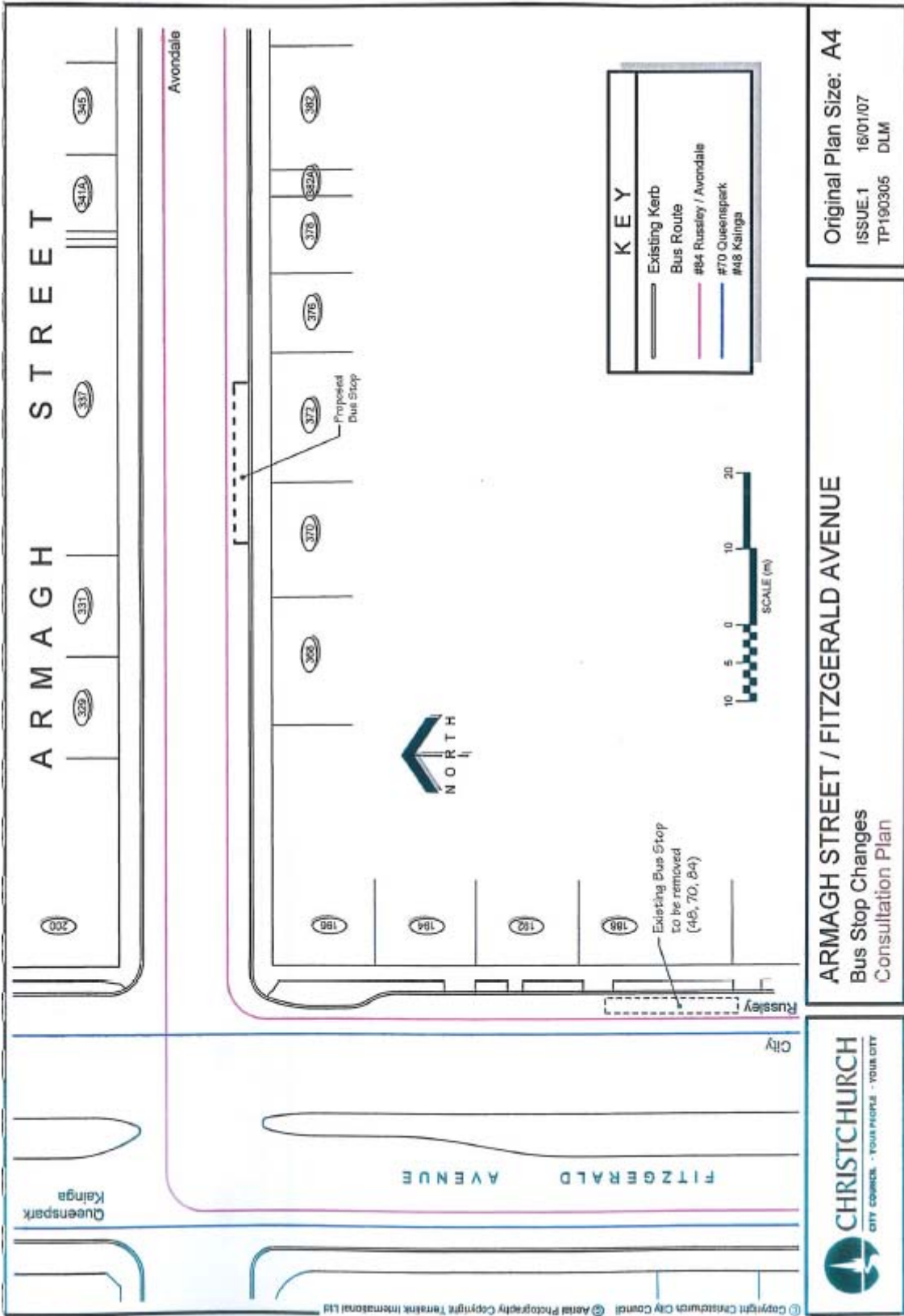
GLOUCESTER STREET

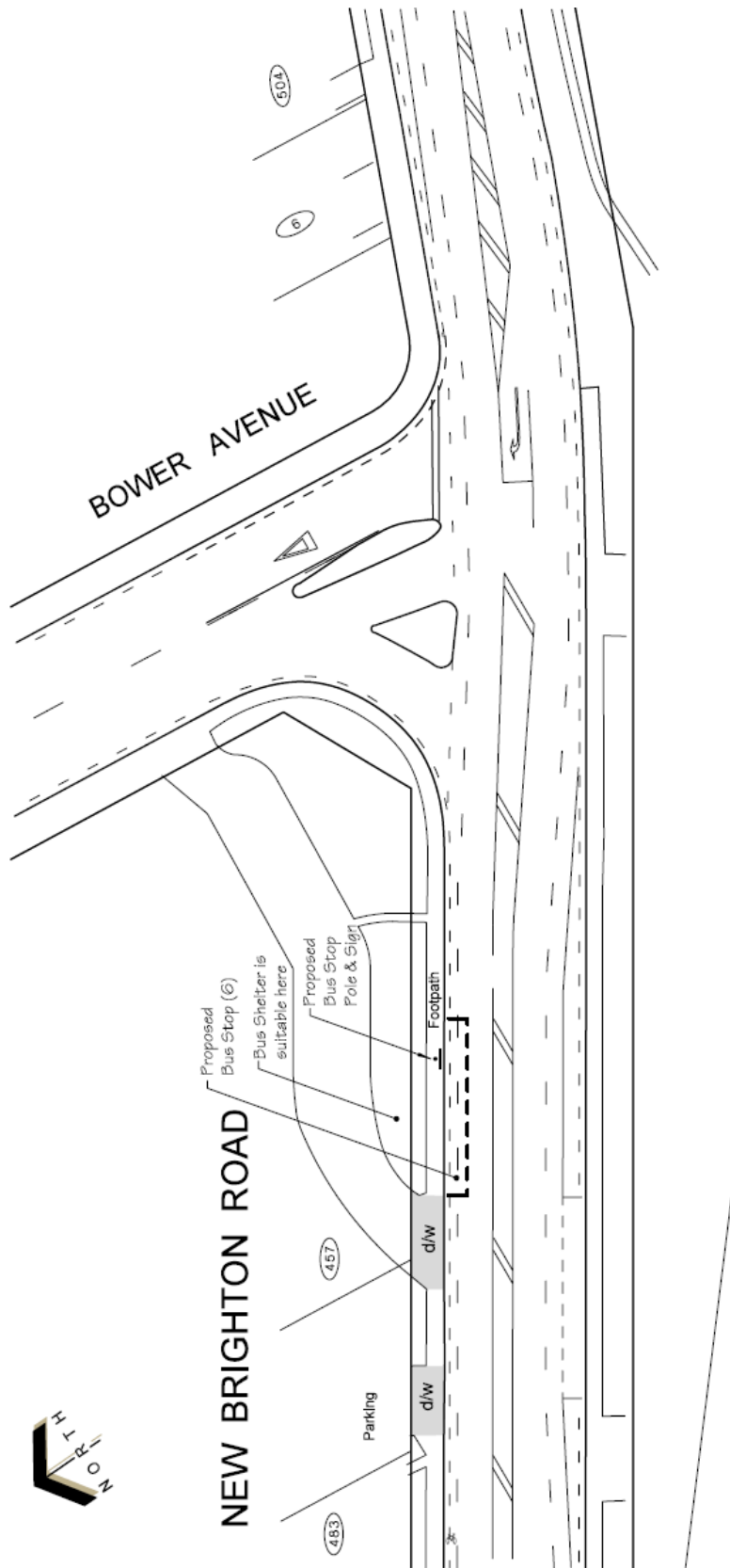


Bus Stop Rationalisation
 Proposed Bus Stop
 No. 20
 Gloucester St
 1:500 @ A4
 Appendix 1C-02



Bus Stop Rationalisation
 Proposed Bus Stop
 No. 5
 New Brighton Road
 1:500 @ A4
 Appendix 1C.06

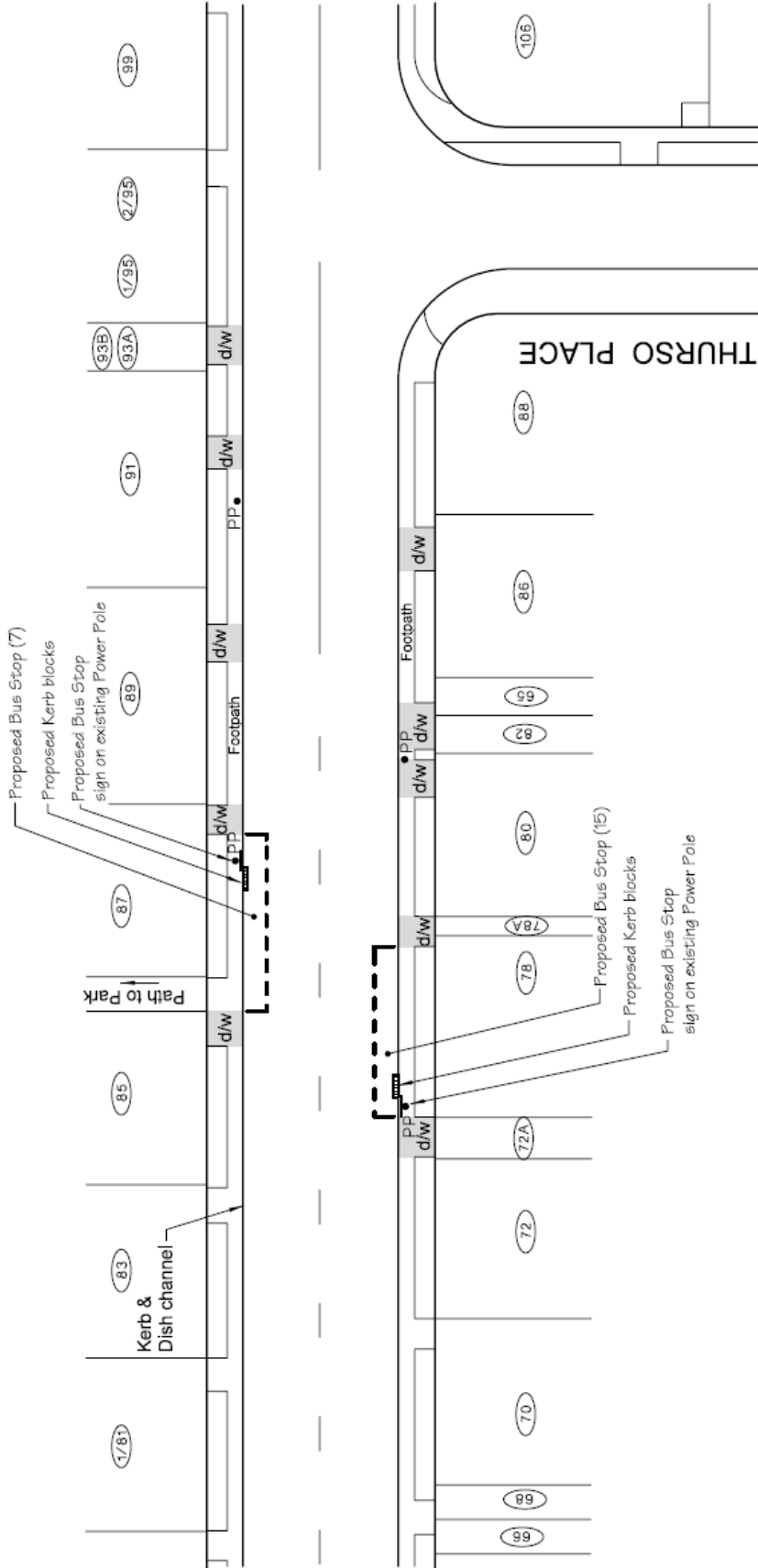




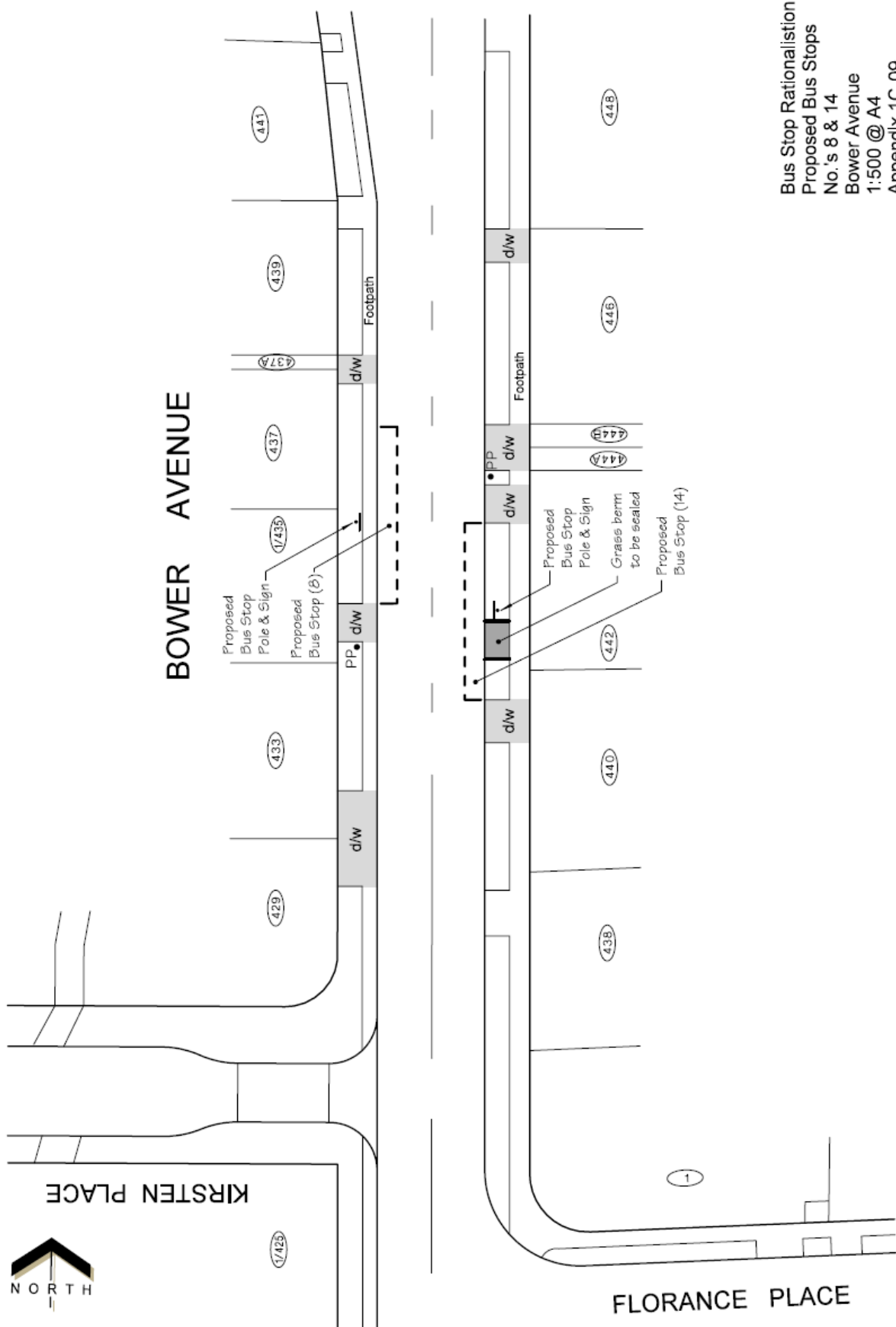
Bus Stop Rationalisation
Proposed Bus Stop
No. 6
New Brighton Road
1:500 @ A4
Appendix 1C-07



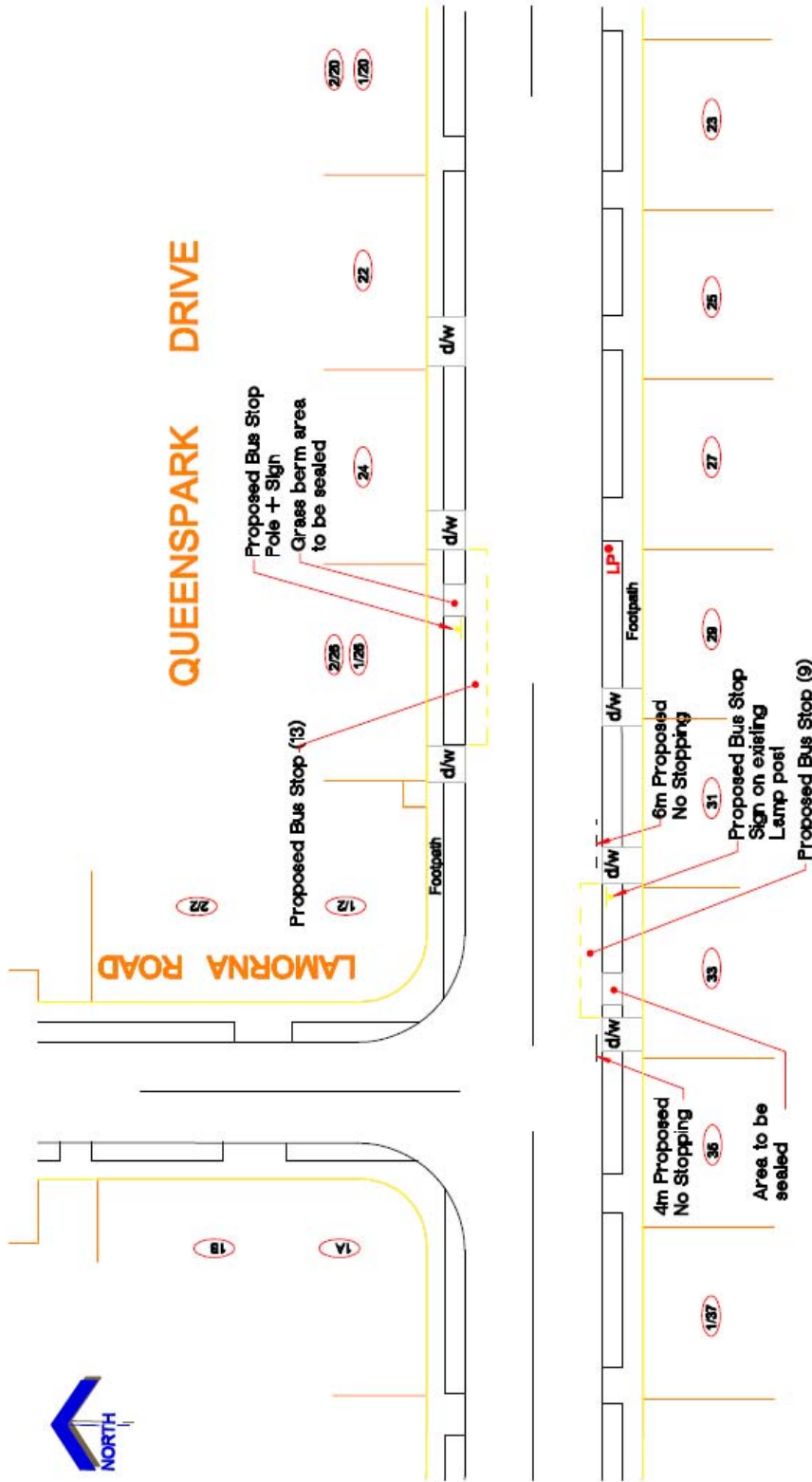
BOWER AVENUE



Bus Stop Rationalisation
 Proposed Bus Stops
 No.'s 7 & 15
 Bower Ave
 1:500 @ A4
 Appendix 1C-08

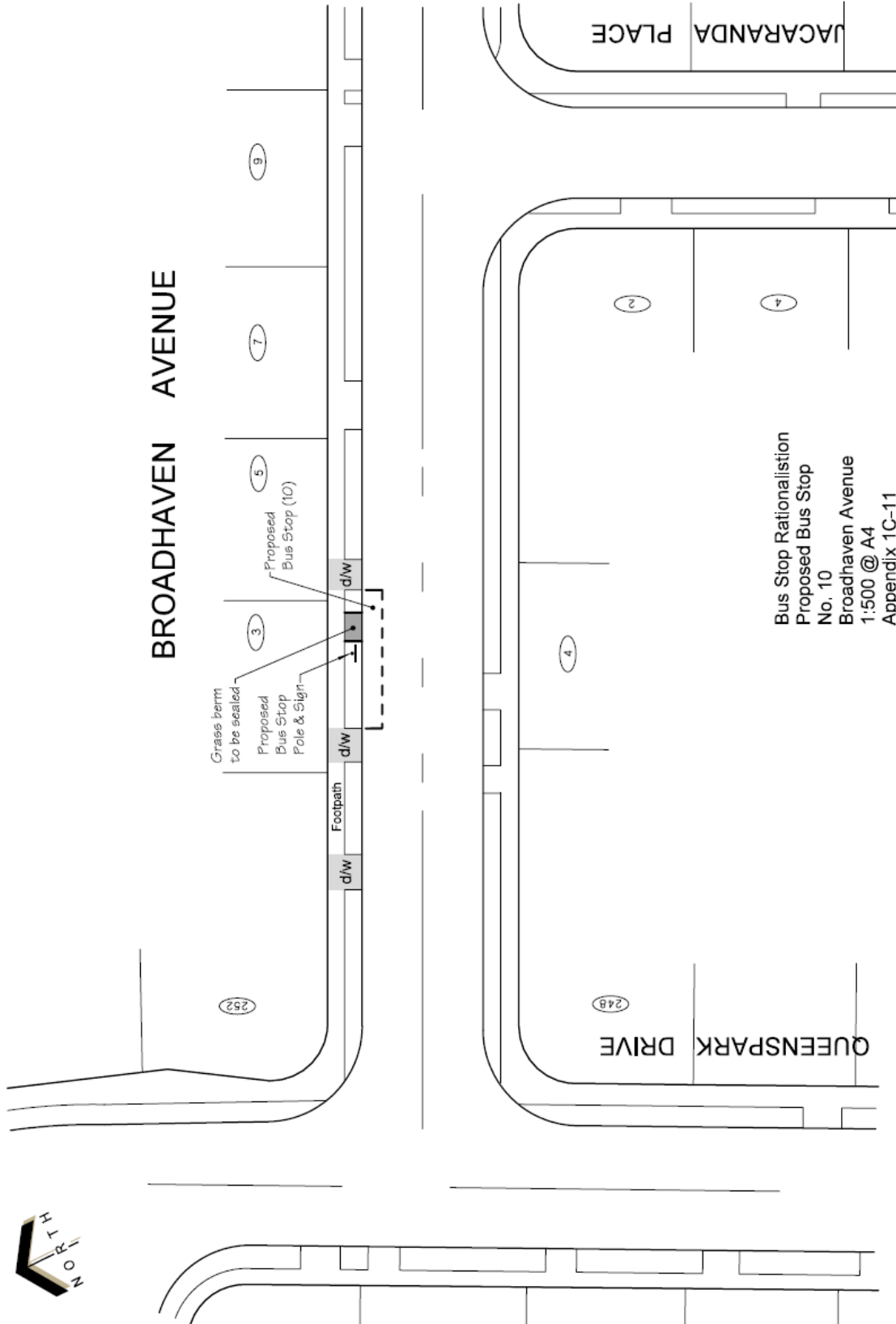


Bus Stop Rationalisation
 Proposed Bus Stops
 No.'s 8 & 14
 Bower Avenue
 1:500 @ A4
 Appendix 1C-09



Bus Stop Rationalisation
 Proposed Bus Stops
 No.'s 9 & 13
 Queenspark Drive
 1:500 @ A4
 Appendix 1C-10

ATTACHMENT 2 Z TO CLAUSE 13



Concern	Ref	Summary Description	Team Response
Alternatives / Travel Modes / Measures	GEN	<p>Signals</p> <ul style="list-style-type: none"> - Investigate synchronised traffic light and left turning on red lights. Put in green arrow where buses are trying to turn right at a signalised intersection. - B-signals great. Give traffic signal priority to buses. Limited structural changes, such as metering lights more cost effective and practical. Use of "B" lights. - Suggest traffic light which bus drivers can remotely operate to enable the motorist to get out into the traffic flow. - Any thought given to using bright green sparkling type cats eyes to define the lanes. - Bus signals need enforcement to work consistently. - Signal pre-emption supported especially as some intersections have long phases in one direction. - Fix the lights at Briggs / Marshland corner traffic coming south at 5pm has 2 minutes on green. <p>Rail / Trolley Buses</p> <ul style="list-style-type: none"> - Development of City Tramway Expansion and light rail projects. Increase the use of trains and tracks in Christchurch. Small electric vehicles will be the preferred transport mode in the future, not buses. Trolley buses. What about light rail / electric trolley buses? Comparison with commuter rail link serving same catchment on parallel rail route. Run a train service, with feeder buses to the trains. Electric buses would be much quieter. Make buses travel underground. Provide specific space on arterial corridors for public transport – use for light rail in the future. Light rail / tram network for main routes for commuters. <p>Financial (Dis)incentives</p> <ul style="list-style-type: none"> - Alternative travel essential with increasing costs of petrol. - Decreasing car use by disincentives is the way forward – when cars are seen as less convenient and more expensive, then people will choose other means of transport. - Only way to fix the problem is to get cars out of the centre – parking buildings on the outskirts. People who live in the city centre carry car passes. - Need a financial disincentive for any vehicle entering the CBD with less than 4 people – encourage more car pooling and use of public transport. Congestion charge for central city to free up public transport routes. More sustainable options for fuelling public transport. - Increase the cost of on street parking to discourage car use, or another option is that of electronic congestion pricing. <p>Special Vehicle Lanes</p> <ul style="list-style-type: none"> - Consider some lanes should also be used by goods service vehicles (rename as Special Vehicle Lanes). Re-designate bus lanes as Special Vehicle Lanes to allow goods vehicles. Perceived lack of recognition of the impact that inappropriate bus priority measures may have on freight transport. - Include T2 / T3 in bus lanes – works well overseas. What about transit lanes for minimum of three people per vehicle? Explore other initiatives such as car pooling. - What about motorcyclists? Allow motorcycles to use bus lanes. Make sure that motorcyclists are allowed to use bus lanes. Motorcycles and scooters are a very important part of keeping Christchurch free of pollution and alleviating traffic congestion. Thought it was law that motorcyclists could use bus lanes. - No substitute for bus rapid transit corridors between peripheral suburbs and the central city and major employment and education zones westward. 	<p><i>B signals will be used where appropriate, as will pre-signals and signal pre-emption.</i></p> <p><i>Suggestions to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>Bus lanes are available for use by buses, cyclists and motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.</i></p>

<p>Alternatives / Travel Modes / Measures cont...</p>	<p>GEN TNZ</p>	<p>Other</p> <ul style="list-style-type: none"> - Cease all think-big motorway projects. - ECan should arrange for buses to do adventure tours not just regular service. - Long-term solutions needed as lots of travellers will never use the bus due to circumstances. - Why no Park and Ride schemes? - <u>Riccarton Road</u> - How about bus priority on Riccarton Road? Make all side streets left in and left out only. Riccarton Road bus routes need to be addressed. - <u>Cranford Street</u> - Will benefit from the bus priority as well. - Mount Pleasant Group – when will bus priority scheme for Ferry Road be implemented? - <u>Colombo Street</u> is one area where congestion and delay is extreme. A reduction in car numbers in the inner city would speed up the buses and make that area friendlier to shoppers and pedestrians. - Roundabout at Burwood Hospital backs up traffic on Mairehau Road for 1km at 5pm. - Marshlands Road has too much traffic going too fast every single day of the week – what happens when Pegasus opens? - Most efficient means of transport in Christchurch is bus, bicycle and scooter so priority to these three should be given. - <u>Northern Arterial / Rapid Transit Corridor</u> - Build the northern arterial. Very real need to revisit the necessity of a northern motorway with FEW intersections / entry & exit points. Suggest Northern Rapid Transit corridor – growth in North Canterbury and commuter traffic to city will continue to grow. - What are <u>Transit NZ</u>'s plans? Transit should include bus priority plans for section north of QEII Drive through to the northern boundary of Belfast not just to Belfast. This section of road should be widened by Transit NZ to four lanes each side to allow full time bus lanes and properly grade separated cycle lanes. - After this issue is resolved please look at the lane between Northwood and Johns Road. 	<p><i>Park N Ride Schemes are another project solution outlined in the Metro Strategy 2006-2012 for implementation.</i></p> <p><i>Riccarton Road and Cranford St are listed in the next 7 routes for bus priority measures.</i></p> <p><i>Suggestions to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>Referred to Transit NZ – consultation information available on Main North Road route north of QEII Drive at www.transit.govt.nz</i></p>
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7. 5. 2008

- 126 -

<p>Bus Drivers</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - A big thank you to the drivers, they do a great job. Appreciate when bus drivers wave their thanks – positive reinforcement. Christchurch's bus drivers do a great job. Drivers are nice. Impressed with service provided – bus drivers friendly, cheerful and helpful. Most bus drivers will acknowledge motorists who let them go first. Bus drivers are so courteous to the older people and people in general. More pleasurable when acknowledged by the bus driver. - A number of bus drivers appear to be 'angry' – unsettling for passengers. Rude bus drivers – don't look where they are going. - <u>Assertively train bus drivers</u>. Assertiveness training of bus drivers. Bus driver education – they are not the only users of the road. Bus driver training. Bus drivers need education about sharing the road with cyclists. Educate bus drivers regarding the needs of cyclists. Educating drivers and bus drivers is the answer. Get bus companies to train their drivers properly. Some drivers are terrible drivers, ramming on the brakes and taking off before the elderly are seated. Why encourage more buses on the road when they have such bad drivers? Believe there are some drivers who are out to near miss cyclists to scare them into taking buses – don't believe that giving buses priority is going to improve this behaviour. Most drivers should not be behind the wheel of a bus. They are dangerous to drivers of cars, motorcyclists and cyclists. - <u>Bus driver awareness</u>. Bus drivers can be very inconsiderate road users – education of bus drivers and general public to let the bus go first would be more beneficial. Bus drivers will need training on how to be "polite drivers", as they are already bad drivers. Buses don't own the roads. Buses should stick to the road code like everyone else has to – current drivers are constantly causing near accidents by their lack of driving ability. - <u>Bus driver frustrations</u>. Enforcement needed. Inadequate length of bus stops. Motorists not stopping at Stop signs. Non observance by motorists of double yellow lines. Please give more power to bus drivers to kick abusive kids or disrespectful people off. Under-passing of buses at intersections. Vehicles parked in bus stops. Traffic behaviours that cause delay and frustration to bus drivers – parking of vehicles in bus stops, bus stops not being long enough, double yellow lines not being observed, traffic turning left from compulsory stops not stopping, under passing of buses at intersections, driving standards around the city in general and lack of enforcement. - Bus drivers need to indicate. Problem of bus drivers not indicating then just pulling out in front of cars. Use lights to advise drivers when operating. - Bus drivers not bothering to park in their current bus stops, leaving the back of the bus sticking out, which creates a traffic hazard, and cannot check traffic coming behind them. - Request bus drivers to lower front door step for all passengers, should be lowered for elderly anyway. - Bus company front line staff needs to be included in consultation. - Sick of getting stuck behind a bus that goes at 35km/hr in a 50km/hr zone. No consideration for other drivers and some do not indicate they are pulling out. Bus driver education needed. 	<p><i>Referred to Environment Canterbury for liaison and action with the respective Bus Companies.</i></p> <p><i>Copies of the bus priority schemes were posted in the staff areas of each of the bus companies to ensure that bus drivers had the opportunity to feedback into the consultation process. Bus company representatives were also part of the End User Steering Group.</i></p>
<p>Bus Exchange</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - <u>Bus transfer exchange information</u> – not sure where bus routes intersect. Inform passengers when there are major delays (e.g. bomb). Please add the Airport Bus to the information board inside the Exchange. - Get rid of Platforms D & E on Colombo St. - Increase security around the Bus Exchange especially at night. Make Bus Exchange safer and add more seating on Platform C. - Mini bus exchanges needed in shopping malls. - Please remove rubbish bins from under timetables. - Sort out or relocate Lichfield St bus terminus first. What is happening with Bus Exchange? - Bus Exchange to Moorhouse Ave - Currently frequently congested for both cars and buses, and presents an intimidating, smelly and noisy environment for cyclists and pedestrians. Look forward to completion of Bus Exchange and further work on Inner City Revitalisation Plan. 	<p><i>Referred to Environment Canterbury for liaison and action with the Bus Exchange.</i></p>

<p>Bus Lanes</p>	<p>GEN</p>	<p>Timing of Bus Lanes</p> <ul style="list-style-type: none"> - 4pm to 6pm preferred, any longer is excessive. - Implement clearways which restrict on-street parking at specified times to provide bus lanes for use at peak times (e.g. 6.00-9.00am and 3.00-6.00pm). Support option of peak time only priority 7am – 9am and 2pm – 6pm. - Part-time bus lanes should operate from 7am to 9am and 2pm to 6pm. - Suggested 7am-9am and 4pm-6pm are the peak times inbound and outbound. - Prefer to see bus / T2 lane established during peak times only. - Less confusion for motorists with full-time bus lanes. - Need bus lanes at peak times. - Part-time bus lanes times should reflect local conditions rather than be standardised throughout the entire city. - Part-time bus lanes would create confusion for motorists. - Support part-time bus lanes, but unless rigorously enforced, they will be ineffective. <p>Use of Bus Lanes</p> <ul style="list-style-type: none"> - Essential that only buses and emergency vehicles are able to use the bus lanes – if other vehicles allowed in then will defeat purpose of bus lanes. - Use lights to advise drivers when bus lanes are operating. - Use bus lanes in conjunction with bus and cycle traffic lights. - Bus lanes and signals are a brilliant idea. - Motorbikes are allowed to use bus lanes overseas as well no impact on bus time – disagree with taxis being allowed to use them as there is usually still only one passenger in these vehicles. <p>Emergency Services</p> <ul style="list-style-type: none"> - Preferred option for emergency response is for bus lanes – allows drivers to move to left when emergency service vehicles are responding under siren and flashing lights. - Bus lanes preferred by fire service to bus boarders. 	<p><i>It was recommended by the project team that afternoon part-time bus lanes will run from 3-6pm inclusive, except for outside schools which will run from 4-6pm inclusive.</i></p> <p>Land Transport (Road User) Rule 2004</p> <p><i>bus means a passenger service vehicle that has more than 9 seating positions (including the driver's seating position)</i></p> <p><i>bus lane means a lane reserved by a marking or sign installed at the start of the lane and at each point at which the lane resumes after an intersection for the use of—</i></p> <p><i>(a) buses; and</i></p> <p><i>(b) cycles and motorcycles (unless either or both are specifically excluded by the sign)</i></p> <p><i>transit lane means a lane reserved for the use of the following (unless specifically excluded by a sign installed at the start of the lane):</i></p> <p><i>(a) passenger service vehicles;</i></p> <p><i>(b) motor vehicles carrying not less than the number of persons (including the driver) specified on the sign;</i></p> <p><i>(c) cycles;</i></p> <p><i>(d) motorcycles</i></p> <p>Land Transport (Road User) Amendment Rule 2005</p> <p><i>This rule, which comes into force on 15 September 2005, amends the Land Transport (Road User) Rule 2004 by—</i></p> <ul style="list-style-type: none"> • <i>including a reference to mopeds in the definitions of bus lane and transit lane, so that mopeds may be used in those lanes;</i> <p><i>Thus Bus lanes may be used by buses, cyclists, motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.</i></p>
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<p>Bus Lanes cont...</p>	<p>GEN</p>	<p>Bus Priority</p> <ul style="list-style-type: none"> - Supports bus priority initiatives, and aim to provide a sustainable public transport network, which has a high degree of frequency, accessibility and reliability. Buses definitely need priority. Support any steps taken to make public transport more reliable and user friendly. Widespread community awareness and support for the need to implement a sophisticated public transport system. Introducing bus priority measures should be seen as an important first step in making public transport services in Christchurch more desirable and convenient for current and future users. Any improvement to give buses greater priority and reduce congestion can only be a good thing. Introducing bus priority measures should be seen as an important first step in making public transport services in Christchurch more desirable and convenient for current and future users. - Supports the establishment of the three bus priority routes and endorses principles behind them, namely: making bus travel more attractive, efficient and more reliable; encouraging people to leave their cars at home; protecting buses from the effects of growing traffic congestion; improving the environment, health and social welfare; working towards an accessible and sustainable transport system. Support development of bus priority routes, which will benefit pedestrians through encouraging other modes of transportation. Full-time bus lanes will encourage a change in thinking of the motoring public. Important step towards integrating transport options in Christchurch. Proposed bus lanes should be made into traffic lanes as this would allow the flow of traffic to be faster – would reduce traffic and allow buses faster travel time. To address congestion and delays, absolute priority should be given to public transport, cyclists and to movement of other traffic over car parking on this route. Will plan ease grid lock in morning and afternoon? - Anything discouraging one person car travel and encouraging public transport use is to be applauded. - Appreciate efforts to solve traffic congestion issues. - Improve city planning and design so people can live locally without the need to travel long distances to access community facilities and shops. Need a solution for the whole city, not just pressure points. Need one city-wide bus priority system. Supportive of measures designed to improve and encourage the use of public transport within greater Christchurch. - In which countries has this been successful? Look at best practices in other cities – for example, closure of certain streets to parking between peak hours to have room for bus lanes. - Recommend CCC develops relationships with Environment Canterbury and Central Government to ensure appropriate funding for roading and public transport, with particular emphasis on public transport. - Time to get on with it. Too long spent talking about bus priority measures – get on with it! Stop doing minimum necessary and build for the future before we turn into Auckland. - For bus lanes to work in the city effectively and to be justified the number of passengers needs to increase radically. - Support lanes that give priority to buses enabling them to maintain timetables. Bus lanes would cut down on time. Bus lanes will be an important part of encouraging more use of buses by speeding up their travel times. Implementation of bus lanes primarily addresses travel in the inner suburbs (to about 4km) – will speed journeys to / from the outer suburbs but will still involve start-stop journeys and potential for buses banking up behind each other in peak hours. Would take more traffic through main thoroughfare, but at same time allow buses and taxis to get to their destinations on time. Ensure that the buses arrive at their destination on time. Faster travel times for buses will benefit many more people than faster travel times for single occupancy cars – much more sustainable form of transport. - Trust that some tolerance is given on obstructing the bus lanes when entering property, entering gates etc. 	<p><i>Suggestions to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
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7. 5. 2008

- 129 -

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

<p>Bus Stops cont...</p>	<p>GEN</p>	<p>Bus Stop Design / Environment</p> <ul style="list-style-type: none"> - Changes to the design of bus stops that reduce interruption to traffic flow. - Dangerous placement of front edge of bus stops (e.g. drainage sump in line with immediate front edge of bus stop markings). - Footpath design and bus shelter tar seal area – inconsistent in size, badly maintained and pedestrians that are not using the public transport system have difficulty getting through. - Get timing systems at most stops. - Improve the pedestrian facilities at all bus stops. - Make bus stops smoke free. - Make them long enough so buses don't sit out on an angle. - Place timetables at bus stops so passengers can read it while facing the oncoming bus. - Placement of entire bus network on maps in bus shelters. - Reductions in the number of collisions with parked cars, bus stop signage and bus shelters are largely associated with the redesign of bus stops to avoid these kinds of incidents. - Bus stops should cater for up to 4 buses at a time. - Numbering the bus stops would be very helpful to tourists. 	<p><i>The design of bus stops is outside the scope of this project; however, the information received in submissions will be forwarded to the relevant Council team. Bus stops need to be a minimum of 17m long to avoid buses having to park on an angle.</i></p>
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7. 5. 2008

- 137 -

<p>Bus Stop Location</p>	<p>QPK</p>	<ul style="list-style-type: none"> - Keep the bus stop near Dunair Drive. - Locksley Road / New Brighton Road intersection – access to the bus stop here is impossible. Nothing shown about exiting from Locksley Road cycle path onto New Brighton Road. Locksley Rd – New Brighton Rd intersection on the inward route there are two bus stops less than 100 metres apart. Stop with bus shelter is dangerous as there is no footpath access to the shelter. Bus stop isolation at Locksley Ave / New Brighton Road intersection. - Hendon Street people have to go a long way and cross Hills Road past Warden Street to get to the bus stop between Warden and Guild Streets when catching the bus especially during peak times. Road is busy all the time. Plan is to do away with this stop altogether – is this fair, especially to the elderly? - Need more bus stops not less – don't take away our bus stop opposite Gresford Street. Planning to eliminate a very important bus stop in Hills Road at the junction of Gresford St & Hills Road which is used by at least 5-6 people in the morning when my daughter catches the bus into the bus exchange. Moving that bus stop will inconvenience many people who come from the populous sector of St Albans / Shirley who live in flats and houses up Gresford St, Champion St, Geraldine St areas. - Shifting the bus stop from outside 95 Hills Road down to 87 Hills Road and the space (which at present is used as a one vehicle car park) can then be utilised for the bus boarder / bus stop. - Why remove the bus stop at Dudley Street? A lot of people catch the bus there. By making the stops further away especially with older people will put them off. - Keep bus stops away from intersections when a bus stops, then moves into traffic again and needs to turn right – they have no regard for cars beside them. - Bus stop on south side of New Brighton Road closest to intersection of Golf Links Road (by Palms) causes all sorts of strange traffic manoeuvres to compensate for buses. - Could there be a bus stop in New Brighton Road across the road from the current east bound one between Marshland Road and Golf Links Road moving the current one further along towards Bampton St. - Current bus stop between 60 and 44 New Brighton Road seems to have been removed. Needs to be in place plus proper crossing to 47 New Brighton Road as there is a rest home at 47 New Brighton Road. - Need a bus stop at the top end of Queenspark Drive for passengers coming home especially passengers at the top end of Queenspark Drive and the other streets Anglesea, Willoughby, Rovhsay Road etc. - Do not agree with having fewer bus stops and have no idea how bus stops will be changed along New Brighton Road. - Cresswell Ave / Burwood Park stops should stay as it is near the Orbiter, so should the stops at the dairies at the foot of Queensbury St. - Object to removal of bus stop outside Windsor House Retirement Complex – it's too far to walk to the Palms bus stop for a lot of us. Make sure the bus stop near the Palms is as close as possible and more / better pedestrian crossings near all bus stops along the route. - Object to bus stop on Shirley Road being moved 15m east – already too far east. 	<p><i>Is it viable to keep the bus stop near Dunair Drive? This would help with rationalisation, but is outside our route. We are proposing a new stop between Bower and Wainoni, hence the suggestion to have the Dunair Drive stop removed. By the way, this stop and the next one look pretty new. Discussion 26/02/2008 – keep two existing stops with bus shelters and remove #16 proposed new route.</i></p> <p><i>It was requested that a footpath be placed to access the bus stop north of Locksley Ave, on the southwest bound route. A 1.8 metre wide footpath is proposed in this location from the bus stop back to Locksley Ave. There has been a 1.8m path designed for this bus stop, to link across to Locksley Avenue.</i></p> <p><i>Is it viable to keep the bus stops between Warden St & Guild St? The bus stop between Warden Street and Guild Street is to remain.</i></p> <p><i>Is it viable to keep the bus stop opposite Gresford St? Removing this bus stop means that people accessing the stop via Gresford Street would have to walk approximately 200m further to the north or south to catch the bus. Bus Stop removal to remain to achieve bus stop spacing desired by policy.</i></p> <p><i>Is it viable to keep the bus stop at Dudley St? This bus stop is to remain in its current location outside 95 Hills Road. This bus stop is to be relocated slightly further south to allow a safe distance between the bus stop and the relocated pedestrian. In general, this is what we have tried to do. There is a bus lane proposed at this location, which should address these issues.</i></p> <p><i>Is it viable to put a bus stop in New Brighton Road across the road from the current east bound one (i.e. between Marshland Rd and Golf Links Rd) & move current one towards Bampton St. This westbound bus stop, east of Golf Links Road, should stay as it allows a safe signalised crossing of New Brighton Road.</i></p>
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			<p><i>Is it viable to have a bus stop between 44 and 60 New Brighton Road to service rest home at 47 New Brighton Road? This bus stop is proposed to be moved less than 50m north. Bus Stop removal to remain. The crossing issue is outside the scope of this project.</i></p> <p><i>Is there a bus stop at the top end of Queenspark Drive? The city bound bus stop on Broadhaven Avenue (outside 248 Queenspark Drive) is to remain. As there is a stop near the corner where the bus turns, the submitter must be suggesting that the bus be rerouted. This is an ECan issue.</i></p> <p><i>Fewer bus stops allow shorter journey times and this then encourages more people to use the bus.</i></p> <p><i>Is it viable to retain bus stops at Burwood Park and at foot of Queensbury St? Only 1 bus stop in this location is to be relocated 50m further north. The stops on New Brighton Road at the southern end of Queensbury Street are to remain.</i></p> <p><i>Is it viable to retain bus stop outside Windsor House Retirement Complex? The eastbound bus stop outside the retirement house is to remain. The westbound bus stop is only moving 50m north of its current location; still outside the retirement house. Better crossing points are outside the scope of this project.</i></p> <p><i>Is it viable to retain bus stop on Shirley Road in its current location? This bus stop will remain given the school's objection also.</i></p>
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7. 5. 2008

<p>Congestion</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Christchurch people continue to use their cars in preference to other modes – need to address imbalance and bus priority is the key to a more reliable network and will result in faster journey times for buses along the main corridors. Shift will have both an environmental and economic benefit. - Discourage private vehicles in four avenues. - Emergency services sometimes get stuck at intersections due to congestion and traffic lights. - More lights will increase congestion (i.e. introduction of signalised crossing points). - More work needed to get more people using public transport. - Reduction in congestion beneficial to commercial transport of all modes (goods and people). Equal consideration should be given to goods services as is given to passenger services. - Roads are narrow so likely to increase congestion – a recipe for more accidents. - Support efforts to control traffic growth – creates problems of noise, pollution and in inner city areas particularly lots of commuter parking. - Support for Council's proposals but more than this will be required if we are stem the increase in private car use in Greater Christchurch. Car ownership higher in Christchurch than in most cities in the world & Christchurch's geographical location makes it especially susceptible to pollution from both carbon monoxides and particulates. - Support initiatives outlined and recognise that reduction in congestion will have benefits for freight movements. - Support measures to reduce congestion and recognise that moving people out of cars and onto public transport means fewer cars on the road and reduces the growth in congestion. - Support principles of bus priority measures that reduce congestion and recognise the beneficial effects this has on passenger transport and freight transport. - These measures must happen or traffic and the environment gets worse. - To discourage unnecessary use of motor vehicles within Christchurch, suggestions include increasing on-street car parking charges and restrictions – need economic disincentive to the use of private cars in the city. Off-street parking charges and restrictions, e.g. those who work in retail businesses should be encouraged to use public transport. Street closures and/or congestion pricing. Too many cars on Christchurch's roads with more and more each year. 	<p><i>Suggestions to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
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<p>Cost</p>	<p>GEN</p>	<p>Cost of BB trial / project</p> <ul style="list-style-type: none"> - Concern raised about the cost of the bus boarder measure. - Cost of bus boarder measure - How much has been spent on this evaluation and trial exercise? - What is the actual cost of the trial? - What is the cost of the project? <p>Cost of Brochure</p> <ul style="list-style-type: none"> - How much money has the Council spent on this brochure? What is the cost of the consultation brochure? How much did the booklet cost to produce and print? <p>Cost of PT to Public</p> <ul style="list-style-type: none"> - Beneficial to 20-30 commuters on the bus, but inconvenient for 50+ cars behind the bus. - Cheaper to drive than take the bus. - Personal inconvenience to those who pay for the roads. - Waste of money. No need for this change. - Waste of time and money. - Why spend \$ on a small % of the population using public transport? - Concept appears good, but would like to see cost / benefit analysis and estimates of life expectancy for the proposed changes. - Cost / benefit – long term benefits. - Has an overall cost/benefit analysis been done? - Concern about cost of installing lights etc? <p>Cost of PT to Businesses</p> <ul style="list-style-type: none"> - Compensation from Council for loss of business due to loss of parking. Strip shopping difficult to maintain without parking. Negative impact on business productivity. - Freight deliveries face similar imperatives as public transport including minimising cost and meeting on time schedules. Freight industry faces increasing costs from congestion due to slower delivery times, reductions in 'windows' for delivery and pick up. - Buses could potentially bring many more patrons to shops than a couple of car parks outside. <p>Funding & Cycle Lanes</p> <ul style="list-style-type: none"> - Clarify whether or not funding is dependent upon the inclusion of cycle lanes on Papanui Road. 	<p><i>Actual cost as at 1 Nov 2007 for the bus boarder trial was \$111,413, including consultation, marketing, design and construction etc.</i></p> <p><i>The consultation brochure cost approximately 96c per brochure, although the cost with each of the route specific brochures varies, as would be expected with the different sizes.</i></p> <p><i>Cost / benefit analysis is undertaken as part of the project to obtain funding from LTNZ.</i></p> <p><i>Council is required to incorporate cycle facilities on all roads where there are greater than 3000 vehicles per day.</i></p>
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7. 5. 2008

Cyclists	GEN	<ul style="list-style-type: none"> - Concerns about merging car/bus/cycle traffic at some intersections. - Cyclist experience with buses is dodgy. Several occasions where nearly knocked off bicycle by buses. - Area too narrow to cater for cycle lane. Give cyclists appropriate space even though road corridor only has a limited width. Provide adequate cycle facilities along the route. Wider lane safer for cyclists. Not enough room for cycle lane. - Greater focus needed on integrating the cyclists and buses – intangible health benefits of cycling and reducing pollution and carbon emissions. Consider cyclists needs – cyclists reduce congestion, pollution and keep the population fit and healthy. - Prefer separate lanes for cyclists. - Provision of cycle lanes and pedestrian facilities near bus stops can reduce the incidence of crashes at bus stops. - Support proposals because they will make public transport more attractive but also include cycle lanes of reasonable width. - What will happen to existing cycle lanes or cyclists where bus lanes implemented? - Will cyclists be able to navigate safely around the buses? - Would like to see a policy of bikes before buses before cars. Would like to see cyclists prioritised with the proposed shared lane bus priority system being proposed. - Cycle lanes should be placed on the inside of parked cars, if necessary by utilising part of the footpath. - Cyclists faced with driver inattention and disregard for others. - Cyclists should not be encouraged on main vehicle road – exclude cycle lanes. - Give cyclists their own lane with underpasses at intersections. - Keep cyclists separate from general traffic including buses. - Make safer cycle ways – bus lanes will make it worse for cyclists. Adverse effect on cyclists. - Pleased that cycle lanes and provisions for cycling generally have been incorporated into the bus priority project. - Safety gains for pedestrians when cycle lanes installed on arterial roads are even greater than the safety gains for cyclists. - Upgrade cycle lanes – a white painted line is not enough. - Where do cyclists go? 	<p><i>Suggestions to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>The cyclists use the 4.2m wide bus lanes with buses between 3pm and 6pm northbound. Outside these hours when vehicles park in the bus lane cyclists ride on the outside of the parked cars, giving them a lot more space than they currently have with cycle lanes.</i></p> <p><i>We believe that bus lanes will achieve all this, plus similar benefits for bus users, too.</i></p> <p><i>Buses and cyclists using the same area is a tried and tested method that works well and gives the best use of road width.</i></p> <p><i>Not for this route. Pedestrians have right of way on the footpath and cyclists have right of way on the road.</i></p>
Cyclists	QPK	<ul style="list-style-type: none"> - What will happen to the present cycle lanes on Hills Road, as they are not shown on the plan for part-time bus lanes. Issue of cycle lanes competing with buses and other traffic for space on main routes – prefer separate cycle lanes. What happens to the cyclists during 2-6pm when travelling north? - Route used extensively by cyclists – cyclists reduce traffic congestion, pollution and keep the community fit and healthy so should be encouraged by provision of safe, easy to interpret by all traffic, cycle lanes. - Bus priority design needs to include a cycle lane that keeps cyclists separate from general traffic, should avoid buses and cyclists competing for the same space on the road. Bus priority measures on Hills Road separate cyclists and buses well and this solution should do the same. - Signposting is needed to clarify who should give way to whom where cyclists and pedestrians meet. - Oppose merging of bus lanes with cycle lanes, and any measure which brings cyclists closer to buses. Oppose any measure which brings cyclists closer to buses. - On Hills Road, how are you going to accommodate cyclists northbound? 	<p><i>Cycle lanes are provided along the bus priority route. Council is required to provide cycle facilities along routes with more than 3000 vpd. Combined bus / cycle lanes are 4.2m wide in accordance with Austroads standards.</i></p>
Education	GEN	<ul style="list-style-type: none"> - CCC website – good job of explaining who, what, why etc. - CCC will need to have very good publicity campaign to raise awareness. Education campaign crucial. Need extended education campaign. Public education needed. - Main deterrent to bus use is convenience. - People should be encouraged to take the bus as well as walk or cycle for physical and mental wellbeing. - Extended education campaign needed. - Try promoting simple courtesy “let the bus go first”. - A campaign for all vehicle drivers advising them to let the bus go first is a far cheaper way. Continuing campaign to educate drivers to give way to buses. 	<p><i>Education campaign to be implemented for implementation of bus priority measures.</i></p>

7. 5. 2008

- 142 -

<p>Enforcement</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Bus lanes need to be enforced by tow truck companies. Compliance of part-time bus lanes is easy – tow truck and sudden removal. Concern that allowing bus lanes to be used as parking off peak will reduce the impact of their introduction with motorists not removing their vehicles before the recommencement of the peak periods – must ensure offending vehicles are removed quickly if necessary to reinforce the message that the bus comes first. How will you enforce these bus only lanes? What plans will be put in place to ensure that the bus lanes remain clear? Unless policing is rapid and decisive, and penalties severe, then will be a waste of money. Enforcement is very important to make it work. - Bus priority lanes need enforcement – traffic enforcement is key. Bus priority measures will only work if they are policed. Compliance depends on enforcement. Monitoring and enforcement required for part time bus lanes, especially in retail areas. Police existing bus lanes out of the Square. Policing the lanes. Need for enforcement and education for all road users. Measures must be policed. - Cars with one driver during the morning rush must buy a docket similar to a registration docket (charge \$10, and then decrease charge for more people in car). \$1000 fine for anyone caught without docket and less than three people in the car. Effective patrol and financial disincentive required. - Illegal parking on bus stops an enforcement issue. Get tow trucks in to deal with illegal parking on bus stops. - Enforce illegal car parking along Papanui Road at peak times. Stronger parking enforcement required (i.e. P30 existing is being abused). - Implement fines to those who don't give way to the bus. - Would like to know level of enforcement being considered, as even tow away zones didn't deter parking in previous attempts at bus priority lanes in Christchurch. - Cars parked in bus lanes when the lane is in use get towed. - Who will police timed bus lanes? Create morning and afternoon clearways on all major routes – get public acceptance – tow away recalcitrants. Who will police this on a daily basis? - Concerned about no parking enforcement. - How is this going to be enforced for motorists that park or use the lanes? - Measures must be policed. 	<p><i>Enforcement campaign and resources currently being developed. Project will fail if enforcement not in place for implementation of bus priority measures.</i></p>
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7. 5. 2008

<p>Law Change</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Alter the law to give buses immediate right of way. Cars must give way to a bus signalling to pull out into traffic – simplest, cheapest, most effective way to give buses priority is for the CCC to pass a by-law requiring that moving non-bus traffic gives way within 5 seconds (maximum) to any bus that has indicated its intention to pull out into the stream of traffic. Change in local by-laws that require traffic to give way to buses that are indicating to pull out of a bus stop. Change the law to allow buses to go first. Change the law to give buses right of way when pulling out of a bus stop. Consider local by-law which gives buses the right of way to pull out. Enable bus to move back into road by law – happens voluntarily most of the time anyway. Make it a legal requirement to give way to buses pulling out and have Police actively enforce the measure for a period of time. Make it an offence not to give way to the bus. Make it law for the bus to have right of way when returning back into the traffic. Make it mandatory to give way to buses. Mandate drivers to let buses back into the traffic. Pass a by-law making it compulsory to let buses out in main traffic. Pass a by-law that all traffic MUST give way to buses anywhere that are indicating they are pulling out from the kerb – sufficient advertising in media and billboards needed. Support changes to legislation that would require other road users to give way to buses pulling out of roadside bus stops. Give buses the right of way when pulling out from bus stops. Just implement “Let the bus go first” by-law if necessary. Pass a law making it mandatory for following vehicles to give way to buses exiting bus stop bays. Recommend publicity and a by-law forcing other vehicles to give way to buses pulling out from the kerb. Suggestion of by-law a better alternative than bus boarders, although difficult to enforce. Law change giving buses the right of way when emerging from a bus stop would achieve far more. - Support by-law requiring drivers to give priority to buses pulling out from a bus stop. Concept of other road users giving way to the bus is supported as in other major cities. Introduce a law to make it compulsory to avoid whole BP process which is going to have an adverse effect not only on other road users, but also property owners and residents along the route. - As part of any by-law, offending should be fined heavily. Give a by-law a 6-month lead in with plenty of advertising, suggesting people start practising this behaviour and then police it heavily initially. Make it law to give way to the bus and fine motorists who don't comply. Rigid enforcement needed to stop illegally parked cars blocking the bus lane. - Bus needs right of way to get people to destination. - Buses must indicate when they are actually ready to move, not before or after. - Explore the idea of allowing buses to have priority at roundabouts through a by-law or by whatever legal means are possible. - If a bus indicates the motorist must allow it into the traffic flow. If cars let buses go first it would be easier. Encourage people to let the bus go first when pulling out. Vehicles should give way to indicating bus to rejoin the traffic flow. - Stop sign on buses (similar to American school bus system) to indicate to all other road users that they have to stop and give way to the bus while it returns to the traffic flow. Enforcement crucial with fines. - Preferable to have national legislation to a local by-law. Pursue a law change with government – a cost effective, low impact solution. Why does it take 2 years to get a law passed so traffic would have to give way to buses? Simple road law change a more logical and safe way of handling the whole issue. Road rules changed nationally to require motorists to give way to buses re-entering the traffic stream. - Give positive encouragement for other traffic to allow buses out more rapidly. 	<p><i>To be forwarded to the Legal Services Team for consideration and initiation.</i></p>
<p>Loading Zones</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Concern re loss of loading bays outside businesses. Need loading zones to remain. 	<p><i>Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for loading zones.</i></p>

7. 5. 2008

- 144 -

<p>Parking</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Bus lanes during peak hours needed, and no parking on either side of roadway. - Car parking contributes to congestion on arterial routes by taking up road space and slowing traffic during parking manoeuvres. Encourage Council to facilitate convenient parking off the main carriageway. - Loss of parking means more patrons on buses. Better visibility for pedestrians through restricted parking. - Loss of street front parking will be devastating to businesses. - Make unrestricted parking restricted. - Need short-term and convenient parking. - On all main routes (e.g. Papanui) – NO parking on the edges of the road – all parking should be off-street or in parking bays. Why don't you just stop cars from parking on main route roads and create part time bus lanes. There are plenty of side streets for cars to park in. - Prime purpose of arterial roads is for transporting people and any resulting parking space is a luxury. - Reducing car parking on bus routes to provide for bus priority is an improvement in the utilisation of road space. - Remove all first-hour free parking from inner city. - Remove all on-street parking and replace with cycle lanes. - Remove parking to discourage car use or close certain streets to private vehicles. - Stop all day parking. - Support the removal of parking – on street parking on arterial roads is "old fashioned". - Where is alternative parking? 	<p><i>Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for parking strategies.</i></p>
<p>Parking</p>	<p>QPK</p>	<p>Dudley St</p> <ul style="list-style-type: none"> - Bus boarder trial hasn't improved well being of local residents and negative effect on some local businesses. - Loss of parking for patrons and delivery vehicles outside businesses – need convenience – losing business. Ruin business – residents parking cars on business side of street so customers cannot find a place to park. - Proper parking plan is needed for this area. - Put time limit parking on both sides of the street near the Dudley Street shops. - Removal of parking opposite Dudley Street shops will cause shops to suffer. Return parking spaces opposite the shops. <p>New Brighton Road</p> <ul style="list-style-type: none"> - Don't support the idea of removal of parking along New Brighton Road permanently. 	<p><i>Include P30 parking outside Dudley St shops and Edgeware Rd shops.</i></p> <p><i>The project team now recommends a bus lane.</i></p> <p><i>The proposed parking on Hills Road outside the shops to the north of Dudley Street and Edgeware Road are to have a P30 designation and therefore residents should not park there.</i></p> <p><i>Parking proposed to remain.</i></p> <p><i>Parking outside the shops will remain; apart from the time in the pm when the bus lane operates.</i></p> <p><i>Only way to fit a bus lane in this location (east of Golf Links Road).</i></p>
<p>Payment System</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - Cheaper buses for people over 60 – should be half price. Over 65s should be able to travel between peak times for free. Would like to see bus fares cheaper at off peak hours for us old people. - How about making the return trip four hours like it used to be. Please change the two-hour transfer ticket to three hours. Would more likely use buses if after 10am – 3pm we could use ticket for four hours instead of two. - If several people require change then it slows the whole boarding procedure down. More efficient payment system other than Metro card – suggestions include requiring correct amount upon boarding, multi-fare cards that can be clicked, and not requiring payment for Metro card set up. Measures to get passengers on and off buses more speedily should be evaluated. - Provide off-peak fares. - Too expensive to take the bus. 	<p><i>Referred to Environment Canterbury for liaison and action with the respective Bus Companies.</i></p>

<p>Pedestrians</p>	<p>GEN</p>	<p>Accessibility</p> <ul style="list-style-type: none"> - Essential that the public transport system is highly efficient and operates well. Must be approachable, accessible and usable by everyone, including disabled and elderly. - Increase the priority given to pedestrians in transport planning. - All crossing points should be consistent in design with logical, simple, straight lines and considered part of continuous accessible pathway to ensure walking environment also accessible and promotes walking as a viable mode. <p>Pedestrian Crossing Points</p> <ul style="list-style-type: none"> - Pedestrian crossing points – cause long delays at intersections, and encourage people to cross at inappropriate times. - Traffic island with traffic lights 15m north of the Bassett St roundabout does not indicate whether this includes a signalised pedestrian facility – if not it should to avoid confusion and potential conflict as this would be a preferred crossing position. - Build underpasses to cross the road. <p>Pedestrian / Cycle Conflict</p> <ul style="list-style-type: none"> - Where pedestrian / cyclist conflict, include signage to indicate who has priority. - Pedestrian / cyclist interaction high on footpath. <p>Pedestrians and Business</p> <ul style="list-style-type: none"> - Most businesses are struggling to increase their foot traffic. <p>Footpath Design</p> <ul style="list-style-type: none"> - Footpath design and pedestrian access to bus stops for the disabled should comply with NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities. - Preferred minimum footpath width of 1.8m needs to be maintained. - Most footpaths in suburbs seem to be underutilised – reduce width to make more road / bus space. - Suggest narrowing of footpath to provide more real estate for motorists. <p>Median Island Design / Pedestrian Refuges</p> <ul style="list-style-type: none"> - Median islands in roads not conforming to NZS 4121:2001 – i.e. only one handrail on them. - Look at improved pedestrian refuges near bus stops. 	<p><i>Suggestions to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>The traffic lights on Bassett Street is not a pedestrian crossing facility.</i></p> <p><i>Signage not required - pedestrians have right of way on the footway and cyclists have right of way on the road.</i></p> <p><i>There are no proposals for new cycle paths in this project.</i></p> <p><i>CCC standard SD635 (Standard Detail) has been used. The compliance to NZS 4121:2001 for the footpath and pedestrian access to bus stops will be adhered to during the detailed design stage of the project.</i></p> <p><i>The minimum footpath width of 1.8m has been maintained throughout the corridor. The footpath has been narrowed in sections to allow for the additional lane widths but will not be narrowed below the 1.8m minimum width.</i></p>
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<p>Road Layout</p>	<p>GEN</p>	<p>Road Space</p> <ul style="list-style-type: none"> - Essential that the road space fully meets the safety and convenience needs of passengers, cyclists and pedestrians, other options available for motorists for driving to or from town. - Need to rethink how we utilise the road space available. - Would like grass berms along the wider footpaths done away with and that area turned into cycle lanes – to keep the cycles right off the road and away from the traffic. - Move cycle paths to where cars are now parked, forcing cars to use off-street parking lots / garages which are now underutilised. <p>Implementation of Bus Lanes</p> <ul style="list-style-type: none"> - Make bus lanes on new roads or when upgrading roads. <p>Signals</p> <ul style="list-style-type: none"> - More right and left turning traffic light arrows needed. <p>Road Markings</p> <ul style="list-style-type: none"> - Not clear how the cycle lane will be marked when parking is allowed. - Paint cycle lanes red with white cycling symbols. - Road marking suggested in addition to signage for bus lanes. <p>Flush Median</p> <ul style="list-style-type: none"> - Need to narrow centre plot at Aldwins Road right turn into Inwoods as peak time congestion blocks straight through lane. <p>Traffic Speed</p> <ul style="list-style-type: none"> - Create mixed-use, slow road environment, and make an attractive destination rather than just a corridor. <p>Kerb Build-Out / Raised Median</p> <ul style="list-style-type: none"> - Don't support the raised median that will prevent west bound cars on New Brighton Road turning right into the Palms Mall – will create additional pressure at other entrances. 	<p><i>Revised raised median on New Brighton Road to ban right turns out from the Palms but allow right turns in has been included in the design.</i></p>
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<p>Road Layout</p>	<p>QPK</p>	<p>Fitzgerald Ave</p> <ul style="list-style-type: none"> - Proposal to mix buses and cyclists on Fitzgerald Ave leading to the intersection is not supported. Still a general intention to mix cycle lanes into bus lanes – ideally cyclists should be removed from other vehicular traffic. - Confusion with cars travelling southeast on Whitmore to Fitzgerald Ave about which lane they are in. The right hand lane always wants to go into the left hand one. <p>Whitmore St / Hills Road</p> <ul style="list-style-type: none"> - Already dangerous spot, especially in heavy traffic, with two lanes suddenly merging into one on a curve. - Cyclists make it almost impossible to get out of driveway as they are using the footpath to get around the corner, so people use this path between 7am and 9am. - Unless traffic is banned from turning right into North Avon Road, with introduction of bus lane, means the one lane for other vehicles will be constantly backed up to allow for vehicles waiting to make that turn. - Dudley Street - P30 parking requested outside shops. No parking restrictions currently outside the shops and occasionally see people parked there all day and night which has adverse effect on business. Request some restrictions be imposed to discourage prolonged parking, restricted time is ideally 30 minutes. Also extend restricted parking to either side of Dudley Street. - Yellow lines between Gresford St and Edgeware Road along both sides of Hills Road should be removed or shortened to provide more parking spaces to encourage patronage for ALL of the shops that serve the community there. - Hills Road is wide enough to be two lanes. - Concern re loss of on-street parking outside 168 Hills Road, which occurred when cycle lanes were implemented. <p>Shirley Road</p> <ul style="list-style-type: none"> - Between the Hills Road slip road (on the north east corner) and the bus stop outside the school. Joinery at #7 would like P10 for regular daily pick ups and deliveries. Do not remove permanent parking would not compromise lead in for bus stop. - Cars exiting south east point of shops do right hand turns along Shirley Road by using the inbound lane – opposing views here on extending the solid traffic island. <p>New Brighton Road – Golf Links Road</p> <ul style="list-style-type: none"> - Permanent bus lane proposed outside 29 New Brighton Road, resulting in permanent removal of parking outside. Considerable difficulty in getting to and from property. Increase in traffic as result of intersection changes and mall extension has resulted in an accident and near misses. - Queries are: <ul style="list-style-type: none"> o Will the present part of New Brighton Road be widened, or considerable crown on road be flattened to accommodate bus lanes? o Will existing footpaths / grass areas be altered? o Any consideration given to safety and welfare of residents directly affected by proposal? o Any provision made to assist residents for loss of street parking, for visitors and service vehicles? o What traffic rules apply to resident driving or stopping on permanent bus lanes to access or service properties? 	<p><i>Hills Road – Prefer bus lane to bus boarders. The local shops on the east side of Hills Road adjacent to Dudley St & Edgeware Road request P30 parking. There is parking on the east side of Hills Road between No. 88 and No. 98 Hills Road (outside the shops just north of Dudley St). This section can be given a P30 designation. No. 94 Hills Road has requested a kerb cut-down to allow better access to property.</i></p> <p><i>Shirley Road – Shirley School requested that the eastbound bus stop outside the school not be relocated. The existing bus stop could be retained in its current location; however it was proposed to be moved to allow P5 parking to the west of the Kea Crossing build-out, for the shops at 7 Shirley Road.</i></p> <p><i>This project does not propose to alter the existing situation at this location</i></p> <p><i>This is an enforcement issue. Northbound bus / cycle lane should help reduce this though.</i></p> <p><i>No it does not. A bus lane, a vehicle lane AND a right turning lane are proposed at this location.</i></p> <p><i>P30 parking restrictions now proposed. The parking proposed is the optimum solution for all road users. Hills Road currently has two traffic lanes.</i></p> <p><i>What is the viability of P10 parking requested in this area? Parking restrictions will be P10 rather than P5. There is sufficient space for bus manoeuvring.</i></p> <p><i>If residents / visitors of 29 New Brighton Road need to park on road, they will have to park further east along New Brighton Road (ie: outside No. 31/31A). Will the present part of New Brighton Road be widened, or considerable crown on road be flattened to accommodate bus lanes? Only widening on northeast corner of New Brighton Road and Marshland Road. Road crown to be investigated at detailed design stage.</i></p> <p><i>Will existing footpaths / grass areas be altered? Only to a minor degree in area mentioned above.</i></p> <p><i>Any consideration given to safety and welfare of residents directly affected by proposal? Yes, always.</i></p> <p><i>Any provision made to assist residents for loss of street parking, for visitors and service vehicles? No.</i></p> <p><i>What traffic rules apply to resident driving or stopping on permanent bus lanes to access or service properties? Where there is a permanent bus lane or no stopping marking nobody (residents included) can park on road. You can drive on lane just prior to turning into driveway.</i></p>
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<p>Road Layout cont...</p>	<p>QPK</p>	<p>Avondale Roundabout</p> <ul style="list-style-type: none"> - Request for Avondale Road bus gate to not be activated in morning rush traffic. Already a very difficult intersection to get through in the mornings from Avondale Road. - Concerned there is no mention of the new kindergarten at 307 New Brighton Road, additional vehicular entrance which will reduce street parking. Already difficult to back out of 309 New Brighton Road due to having to back into traffic flow due to cars parking right up to the start of the entrance. Request for entrance to 309 NB Road to be extended four metres at each end, total eight metres. - School is being built on the other side of All Saints Anglican Church – there will be two schools (Burwood School and the new one) in the vicinity of the roundabout – will cause more problems than it will solve. Concerned about provision for parking for school – already very busy at this intersection from school time until 6:30pm. - Roundabout was supposed to be a short term solution. Intersection needs traffic lights rather than a roundabout. Alarm that the road will be widened for bus lanes and traffic lights installed at the corner they live on. Why aren't traffic lights proposed south of the New Brighton Road roundabout? Change roundabout to lights. - Temporary bus lane proposed between Lake Terrace Road and Bassett Street should be extended back to Locksley Ave – traffic often backed up to this point. Bus lane should be extended further along New Brighton Road towards the Palms shopping mall (to the west), as bus can be stuck all the way back near the Queensbury / New Brighton Road intersection. - Proposed new traffic lights on Bassett St north of New Brighton Road roundabout may assist flow of #70 bus but will delay the flow of both the #83 bus and the MetroStar. - Like the idea of a crossing on Avondale Road by Avonside Drive intersection. Don't think the new pedestrian crossing in Avondale Road will be used. Stopping the traffic over the bridge could cause further hold ups on the roundabout. - New traffic lights in Bassett St may be better further up towards the dairy as a natural point for traffic to slow and also has good visibility for pedestrians and cars. Current proposed location of traffic lights on Bassett St will be a waste of time. No one crosses the street at that point except to go to the store; most school kids cross at the roundabout. - Only safe option is to put traffic lights where the roundabout is. Remove the roundabout. Would like to see traffic lights at the roundabout. Should be traffic lights instead of a roundabout. Lake Terrace Road – Bassett St section is a nightmare at peak times and the roundabout should be removed and replaced by traffic lights. - Like to see an underpass for school children at the New Brighton Road current point of crossing – will speed up the movement of traffic at school times. - Avondale Road users fight traffic in both directions due to the 3 schools (Burwood, Avondale and Chisnallwood). Putting a pedestrian footbridge across the river from Avonside Drive to New Brighton Road opposite Burwood School would lessen school traffic in the area, as cars could avoid New Brighton Road yet safely and quickly see their children get to school. This would lessen the traffic on both Avondale & New Brighton Roads. It would also avoid congestion outside Burwood School as parents try to right hand turn into the Church car park, located beside Burwood School. - Lights on Bassett & Avondale Roads are particularly welcome. Recommend that lights at Avondale roundabout be a full set, in permanent use but timing regulated for peak periods. - Most dangerous junction has not been addressed - entering the Avondale Rd roundabout from New Brighton – this is too tight and cyclists get bullied off on the road. There's room to make the road wider. 	<p><i>The pre-school at 307 New Brighton Road (just west of the roundabout) do not want their on-street parking to be removed. The pre-school received resource consent (RMA92007454) with 8 car parking spaces, 2 of which are accessible spaces. The Christchurch City Council Plan only required 7 spaces to be provided, 1 of which should be accessible. Therefore the pre-school has the correct number of 'normal' spaces and 1 additional accessible space. The pre-school cannot claim on-street parking, as they are providing enough car parking spaces on the site.</i></p> <p><i>Roundabout – It did not appear clear what the bus gate was, as some consultees thought it may be a crossing point for pedestrians. This was explained to the consultees and will be clear when implemented. The Avonside Drive pedestrian crossing received mixed comments. Further detail is required to explain how this works with regard to traffic flows. The Avonside Drive pedestrian crossing is dual purpose. Firstly, it allows pedestrians to cross Avondale Road to allow them to walk along Avonside Drive (to the west) and the footpath adjacent to the river (to the east). Secondly, it enables gaps in the northbound traffic approaching the roundabout on New Brighton Road gaps, as there would be less traffic to give way to; to enable greater flows through the roundabout. It was asked whether any thought had been given to signalising the roundabout. This has been analysed. There are a number of issues with turning this roundabout in to a signalised intersection. There is not sufficient space to provide the size of intersection that would be required to operate efficiently (under capacity), nor would it be able to sufficiently cater for cyclists. The roundabout, as it is, operates more effectively than a signalised intersection would, at this moment in time. To signal the intersection would be very costly and could not currently be justified. This option would not go ahead at this moment in time, but has advantages that may make it more viable in the future; like being able to moderate where the queues are (not the size of the queues). For instance signals could allow greater through flow along New Brighton Road and hold queuing traffic on Avondale Rd & Bassett St.</i></p>
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<p>Road Layout cont...</p>	<p>QPK</p>	<p>Palms Mall entrance – New Brighton Road</p> <ul style="list-style-type: none"> - Shorten raised median / island and allow ingoing right hand turns (NB Road). Happy with stopping outgoing right hand turns. - The Palms New Brighton Road entrance / exit – while agreeing that there is a need to reduce the tendency of a few drivers to do a right turn from The Palms exit on New Brighton Road that is really a traffic enforcement issue, not a bus priority issues. Concern that proposed raised median will prevent traffic from the east making a right turn into the New Brighton Road entrance to The Palms. Oppose proposed raised median because this mall entrance takes a considerable number of vehicles which would otherwise have to either (a) continue on and turn right at Marshland Road and then turn right again into The Palms and both of these intersections often have considerable backed-up traffic or (b) turn right earlier into Golf Links Road, which may require a right turn only signal phase at peak times to avoid a back up. Suggest shortening the west end of the proposed raised median to allow right turns into the mall car park with suitable lane markings, which would still prevent right turns from that mall exit. - Proposed raised median strip to be installed in New Brighton Road aimed to reinforce the existing right turn ban. If this median strip were to be installed as planned, the entire right hand turn into one of The Palms main entrances will be blocked permanently. Strongly object to this proposal on the grounds that it is the centre's second busiest vehicle entrance and would have a significant impact on the centre's business. - Impact would have a flow-on effect on the centre's main entrance with excessive amounts of traffic building up to turn right into Marshlands Road, then right again to the main entrance. - Seek an alternative solution to reinforcing the right turn ban for cars exiting the centre from that entrance. A reduced length of strip with increased signage at the centre's exit may be one option. <p>Burwood Park</p> <ul style="list-style-type: none"> - Request for off-road bike lane on the south side of New Brighton Road across span of Burwood Park. - Parking issues for sports users of Burwood Park. - East Christchurch Shirley Cricket Club – no on-site car parking with the exception of a small number of spaces by the club building. At weekends kerbside parking is fully occupied along both sides of New Brighton Road in the vicinity of Burwood Park and spins over to the surrounding streets. Club strongly opposed to any measures that reduce the available on-street parking in the area. Loss of parking on nearby sections of New Brighton Road could increase pressure on these critical adjacent sections. Provision of parking is essential to ongoing success of Cricket Club and Burwood Park generally. - Issue of removing parking alongside Burwood Park – currently problems with enough parking for sporting events. - Where are all the sports people going to park? - West bound lane runs past a park that is used for sports and leisure activities and parking is full at some times of the weekends. A part time lane would allow bus priority in peak times and parking at Burwood Park high demand times. If the parking is removed more Park parking will need to be provided close by. Is there any allowance made for extra parks? 	<p><i>The Palms – The shop owners did not want the right turn from New Brighton Road into The Palms banned. This can be accommodated by reducing the length of the proposed median island to allow right turns into The Palms, while retaining and enforcing the existing right turn exit ban from The Palms. The reduction in length of the proposed median island may; however, lead to some drivers still turning right onto New Brighton Road from The Palms, while using the wrong side of the road for a short period.</i></p> <p><i>The design shows the median island shortened.</i></p> <p><i>Burwood Park – there is no loss of parking directly adjacent to the Park. Off-road cycle lane and other facilities associated with the Park will be investigated by the Council's Greenspace staff.</i></p> <p><i>This will not be covered by the scope of this bus priority project.</i></p> <p><i>There is the reduction of on-street parking west of Burwood Park; however there is plenty of on-street parking available in these side streets.</i></p> <p><i>There is no allowance made for extra on-street parking and the bus lane has to be permanent in this location due to the width of the road. A 3.2m bus lane does not allow enough room for parked vehicles and cyclists in off-peak hours.</i></p>
<p>Road Layout cont...</p>	<p>QPK TNZ</p>	<p>Bassett St / Travis Road</p> <ul style="list-style-type: none"> - Needs to be some form of control to get vehicles from Bassett St turning right onto Travis Road. - Consider the T intersection of Bassett St and Travis Road for the #49 North Beach / Parklands bus road – hard for a motorist to leave Bassett St into Travis on the way past QEII. Extremely hard for larger bus to enter Travis Road because of high traffic volumes both ways. Intersection needs traffic lights especially at peak times to keep traffic flow moving, or at least change the manner of impatient drivers. - Bassett St lights – at peak times can't turn right on Bassett St, Travis Road so end up driving down Bassett St to New Brighton Road where I turn left and then go up Anzac Drive to get onto Travis Road. Putting lights at Bassett St near roundabout will make it hard to get out. Put lights in at Travis Road, Bassett St corner, which means I wouldn't have to travel down New Brighton Road to head east. Lights at Travis would also assist buses who find it difficult to turn right into Travis. <p>Burwood / QEII Roundabout</p> <ul style="list-style-type: none"> - Needs to be made into a mini one like it started to and ease the peak hour flows. 	<p><i>Referred to Transit NZ.</i> <i>These intersections are controlled by TNZ.</i></p>

7. 5. 2008

- 151 -

<p>Schools</p>	<p>QPK</p>	<ul style="list-style-type: none"> - Better consultation needs to be made with schools so that pushing and shoving, overcrowding etc is minimised especially during peak hours. <p>Burwood School</p> <ul style="list-style-type: none"> - Concerns over proposal for Bassett St/Avondale Roundabout, and in particular the permanent removal of car parking opposite Burwood School on New Brighton Road. Extremely short supply of adequate parking for our parents in delivery and collection of children from the school. Currently have a significant car parking shortage. - Would like to see parking restrictions by Burwood School. <p>Shirley School</p> <ul style="list-style-type: none"> - Hills Road to Shirley Road includes moving the bus stop outside Shirley School – school is concerned about this. - Suggested relocation of the proposed bus stop outside our school gates would compromise our entrances and cause possible confusion for our children and parents. Would reduce the number of parking spaces for drop off / pick up. The school generously donated the use of the site for the current bus shelter to ensure the safety of our children as they walked along Shirley Road past the bus stop. 	<p><i>This is an Environment Canterbury issue in relation to the environment on the bus.</i></p> <p><i>Burwood School – asked whether the kerb build-outs on the north side of New Brighton Road outside Burwood School were to be removed. The kerb build-outs for the kea crossing are to be removed to enable the bus lane to be implemented in this location.</i></p> <p><i>There is no parking on New Brighton Road opposite Burwood School. This is outside the scope of this project, but can be referred to Network Operations team for investigation.</i></p> <p><i>Shirley School requested that the eastbound bus stop outside the school not be relocated. The existing bus stop could be retained in its current location; however it was proposed to be moved to allow P5 parking to the west of the Kea Crossing build-out, for the shops at 7 Shirley Road.</i></p> <p><i>The bus stop will stay to the west of the Kea Crossing build-out; however move slightly east of its current location to allow parking for the retail shops at this location. The bus shelter will not be moved.</i></p>
<p>Taxis</p>	<p>GEN</p>	<p>Taxi use of bus lanes</p> <ul style="list-style-type: none"> - Use of Council's bus lanes would speed up taxi travel in the city. Suggest taxis can also share with buses. Put in a bus and taxi lane. - Suggest taxis share bus lanes – would take more traffic from the main thoroughfare, but allow buses and taxis to get to their destinations on time. - Many people in disabled community for whom wheelchair taxi transportation is their only practical means of getting around the city, struggle with the costs of day-to-day living. Although DPA mobility scheme assists tremendously with meeting this cost, traffic congestion is an increasing factor in the cause of delays when travelling between destinations in a wheelchair taxi around Christchurch. Also believe that a great inequality amongst residents will be created if taxis are excluded from these lanes – potential to conflict with other values of RLTS if some groups are denied access. - NZ Taxi Federation supports introduction of bus priority lanes along corridors in the city – necessity for a more efficient and reliable Metro service. Who has to use taxis in Christchurch? – disabled and elderly people (Total Mobility Scheme), clients of work rehabilitation agencies, passengers who rely on a taxi driver as a temporary caregiver, passengers with medical conditions, essential services (Rapid Transport Service by Canterbury District Health Board for movement of blood products, specimens, body parts, surgical instruments etc.). RTS should be reason enough to allow taxis to access bus lanes, and although it is important to increase the reliability and patronage of buses it must be realised that there are large sections of society who will never be able to use buses. Opportunity to recognise the transport needs of these people and create good public policy that provides equality of access for all. - Taxis should also have drop off and pick up places, as they often have to double park, which is dangerous for both customers and drivers. <p>Taxi Stands</p> <ul style="list-style-type: none"> - Taxi stand should be sheltered. 	<p><i>The Council proposes to make bus lanes available to buses, cyclists and motorcyclists up to 50cc, as well as emergency vehicles, to begin with. In the future, once the Christchurch driving public has become accustomed to the use of bus lanes throughout the City, the addition of taxis to the bus lanes may be considered.</i></p>
<p>Other</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Timing of project. 	<p><i>Anticipate Council decision before end of June 2008. Implementation will take place before on the three routes during the 2008/2009 financial year.</i></p>

Concern	Summary Description	Team Response
<p>Bus Boarders</p>	<p>BB & Access Access to residential properties and side streets BB provide some relief in traffic flow and allow entry from Edward Ave into Hills Road - very difficult to get onto Hills Road at peak traffic times. Bus boarders allow a break in the traffic for vehicles to pull out of side streets. Concern re the safety of turning off Hills Road into Dudley Street - the road is now considerably narrower. Difficult for residents to get out of their driveway. Difficult to access property near bus boarders as cars parked right up to driveway. Difficult to exit and enter property especially between 4-6pm - concern about safety issues, and the long delay when making a right hand turn into a property or side streets. Difficult to make a right hand turn out of side streets, especially Dudley Street with its close proximity to the bus boarder and pedestrian island. This narrows this area of Hills Road. Driveway blocked by people parking and then going to shops. Edward Ave residents won't be able to get out of their street. Horrendous congestion on Hills Road at peak times - people desperately trying to enter the traffic flow from side streets. Individual car drivers trying to turn into side streets on right in an impossible position. Local residents can get of their properties using the protection of the bus boarder. Loss of flush median - more difficult and dangerous to turn right into property. Move the power pole by the bus boarder by 95 Hills Road if these become a permanent feature, as it is dangerous in its current position. Backing in is a nightmare between the power pole, the bus boarder and traffic. Request for kerb cut-down to be widened so it is easier to access property. Resident almost rear-ended twice when trying to access property, and also getting honked at when trying to turn into property. Stationary traffic on Hills Road completely blocks off any vehicles trying to enter / pull out of side streets. Trying to get out of driveway in peak traffic is risky.</p>	<p>Request for Action Remove the two bus boarders along Hills Road, and implement part-time bus lanes along the northbound route. The kerb cut down for 94 Hills Road can be implemented as part of the Queenspark Bus Priority Route. Making the kerb side parking outside the shops north of Dudley street P30 restricted can be implemented as part of the Queenspark Bus Priority Route. Bus Boarder Comments: The difficulty for motorists to enter the traffic flow from properties and side streets should only be due to traffic flow and not the location of the bus boarders. Vehicles can comfortably turn left from Edward Avenue to Hills Road, which would be the tightest manoeuvre.</p>

	<p>BB & Cyclists / Pedestrians</p> <p>Appreciate efforts to accommodate cyclists as part of the mix.</p> <p>Bus passengers forced to cross busy cycle lane.</p> <p>Broken glass in the cycle lanes is a problem.</p> <p>Bus boarders are not necessary, and provide an added nuisance / danger to cyclists.</p> <p>Bus boarders seem ridiculous - increases the danger to cyclists and pedestrians</p> <p>Bus users crossing the cycle lane is dangerous.</p> <p>Cause cyclists and pedestrians to come into conflict and mean cyclists are overtaking buses on the left hand side.</p> <p>Concern re cycle lanes going "behind" bus boarders - mix of pedestrians and cyclists is not a good one.</p> <p>Conflict between pedestrians and cyclists - signage needed for cyclists informing of dual use.</p> <p>Conflict between pedestrians and cyclists as cycle lane goes between the boarder and footpath.</p> <p>Cycle lane of concern.</p> <p>Dangerous for cyclists, and passengers dismounting into the path of cyclists.</p> <p>Dangerous to have to walk across cycleway to access the bus - an accident waiting to happen.</p> <p>Detrimental to cyclists.</p> <p>Fences are very visible and meet the standards for the visually impaired.</p> <p>Include a threshold where pedestrians cross the cycle lane (slow cyclists down) and the height of the boarder should be the same as the threshold.</p> <p>Including cyclists is lunacy - bicycles travel at a different speed to motorists - this is incompatible.</p> <p>Pedestrian / cyclist conflict behind bus boarder.</p> <p>Pedestrians going to ignore or not notice cyclists.</p> <p>Problems created for passengers with mobility problems and access from footpath.</p> <p>Provision for cyclists is overkill.</p> <p>Review location of all signage for cyclists - currently too high.</p> <p>Signage not enough for cyclists - include something tactile for bikes to indicate what they are approaching.</p> <p>Signposting is needed to clarify who should give way to who where pedestrians and cyclists meet.</p> <p>Suggest that a small hump is placed in the road as well as a sign for cyclists to watch out for pedestrians.</p> <p>Support existing cycle strategy and network plan.</p> <p>Tactiles included although very close to the fence and not as useful as they could have been. They need to be further away from the fence.</p> <p>Worse for cyclists.</p>	<p>Potential cyclist / pedestrian conflict less dangerous than motorist / bus / cyclist conflict. Pedestrians should give way to cyclists when crossing from footpath to bus boarder.</p> <p>Suggestion for additional signage for both cyclists and pedestrians at the bus boarder. This should be investigated further when future bus boarders are proposed.</p> <p>Suggestion for making the pedestrian crossing point from the footpath to the bus boarder flush and making a raised hump at this point on the cycleway to slow cyclists and raise awareness of potential conflict with pedestrians (i.e. include something tactile for cyclists). This was agreed to be done by the project team, if the bus boarders were to stay.</p> <p>Suggested review of placement of tactile pavers in relation to the fence on the bus boarder - ensure not too close. This should be investigated further when future bus boarders are proposed.</p>
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	<p>BB Design</p> <p>A solution suited to consistently low traffic speed in high volume flows.</p> <p>Automated ramp systems for disabled users / mothers with prams.</p> <p>Barriers protect pedestrians from cyclists but not from traffic travelling at 50km/hr.</p> <p>Build out into the road is a hazard and should be built in (not out).</p> <p>Bus boarder too close to Edward Avenue corner, which makes it very hard for cars to turn left or right.</p> <p>Bus boarders in their current design is NOT a kerb ramp (i.e. do not fall under section 13 of NZS 4121:2001 Accessible Outdoor Public Areas) but IS a landing (i.e. under section 6 of NZS 4121:2001 Footpaths, Ramps and Landings). Bus boarders non-compliant with design codes NZS 4121:2001 Design for Access & Mobility - Buildings and Associated Facilities. Slope on the bus boarder is too steep - want to ensure that they have good access if a permanent version is built. Slope should not exceed 1:50 (existing is 1:12) as this increases the difficulty for wheelchair users to use public transport.</p> <p>Bus stops too close together.</p> <p>Care to be taken for elderly getting off the bus.</p> <p>Construction and design of bus boarder as currently installed on Hills Road is totally unacceptable as it is far too steep for its purpose.</p> <p>Disagree with bus boarders - no bus shelters included. No shelter for passengers waiting at the bus boarder.</p> <p>Edward Ave bus boarder is the better designed of the two. Placement of the opening in relation to the actual boarding position is easier to find.</p> <p>Edward Ave layout better than the one opposite the Dudley Street shops.</p> <p>Have seen this in other parts of the world - it does work.</p> <p>If bus boarders are necessary, then the first one is best moved 75-100 metres away from the Dudley Street junction.</p> <p>Location of bus stops and bus boarders</p> <p>Potentially conflict as boarder slopes from entry to road edge to meet bus height for quick boarding and alighting.</p> <p>Put buses down Slater Street where there is less traffic.</p> <p>Put the bus stop sign on the footpath.</p> <p>Recommend bus boarder trial be amended - flawed design.</p> <p>Reinstate safe and legal access to bus system and legally accessible bus stops on Hills Road.</p>	<p>Request to investigate automated ramp systems for disabled users / mothers with prams - refer to Environment Canterbury.</p> <p>Location of bus boarders and number of bus stops along Hills Road queried. This is likely due to the bus boarder trial and the other kerb side stops not being removed. This will be remedied when the scheme implementation is finalised for the Queenspark Bus Priority Route..</p> <p>Query re definition of the bus boarder under NZS 4121 and which section(s) apply in terms of the slope of the bus boarder. This should be investigated further when future bus boarders are proposed.</p> <p>Request for bus shelter to be included with bus boarder, and for the bus stop sign to be located on the footpath. This should be investigated further when future bus boarders are proposed.</p> <p>Suggestion for solid median islands to prevent traffic overtaking the bus rather than double yellow lines. This was considered by the project team and rejected.</p> <p>Suggestion for entry to the bus boarder to be in line with the front bus door. The project team agreed that the entry to the bus boarders would be located with the centre of a stopped bus.</p>
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	<p>Should be 12m traffic islands constructed opposite all bus boarders to help discourage overtaking at the bus stop. Suggest raised median, not just double yellow lines – motorists will still pass the bus anyway.</p> <p>Suggestion that the bus boarder back onto a traffic island, so there is no opportunity for cars to overtake the bus while stopped.</p> <p>Some elderly feel pressured to get on or off the bus faster than their mobility permit – conscious that their limitations are impacting on others.</p> <p>Would be great if the entry to the bus boarder is in line with the entrance to the bus.</p> <p>BB & Emergency Vehicles</p> <p>Ability of emergency services to get past bus boarders?</p> <p>Bus boarders provide some level of concern when responding to emergency incidents that require fire appliances to use the right hand lane of opposing traffic to pass, however, it is infrequent.</p> <p>Concern about breakdowns if a bus is stopped at a bus boarder – will cause a major traffic issue.</p> <p>Consideration of access for emergency vehicles.</p> <p>Consideration of emergency vehicles in the design of bus boarders – how to get through a main arterial route north during an emergency.</p> <p>Emergency vehicles get held up behind buses – roads should allow free and uninterrupted passage to all emergency vehicles.</p> <p>Recommend removal if needs of emergency vehicles have been compromised.</p> <p>Where do emergency vehicles go at peak times in heavy traffic?</p> <p>Possible delays for emergency services on the bus boarders side of Hills Road – time critical service.</p> <p>BB & Environment</p> <p>Engelfield Residents Assn – concern that holding up the rest of the traffic behind buses may encourage bad car driver behaviour and increases vehicle emissions and fuel wastage.</p> <p>Holding up traffic increases vehicle emissions, car pollution, fuel wastage, and carbon emissions – leads to bad car driver behaviour.</p> <p>No studies of the environmental effects.</p> <p>One disadvantage of bus boarders is the huge amount of signage needed to warn motorists – a lot of visual pollution.</p>	<p>The emergency services have advised that whilst bus boarders are not an issue, bus lanes would be preferred. Drivers are instructed to use the centre of the road, which if required may mean driving on the wrong side of the road into oncoming vehicles.</p> <p>Note: Motor vehicles are responsible for a 43% carbon dioxide emission increase over the last 10 years; with a projected 20% increase in traffic over the next 15 years this figure is just going to get worse. That's unless we do something now.</p> <p>Signage required to ensure motorists knew what is expected of them in terms of behaviour at the bus boarders. The signs are there. "Stop behind the bus"</p>
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	<p>BB & Freight Transport A measure operating 24 hours a day, regardless of traffic congestion levels and has potential for serious negative impact upon freight transport operations, including costs and the environment. Bus boarders on arterial roads conflict with the objectives of the RLTS and Freight Action Plan.</p> <p>BB & Motorist Behaviour Absolutely not to bus priority routes - slowing down traffic and infuriating drivers along Hills Road. Angry and frustrated motorists - why make it more difficult for motorists? Bus boarders frustrate and annoy drivers, create a negative attitude from drivers towards buses. Bus boarders will only annoy drivers and cause road rage. Cars trying to overtake bus on Whitmore Street before Hills Road - dangerous. Concern raised for bus driver safety from aggressive drivers. Contribute to road rage, dangerous. Diversion of traffic to side streets. Increased traffic down Edward Ave - frustrated drivers will circumnavigate bus bank up. Will disperse traffic through local streets. Drivers will use small side streets instead, speeding down these causing risks to pedestrians / cyclists / children. Traffic flow has increased along other streets, as people try to avoid the bus boarders. Traffic moves onto currently quiet streets causing further disruption to the wider population group. Double yellow lines do not deter motorists from still making a U turn. Educate the minority of drivers that don't already give way to buses. Encourage more for motorcycle and scooter riders into the City. Encouragement of positive driver behaviour is the key. Frustrated drivers are dangerous drivers. Frustrating for cars to wait. Frustrating for drivers. General travel time in peak hours and buses having difficulty pulling back into the traffic stream due to cars not giving way - main issues. Infuriate car drivers' attitude towards public transport. Monitor motorist behaviour - impatient drivers. More awareness needed to avoid accidents. More education needed to encourage the public to give way. More hassle for drivers, who are considerate and do let the bus into the flow of traffic. Motorists are rude and don't give way. Motorists will pull out into oncoming traffic. Negative impact on road safety - frustrated drivers attempt to pass the bus "parked" in the middle of the road. No provision at all for traffic to pass at any point furthering congestion problems. People queued behind the bus are increasingly irritated - running red lights and overtaking the bus. Not in favour of bus boarders - need to work with the traffic not annoy them.</p>	<p>The bus boarder trial in Hills Road has highlighted that a change in driver behaviour is needed to combat the predicted 20% increase in traffic growth in the next 15 years. This will equate to a 160% increase in congestion and with most of this additional traffic on arterial roads it will increase the existing 24km of road congestion to 78km, making commuting times 26% longer. This means we won't be going anyway very efficiently unless we change current trends.</p> <p>Greater Christchurch has the highest rate of car ownership in New Zealand. 77% of us said we travelled to work in cars, 4% were passengers in cars, with only 4% travelling by bus, 7% by cycle and 5% walking (Greater Christchurch UDS).</p> <p>Traffic volume surveys have been undertaken prior to and during the trial of the bus boarders. The final survey is due to be carried out in February / March 2008.</p>
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	<p>Opposed to bus boarders in Hills Road - cause unnecessary delays to all other traffic, and annoy car drivers. People don't always stop to give way for residents turning in and out of driveways. Propose better education around Christchurch. Road users seem to have adapted quickly to the change. Some annoying traffic behaviours that cause delay and frustration to bus drivers, such as parking of vehicles in bus stops, bus stops are not long enough, double yellow lines are not being observed, traffic turning left and not stopping at Stop signs, under-passing of buses at intersections, and along Riccarton Road - make side street left in/left out only. Stop hindering use of side streets - some traffic may use these more, but too many streets have road humps. Traffic flow slower.</p> <p>BB & One Lane Roads BB should be scrapped with no parking on Hills Road at peak times and four lanes introduced. Bus boarders are a good concept, but should not be built on one-lane roads. Bus boarders designed for use on dual carriageway roads, not narrow streets. Bus boarders should be on four lane roads only. Bus boarders should only be used on four-laned roads. Do not support installation of bus boarders on single lane arterial routes, and should be immediately removed from Hills Road. Don't narrow the street. Why narrow busy streets? Efficiency question for bus boarders on a single lane road. Four lane Hills Road, which is a major inlet and outlet route for Kaiapoi and eastern suburbs to let the traffic flow. Four-laning of Hills Road. What happens when Council puts in four lanes? Need proper double lanes. No place for bus boarders on single lane arterial routes. Reduces main highway to one lane. Should widen roads instead of improving public transport. Slow traffic down on Hills Road by narrowing the street. Support concept of bus priority overall, but not the Hills Road bus boarder on a 2 lane road. Traffic may squeeze into cycle lanes to circumvent buses or buses may do the same.</p>	<p>The four-laning of Hills Road is set out in the capital programme for the 2009/2010 financial year. Bus priority measures proposed will not compromise the ability of this project to be investigated etc.</p> <p>Widening is not a viable long-term solution as this leads to the traffic induction cycle, where the provision of more space for motorists encourages greater use of this space by motorists thereby leading to congestion, and the need for another solution.</p>
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	<p>BB & Parking Bus boarders deliver the best overall outcome, particularly for permanent on-street car parking. Cars constantly park outside residential houses to use the local shops. Is it possible to implement a No Parking area in front of the house (94 Hills Road) and potentially also shops (at Dudley Street) for certain day time hours, and extend the driveway so it's not on such a hazardous angle? Request for parking restrictions outside property and Dudley Street shops.</p> <p>BB & Safety BB caused a number of nose to tail crashes - drivers not expecting to stop. Bus boarder option is not safe because bringing children waiting for a bus closer to the fast moving traffic, and the irritation they seem to cause some motorists. Bus boarders are dangerous for wheelchair users. Cars heading south are using the cycle lane to avoid getting too close to northbound vehicles being forced to the centre line by the bus stops. Cause more accidents Cause more car accidents. Children sitting on edge of bus boarder very close to carriageway. Complete lack of road safety displayed with bus boarder proposal, by encouraging drivers to overtake a stationary bus, increasing the likelihood of rear end collisions, and adding to traffic congestion. Concern raised re children playing on the bus boarders, which is very close to the traffic passing by. Reports of near hits. Concern that there is no barrier on the road side of the island - with kids playing on the bus boarder near the traffic edge, concern that they will get hit by passing motorists. Crash potential into obstructions that have been built. Danger at night to irregular motorists who are unfamiliar with Hills Road. Dislike bus stops on Hills Road - accident waiting to happen. High risk to children waiting on the bus boarder for a bus. Move the waiting area back to the footpath or place appropriate barriers between the road and island. Hills Road is very busy and will end in a serious accident. Kerbs appear to protrude a long way into the carriageway - vulnerable for waiting passengers. More danger to inattentive drivers tail ending others - not expecting to stop. This will ultimately cause greater delays while accidents are cleared on this busy road.</p>	<p>Bus boarders are an alternative bus priority measure to bus lanes, and have less impact on the provision of on-street parking (i.e. less parking spaces are required to be removed with bus boarders).</p> <p>Request for parking restrictions (i.e. P30) outside the Dudley Street shops on the Hills Road frontage and outside 94 Hills Road. This will be included as part of the Queenspark bus priority route report to Council.</p> <p>There is no evidence to suggest that the bus boarders have increased the number of accidents on Hills Road. In fact, the Police, LTNZ and an insurance company have all provided data to show that reported accidents on Hills Road have decreased in 2007, compared to previous years. Whilst this decrease cannot be attributed to the bus boarders, it does indicate that the bus boarders have not increased the number of accidents along Hills Road.</p> <p>Concern for safety of waiting passengers on bus boarder adjacent to traffic moving at 50km/hr, and in particular, unsupervised children. This is no different to other kerbside bus stops where there isn't a parking lane, e.g. Fendalton Road.</p> <p>Concern that bus boarders will be hit by motorists - to mitigate against that concern, yellow fencing was in place, reflectors are located on the edge of the build-out in place and signage has been put in place.</p> <p>Reduced potential for crashes at bus stops due to the bus being able to pull up parallel with the kerb, and only interacts with the traffic flow once, as opposed to twice at a normal bus stop.</p>
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	<p>More nose to tail crashes as people aren't expecting the bus to stop. Northbound lane so narrow that cars are forced to drive very close to the centre of the road, which is intimidating for south-bound traffic, who drive in the south-bound cycle lane to compensate. Potential for collision with structure at night. Reduce incidence of crashes at bus stops because at these stops buses no longer are required to change direction to enter and exit the stop. Safety aspect issue in regard to those with disabilities. Considered that bus boarders are non compliant with the building code. The steepness doesn't make it easy for a wheelchair user to access the bus. Additionally users feel vulnerable while waiting on the bus boarder. Safety of passengers waiting on bus boarder.</p> <p>BB Stopping Traffic Adverse effect on free flow of traffic. Allowing buses to commit an offence that already exists in the Road Law, i.e. obstructing the flow of traffic just upsets other road users. Annoying for drivers to be stuck behind bus, especially stationary one. Appears to be little, if any, disruption to traffic flows. Backlog of traffic within Bealey Ave and Fitzgerald Ave diabolical currently. Bealey / Fitzgerald / Hills intersection has potential to become blocked. Big build up of traffic with two bus stops then traffic lights. Blocking the only traffic lane on a major route is not the answer - creates more congestion. Blocks traffic. Bus boarders hinder traffic flow. Bus boarders make traffic even worse. Bus stopping creates new traffic jam during peak time - traffic build up behind the bus also delays other buses. Bus stopping stops traffic flow too often causing congestion and traffic back up. Causes unnecessary tail back of vehicles. Causing greater congestion in Hills Road with traffic banked up for many blocks at peak times. Compromise normal traffic flow. Concept that busy roads should come to a stand still for 1-2 people to get on or off a bus is seriously flawed. Danger for drivers as bus stopping suddenly in front of them generally NOT <i>expected</i>. Don't obstruct the free flow of cars and cyclists - install recessed bus stop areas on busy roads (i.e. allow the bus to pull well in to the side of the road and traffic to flow freely around it). Exacerbating traffic delays is not efficient.</p>	<p>Bus boarders on a single lane road (each way) will impact on the traffic flow for an average of 13 seconds, should the bus actually stop at the bus boarder.</p> <p>Bus boarders are a legal structure and used successfully internationally.</p> <p>Warrington St / Hills Road / Shirley Rd intersection is the main constraint along this route.</p>
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<p>General traffic flow on Hills Road is congested - the bus boarders just add to it, and force traffic on to other routes. Halt the flow of traffic during non-peak times. Having the bus stop in the middle of the road won't ease congestion, and will also hold up other buses. Hindering flow of traffic. It happens at all times of the day, with queues back to Bealey Ave. People not used to buses stopping in front of them - will aggravate traffic. Reduce traffic congestion, not increase it by forcing traffic to queue behind buses. Small number of people getting off buses at peak times doesn't warrant traffic hold up - banks back to Bealey Ave. Stopping a bus at peak traffic time is only going to cause more congestion. Support the bus boarder experiment in Hills Road - only a brief stop on occasion is a minor imposition. Trying to speed up traffic not stop it. Wheelchair users don't want to be holding up traffic when boarding at a bus boarder - will need to use taxis instead.</p> <p>BB vs Bus Lanes</p> <p>Bus lane concept is by far a more acceptable approach for it does not disrupt traffic flow, gives buses the priorities that they had not previously enjoyed and deserved, and keep traffic congestion and waiting time down to a minimum; also provides a safety shoulder for emergency vehicles. Do not believe bus system on Hills Road is effective - should have used bus lane system there as current system holds up traffic. How much does it slow traffic at peak times? Keep traffic moving and get the buses out of the way. Introduction of temporary clearways at peak times allowing bus priority lanes is a suitable option for single carriageway roads. Part time bus lanes seem excessive (2pm - 6pm) - wouldn't 3-6pm school pick up and work finish be more appropriate. Consistency with bus priority methods - preferred option is bus lanes as these are less confusing for motorists, cyclists and pedestrians. Preference for Option B along Hills Road (i.e. bus priority lanes) as this would provide a better environment for cyclists by avoiding the need to cycle between parked cars and moving traffic during busy periods over affected parts of the route. Believe bus lanes deliver superior bus travel times over this section of Queenspark route without perceived delays to other traffic associated with the bus boarders. Suggest operation of part-time bus lane from 4-6pm when the traffic is at its peak. Support installation of bus only or special vehicle lane on Hills Road. Support Option B (part-time bus lanes) for installation of bus only lane between Bealey Ave and Warrington St from 2pm to 6pm - lane should be designated a Special Vehicle Lane to permit the use by goods service vehicles.</p>	<p>Bus lanes are preferred to bus boarders at this location.</p>
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	<p>Other BB a short term (temporary) solution to a long term problem. Bus boarder proposal is much less draconian than congestion charging. Contrary to Citywide Public Transport Priority Plan. Council to be congratulated for giving the trial a real go after important learning from the first attempt. Hills Road would work better if the bus pulled off to the side of the road and you installed bus signals to let it get back into the traffic, and perhaps help commuters get across the road too. Not enough buses travel along Hills Road to warrant the intrusion. Recommend care in extrapolating results of trial to other roads. Relevance of bus priority as it is not currently an issue with buses rejoining the traffic flow. Time is money to many motorists - delays impact financially. To stop traffic gridlock, stop giving building consents to all new subdivisions until the infrastructure is in place. Too congested at the Warrington Street / Hills Road intersection. Trialling only two stops will provide a distorted result. Use the present system and pull into bus stop - the present system works - leave it.</p>	<p>Citywide Public Transport Priority Plan states the following in relation to bus boarders - <i>A bus stop boarder is a build out of the kerb line (widening of the footway) which allows the bus to remain closer to the traffic stream when stationary at the bus stop, allowing a smooth transition back into the traffic flow, with reduced delay. This has the added advantage of making it easier to board the bus (particularly for vulnerable people) as the bus can pull up very close to the kerb and avoids the need to pull in between parked cars (hence the stop can be shorter and potentially fewer parking spaces removed). It also provides more width to a footway and at busy stops can avoid inconvenience to pedestrians passing through the bus stop area. Bus boarders should be carefully considered to ensure minimal delay to following vehicles, including cyclists. This requires that additional lane width is available for passing traffic or that the following traffic stop in that lane, as occurs in Fendalton Road currently. Application - The use of this measure should be considered at locations where the primary cause of delay is difficulty in rejoining the traffic stream. It should also be considered where high passenger boarding numbers cause footway congestion and would benefit from a wider footway. It may also be considered at locations where vulnerable road users such as the elderly or parents with young children form a significant proportion of bus passengers and would benefit from improved access.</i></p>
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14. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – MATTHEW HOPPER, DARCIIE WILLIS, CHLOE WILLIAMS, AKAMI MCCALLUM

General Manager responsible:	General Manager, Community Services, DDI 941-8986
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 for an application for funding from the Hagley/Ferrymead Community Board's 2007/08 Youth Development and Discretionary Funding Schemes.

EXECUTIVE SUMMARY

2. The applicants, Matthew Hopper a 17 year old of Mt Pleasant, Darcie Willis a 15 year old of Woolston, Chloe Williams a 16 year old of Linwood and Akami McCallum a 17 year old of Linwood are students at Linwood College selected to participate in a one week sports camp for the sports they excel in at University of California Los Angeles, and Ken Preston Universities in July 2008.
3. The students have been selected based on their academic, cultural and sporting abilities as well as the leadership skills. Matthew specialises in football and middle distance running and is a Canterbury athletic champion, and representative for Canterbury football. He also plays senior table tennis and basketball for Linwood College.
4. Darcie specialises in football and futsal representing the South Island in Futsal and Canterbury for football and plays for Linwood College in both sports.
5. Chloe specialises in football and athletics representing the South Island in Futsal, gaining third place in 100 metres and 200 metres South island secondary school athletic championships, playing in the Under 18 Football team, the Canterbury touch team and was the Linwood College Junior Sportswoman of the year in 2006.
6. Akami specialises in volleyball and athletics. A place getter for shot put and discus in the secondary schools athletics champs, playing for Canterbury under 17 volleyball and playing in the Linwood College senior boys volleyball team, the senior boys touch team and the 10 a-side rugby team.
7. These students will experience five to seven days at a sports camp that specialises in the sport they excel in. The students will be involved in sporting activities from 7am through until 10.30pm. These students will be offered professional coaching to a standard not available in New Zealand. They will live with American students at the University, providing them with a valuable life experience for both parties involved. This is an opportunity for the athletes to prove their skills on an international level and test themselves alongside some of the world's best.
8. Through this coaching the students aim to get themselves into national and international teams in New Zealand and may even have the opportunity to gain sporting scholarships at an American University.
9. Linwood College has a very close link with many of the Linwood primary and intermediate schools. All the applicants are involved in coaching younger students. The camp will also develop coaching skills and on their return the students will be available as role models and coaches promoting recreation, sport and fun within Linwood College and the wider community.
10. Each student is expected to fundraise \$4,500 to cover the costs of flights, travel, camp, accommodation and food. To raise the money the students have been completing a range of fundraising events including sausage sizzles and quiz nights which require a lot of effort to organise for small amounts. The selected students have limited incomes and are relying on sponsorship and fundraising to raise the amount required.

14. Cont'd**FINANCIAL IMPLICATIONS**

11. There is a balance of \$300 for distribution in the 2007/08 Youth Development Scheme Fund. Additional funding would have to be considered from remaining Discretionary Funding. The following table provides a breakdown of the expenses per applicant. Applicants are actively fundraising.

EXPENSES	Cost (\$)
Flights	1,899
Travel Insurance	249
Camp	1,000
Accommodation	500
Activities	500
Travel	200
Total Cost	4,648
FUNDRAISING	
Approx per person	700

12. This is the first time the applicants have approached the Community Board for funding support.

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

13. This application seeks funding from the Community Board's 2007/08 Youth Development Scheme which was established as part of the Board's 2007/08 Project Funding.

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, regarding Community Board Project funding.

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

16. As above.

ALIGNMENT WITH STRATEGIES

17. Application aligns with the Council's Physical Recreation and Sport Strategy, the Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Not applicable.

14. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board approve the application and allocate \$500 each to Matthew Hopper, Darcie Willis, Chloe Williams and Akami McCallum to attend a one week America Sports Camp in July 2008 from the Youth Development and Discretionary Funding Schemes.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD DISCRETIONARY FUNDING – HEATHCOTE VALLEY COMMUNITY ASSOCIATION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval for an application for funding from the Heathcote Valley Community Association to the 2007/08 Hagley Ferrymead Community Board Discretionary Fund.

EXECUTIVE SUMMARY

2. Funding was sought by the applicant, the Heathcote Valley Community Association, to undertake the landscape planting of land at 50 Station Road at the Martindale Road/Station Road intersection in Heathcote Valley. The Board resolution at its meeting of 11 July 2007 was:
 - a) To approve funding on Council-owned land.
 - b) That staff work with the Heathcote Valley Community Association in allocating up to \$542.40 from the Board's discretionary fund on Council-owned land identified in the project.
3. Subsequent investigation by staff identified that the land in question is not Council-owned, but is railway embankment belonging to OnTrack.
4. The Heathcote Valley Community Association have previously obtained a licence for gardening and beautification of this land from the former Tranz Rail Limited which they advise is still current (refer attached licence).
5. The Association has previously received Community Board discretionary funding of \$1236.00 in the 2000/01 financial year for commencing landscaping work in this area. This landscape planting has been successful, with only a small loss of plants due to natural causes.
6. The Heathcote Valley Community Association is seeking funding of \$542.40 to purchase native plants to continue with further landscaping of this area. All work will be done by Association members.
7. It is the opinion of staff that the earlier work by the Association has enhanced the appearance of this area of land and funding supporting further work will only continue to improve upon this.
8. The Heathcote Valley Community Association has a vested interest in the appearance and quality of their community environment and have successfully undertaken such work previously, therefore financial risk, and risk of delivery, is considered by staff to be low.

FINANCIAL IMPLICATIONS

9.

Proposed Expenditure of Heathcote Valley Community Association	Cost (NZ\$)
Purchase of plants	542.40 incl. GST
Total Cost	542.40

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

10. The proposal aligns with the 2007/08 Community Board Funding Allocations.

15. Cont'd

LEGAL CONSIDERATIONS

11. The Heathcote Valley Community Association has obtained a licence for gardening and beautification of this land from the former Tranz Rail Limited (refer attached licence) and according to advice received from the Association this remains current and valid.
12. Compliance with the terms of the OnTrack licence and all other relevant legislative and regulatory requirements is the responsibility of the Heathcote Valley Community Association.
13. The Christchurch City Council will not be responsible for any future maintenance requirements of this land, including removal or replacement of plants, or any other matters arising as a result of this work.

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. As above

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

16. As above.

ALIGNMENT WITH STRATEGIES

17. As above.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. No consultation is required.

STAFF RECOMMENDATION

It is recommended that the Hagley Ferrymead Community Board allocate \$542.40 from the 2007/08 Discretionary Fund to support the work of Heathcote Valley Community Association at 50 Station Road Heathcote subject to the following conditions:

- (a) Compliance by the Heathcote Valley Community Association with the terms of the OnTrack licence and all other relevant legislative and regulatory requirements.
- (b) The Christchurch City Council is not to be responsible for any maintenance of the plantings undertaken as a result of this funding, including removal or replacement of plants, or any other matters arising as a result of this work.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

ATTACHMENT TO CLAUSE 15

llcv2

THIS AGREEMENT made this ^{11th} day of ^{April} ~~one thousand nine hundred and ninety~~ ^{two} ~~nine~~ ^{g.}

BETWEEN TRANZ RAIL LIMITED a duly incorporated company having its registered office in Wellington (hereinafter called "the Licensor") and HEATHCOTE VALLEY COMMUNITY ASSOCIATION INCORPORATED a Society duly registered and incorporated under the Incorporated Societies Act 1908 and its amendments and having its registered office at Christchurch (called "the Licensee")

WHEREBY IT IS AGREED as follows:

- 1 (a) The Licensor HEREBY LICENCES and authorises the Licensee to enter upon and use only for the purpose specified in Clause 2 of this agreement the land described as being all that parcel of land containing one thousand seven hundred and thirty square metres (1730 m²) more or less situated at Heathcote as more particularly shown as Lots 1, 2, 3 & 4 on L.O. plan 37293 hereto attached (called "the land") such Licence being personal to the Licensee and not assignable.
- (b) The Licence shall commence from 27 July 1999 (called "the Commencement date").
- (c) While no occupation fee is payable during the continuance of this Licence the Licensor reserves the right to levy a non retrospective fee or alter the terms and conditions of this Licence if the Licensor believes (at its sole discretion) circumstances applying to this Licence have significantly changed.
- (d) In consideration of the grant of this Licence, the Licensee shall pay an administration fee to the Licensor in an amount specified by the Licensor.

USE OF LAND

- 2 The Licensee shall use the land only for the purpose of:

gardening
 beautification

AND shall have occupation against all persons solely for the purpose described above except the Licensor which may enter onto and use the land at any time for any purpose it thinks fit and the Licensee shall make no claim against the Licensor on account of any such entry or use by the Licensor or on account of any unauthorised entry by any other person.

- 3 The Licensee shall during the continuance of this Licence manage the land for the purpose specified in a proper and husbandlike manner and shall keep the land in a clean and tidy condition to the satisfaction of Licensor and shall not plant any hedges or trees upon the land without the prior approval of the Licensor.
- 4 The Licensee shall not erect any building or any structure of any kind without the prior written approval of the Licensor who may set any conditions it thinks fit for the erection and/or removal of any such building or structure.

FENCING

- 5 If placing any livestock on the land is allowable under Clause 2 hereof the Licensee shall at the Licensee's cost fence in the land so as to separate it from the railway to the satisfaction of the Licensor.
- 6 If the railway boundary fence is shifted by the Licensee during the continuance of this Licence then on the termination of this Licence the Licensee shall, if required by the Licensor at the Licensee's cost, re-erect the railway boundary fence on the true boundary

MAINTENANCE OF IMPROVEMENTS

7. The Licensee shall maintain all boundary fences, hedges, ditches drains and other such improvements on the land to the satisfaction of the Licensor.

CLEAR NOXIOUS WEEDS

8. The Licensee shall keep the land clear from gorse, brier, broom and noxious weeds and shall in particular comply with the provisions of all notices pursuant to the Biosecurity Act 1993.

ACCESS TO THE LAND

9. The Licensor shall decide the position where access to the land shall be gained and at no time shall the Licensee obtain access by crossing other railway land adjoining the land or by crossing the railway track.
10. **The Licensee shall not** do or suffer anything in or upon the land:
- (a) which may be or become a nuisance or annoyance or cause damage to the owners or occupiers of other property in the neighbourhood;
 - (b) that obstructs the view of the railway track from any road or right of way crossing the railway;
 - (c) that damages or destroys any timber, trees timber-like trees or ornamental trees growing on the land;
 - (d) that may impair the stability of the land adjacent to the railway track.

TERMINATION

11. This Licence may be terminated by either party giving one month's notice in writing to the other it being sufficient when such notice is given by the Licensor for such notice to be signed by some person acting under the express or implied authority of the Managing Director, Tranz Rail Limited and be either left on the land or sent by letter or telegram addressed to the Licensee at his then or last known address.

REMOVAL OF LICENSEE'S PROPERTY

12. Upon the termination of this Licence the Licensee shall within one week remove from the land all property of the Licensee and if any such property has not been removed within such period of one week it may be disposed of by the Licensor as it thinks fit without incurring any liability to the Licensee.

INTERPRETATION

13. Headings are included for the sake of convenience and do not affect the interpretation of this Licence

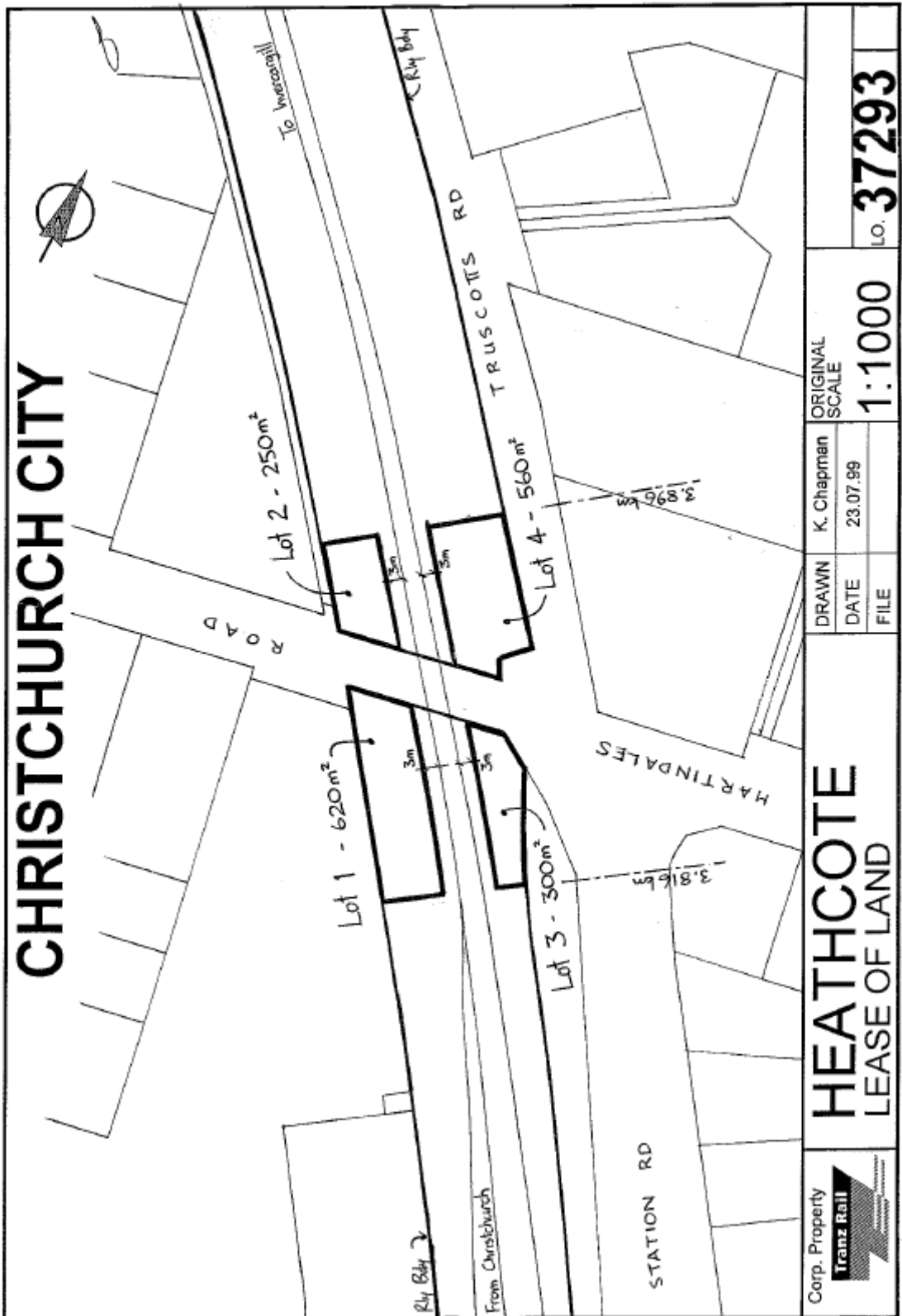
LEASE DECLARATION

14. It is hereby expressly agreed and declared by and between the parties hereto that this Licence constitutes a sub-tenancy of a certain Deed of Lease bearing the date of the twentieth day of December 1991 a variation of lease dated 28 April 1993 between Tranz Rail Limited (of the one part) and the Minister of Finance and the Minister of State Owned Enterprises and the New Zealand Railways Corporation being the head lessor (of the other part).



FIBRE OPTIC SYSTEM

15. By an agreement dated 28 September 1990, ("Facilities Agreement") Clear Communications Limited ("Clear") has certain ownership, access, and other rights in respect of a Fibre Optic System (the "System") located within Railway land together with System extension rights. Where the System exists and if future System extensions are constructed on or under the land to which this Licence relates, then Clear's rights shall take precedence over the Licensee's rights.
16. Where this Licence conflicts with Clear's rights under the Facilities Agreement, the Licensee's acknowledges that this Licence shall be subordinate to and shall not derogate from, those rights.
17. The Licensee covenants and agrees as follows:
 - (a) not to interfere with or disturb the System;
 - (b) not to do anything which might cause increased maintenance or operating expenses of the System, or reduce the System's efficiency;
 - (c) to indemnify Clear for any liability, claim, damage or loss (excluding economic or consequential loss or loss of revenue) arising out of installation maintenance or use by the Licensee of its facilities or of failure to comply with these requirements;
 - (d) to reimburse Clear its costs of any relocation which Clear carries out to meet the Licensee's requirements;



IN WITNESS WHEREOF the parties have executed these presents.

SIGNED for and on behalf of TRANZ RAIL)
LIMITED by NEIL DAVIES)
Manager Lease Management in the presence of:)



Witness: *J. Walsh*
Occupation: *Property Administrator*
Address: *Wellington*

The COMMON SEAL of
HEATHCOTE VALLEY COMMUNITY
ASSOCIATION INCORPORATED
was affixed in the presence of:

DIRECTOR: *G. R. J. TRAVIS*
DIRECTOR: *Colin Martin Powick*

7. 5. 2008

- 172 -

DATED 1st April 19 2000

TRANZ RAIL LIMITED

TO

HEATHCOTE VALLEY
COMMUNITY ASSOCIATION
INCORPORATED

LICENCE TO OCCUPY LAND AT
HEATHCOTE

Licence No. 59943

16 KEY LOCAL ORGANISATIONS FOR HAGLEY/FERRYMEAD, STRENGTHENING COMMUNITIES FUND



General Manager responsible:	General Manager, Community Services DDI 941-8986
Officer responsible:	Community Support Unit Manager
Author:	Claire Milne, Community Development Adviser, and Lincoln Papali'i, Community Development Manager, Community Support Unit

PURPOSE OF REPORT

1. The purpose of this report is to seek recommendations from the Hagley/Ferrymead Community Board to the Metropolitan Funding Sub-Committee in regards to the following:
 - (a) Key Local Organisations (KLOs) to be considered for funding from the Metropolitan Strengthening Communities Fund; and
 - (b) The order of priority for these applications to be considered.

EXECUTIVE SUMMARY

2. In October 2007, the Council adopted the Strengthening Communities Fund operational procedures which included the process for nominating Key Local Organisations (KLOs), with the recommended organisations being considered for funding from the Metropolitan Strengthening Communities Fund. The agreed process to determine if a "local" funding application should be processed as a KLO was detailed as bullet point 16 in the report adopted by Council on 4 October, 2007, and is as follows:
 - (a) Staff will assess the application as a possible KLO based on:
 - ◆ Strengthening Communities Strategy Principles and Goals
 - ◆ Funding outcomes and priorities as set out in Strengthening Communities Strategy
 - ◆ Alignment to local Community Board objectives

And,

 - ◆ Projects deliver benefits to the city outside of the local Board area
 - ◆ Key community issues contemplated under Goal 2 of the Strengthening Communities Strategy
 - (b) Community Board decides whether the application is for a KLO and prioritise applications if more than one. Community Board may decide against putting application forward as a KLO.
 - (c) Metropolitan Funding Subcommittee will make decisions based on affordability and priorities as above. Good communication between the Metro committee and Boards will be essential to ensure a good understanding of recommendations and decisions.
3. In the assessment process undertaken by Advisers, the following guidelines were used to assist staff in determining candidates for KLO funding consideration.
 - Proven track record with Council in providing a high quality level of service
 - Provides a significant contribution towards the Council's Funding Outcomes and Priorities
 - Demonstrates leadership and innovation
 - Demonstrates best-practice and collaboration.

Goal 2 of the Strengthening Communities Strategy is yet to be determined as it will be subject to additional review processes being undertaken and for this funding round, does not form part of the assessment process.

16. Cont'd

4. The process for considering KLOs is as follows:
 - (i) Community Boards nominate and prioritise their KLOs and make a recommendation to the Metropolitan Funding Sub-Committee
 - (ii) The Metropolitan Funding Sub-Committee makes decisions on Board recommended KLOs
 - (iii) Successful KLOs are allocated funding from the Metropolitan Strengthening Communities Fund
 - (iv) Unsuccessful KLOs are returned to the Community Board for consideration under the local Strengthening Communities Fund.
5. The Board is advised that where candidates for KLO funding consideration are successful in receiving funding from the Metropolitan Funding Subcommittee, then there can be no further call on the Board for that project. This is also the case, where a successful candidate is funded to a lower level than has been recommended by the Board. This reflects the 'Funding Constraints' criteria agreed by Council in Appendix F of the October 4, 2007 report which states that *'Groups receiving funding at a Metropolitan level may only receive Local level funding if the project is specifically local and portion of it has been funded at the Metropolitan level'*.
6. The organisations for consideration as a KLO are detailed in the matrix **attached** to this report.

Staff recommend the following organisations for the Hagley/Ferrymead Community Board to consider as Key Local Organisations (KLOs) nominations:

- Te Whare Roimata – consolidated programme incorporating: Older Persons Project, Bromley Community Worker and Administration Worker, Smith Street Community Gardens and Linwood Community Arts Centre
- Shoreline Youth Trust – Fuse Café

FINANCIAL IMPLICATIONS

7. The funding requests from the organisations in the attached matrix total \$ 175,500 with staff recommendations totalling \$ 149,000.

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

8. Yes.

LEGAL CONSIDERATIONS

9. There are no legal considerations.

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

10. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP.

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

12. Yes.

16. Cont'd**ALIGNMENT WITH STRATEGIES**

13. Aligns with Strengthening Communities Strategy.

Do the recommendations align with the Council's strategies?

14. Yes.

CONSULTATION FULFILMENT

15. None required.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board agree to recommend the following Key Local Organisation's and funding amounts to the Metropolitan Funding Sub-Committee for consideration and funding from the 2008/09 Metropolitan Strengthening Communities Fund:

Organisation	\$Amount	Funding Duration (1, 2, or 3 year)
Te Whare Roimata	\$133,000	3 years
Shoreline Youth Trust – Fuse Café	\$16,000	3 years

CHAIRPERSON'S RECOMMENDATION

For discussion.

HAGLEY / FERRYMEAD KEY LOCAL ORGANISATIONS DECISION MATRIX

Priority Rating

- 1 Meets all eligibility and criteria and contributes significantly to Funding Outcomes and Priorities
- 2 Meets all eligibility and criteria and contributes to Funding Outcomes and Priorities
- 3 Meets all eligibility and criteria and has minimum contribution to Funding Outcomes and Priorities

Index Number	Organisation Name	Project Description	Amount Requested	Total project Cost	Amount Recomed	Delivery and Financial Risks	Funding History	Recommendation	Priority
1	Shoreline Youth Trust	Request for support for staffing and overheads for Fuse Youth Cafe located in Sumner and managed under the Shoreline Youth Trust.	\$26,000	\$188,109	\$16,000	Presents low delivery risk. Presents low financial risk. Sound financial practices are in place. Audited accounts are prepared and presented annually.	Board Project funding: 2007/08 - \$11,800 2006/07 - \$7000 2005/06 - \$20,000 2001/02 - \$25,000 Cafe set up costs (one off payment)	That the Shoreline Youth Trust be considered as a key local organisation to support the continuation of the Fuse Cafe, with funding allocated over a three year period at the value of \$16,000 per annum.	1

Project Goals:

- Increase the utilisation of the Cafe through increasing the amount of users so that on average employees, volunteer supervisors and staff are in contact with 350 people per week through activities at Fuse 2008
- Increase the level of diversity of those utilising Fuse by targeting the following areas:
 - Increase use by holiday programmes to eight bookings per holiday
 - Increase use by youth organisations from throughout the city with a target of six a term
 - Develop a blank canvas morning programme targeted toward young mums
 - All programmes to reflect age and sub-cultures targeted changes to reflect this
 - Fuse available to all community groups
 - Open and acceptable to all cultures within target area
 - Supervisor training in particular on subcultures, cultures and diversity
 - Through networking, advertising with set costs including added value concepts liaising with relevant agencies partnering to run programmes camps and events promoting to new agencies train adequate support staff employ community youth worker provide a better mix of options for outside users.
- Run five new programmes from other venues
- Staffing - Finding adequate funding for our manager 40hrs and Youth Worker/Administrator 30 hrs

Funding Outcomes:

- Enhance community and neighbourhood safety
- Provide community based programmes which enhance basic life skills
- Reduce or overcome barriers to participation
- Support Develop and promote the capacity and sustainability of community, recreation

Funding Priorities:

- Children and youth
- People with disabilities
- Ethnic and culturally diverse groups
- Disadvantaged and/or socially excluded
- The capacity of community organisations

Alignment with board objectives and council strategies:

Primary alignment with Board objectives:

2. Maintain an awareness of the diversity of the ward in decision-making.
3. Acknowledge diversity and support measures for a vibrant, inclusive and strong communities.
6. Advocate for adequate resourcing for diverse communities.
10. Encourage participation in recreation sports and arts for all.
11. Support/advocate for initiatives that support lifelong learning.

This project is consistent with:

- Social Well Being Policy
- Youth Policy
- Discretionary Funding Policy
- Responds to the Strengthening communities Strategy
- A Safe City
- A City Of Lifelong Learning
- A city for recreation, fun and creativity.

Staff comments including evidence of need:

Located in a geographically isolated area this project has a proven history of activities that support youth. Fuse cafe provides much needed youth and family support for the area by encouraging young people to fully realize their potential through development of a youth community, providing and facilitating events and offering a facility for young people from the Sumner, Redcliffe Mt. Pleasant areas. 21% (11898) of the population within the target area are between 10-25 yrs of age. Von Pein (2000) - "Sumner/Monks Bay Area Profile Research" issues and themes identified - states "there are no facilities specifically for youth in the Sumner/Monks Bay area..." "A need was highlighted for the development of a facility for youth..." "The idea of a youth cafe in Sumner is supported in principle by many of the locals."

Comments and notes (for elected member use):

HAGLEY / FERRYMEAD KEY LOCAL ORGANISATIONS DECISION MATRIX**Priority Rating**

- 1 Meets all eligibility and criteria and contributes significantly to Funding Outcomes and Priorities
 2 Meets all eligibility and criteria and contributes to Funding Outcomes and Priorities
 3 Meets all eligibility and criteria and has minimum contribution to Funding Outcomes and Priorities

Index Number	Organisation Name	Project Description	Amount Requested	Total project Cost	Amount Recomed	Delivery and Financial Risks	Funding History	Recommendation	Priority
2	Te Whare Roimata Trust	Older Persons Project Project purpose: This project serves to develop a partnership between Te Whare Roimata, and the Christchurch City Council to facilitate the process for a community worker position to be based in a community organisation in the Hagley area.	\$27,092	\$32,492	\$27,000	Yes - viable delivery risk. Requested funding essential to maintain current level of project. Presents low financial risk. Sound financial practices are in place. Audited accounts are prepared and presented annually.	Board Project funding - 2007/08 - \$22,500 2006/07 - \$22,500 2005/06 - \$22,500 2004/05 - \$20,000 2003/04 - \$20,000 - \$5000	That Te Whare Roimata be considered as a key local organisation and that they be allocated \$27,000 per annum, for a three year period, to continue support the development of strengthening community initiatives for Older Persons in the Inner City East Area.	1

Project Goals:

- To maintain the employment of a Community worker to implement the goals outlined in the Older Persons project brief and ensure administrative and accountability requirements are met
- To identify areas of need and / or development and look at ways to respond ensuring that individual needs and cultural diversity are recognised
- To identify and assist in the development of initiatives to support social change and improve quality of life for older persons in the Hagley area

Funding Outcomes:

- Enhance community and neighbourhood safety
- Foster collaborative responses to areas of identified need
- Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events

Funding Priorities:

- Older Adults
- People with disabilities
- Ethnic and culturally diverse groups
- Disadvantaged and/or socially excluded
- The capacity of community organisations

Alignment with board objectives and council strategies:

Primary alignment with Board objectives:

- Maintain an awareness of the diversity of the ward in decision-making.
- Acknowledge diversity and support measures for a vibrant, inclusive and strong communities.
- Advocate for adequate resourcing for diverse communities.
- Encourage participation in recreation sports and arts for all.
- Support/advocate for initiatives that support lifelong learning.

This project is consistent with:

- Social Well Being Policy
- Youth Policy
- Discretionary Funding Policy
- Responds to the Strengthening communities Strategy

Link to Community Outcomes: • A Safe City • A City Of Lifelong Learning • A city for recreation, fun and creativity • A Healthy City

Staff comments including evidence of need:

Support of community worker salaries in this initiative has enabled continued research and area evaluation to take place. Workers perform an outreach service for isolated older persons in the area. It is also assisting in collaborative projects with other organizations working with elderly in the project area. The project has developed recreation and support programmes and continues to look at areas for development.

Evidence of need: Te Whare Roimata was established in response to a need identified by the Christchurch City Mission's community study in 1986-87 ("Impressionistic Study of the Inner city East"). The study indicated need for local residents of the Inner City East and urban Maori to develop self-help responses to the issues and needs in the area.

2002 Te Whare roimata Inner city East Community Survey Parrett (2003); "Needs of Older People in the Hagley and Ferrymead Wards" - among other issues Parrett recommended that: the Hagley ward be given priority when addressing social isolation needs, and that the Community Services Team of the Christchurch City Council facilitate a process, whereby a proposal is developed for a community worker position to be based in a community organisation in the Hagley ward and that funding be sought from stakeholders interested in addressing the issue of social isolation of older people. Coom; MacGibbon and Thorpe (2004); "Past, Present and Future: Community Development and the Christchurch City Council".

As the project has developed further research has been undertaken to define and support initiatives including a joint research study in 2006 overseen by the project advisory group, and a study into the needs of Older Asian people living in the target area, a weekly social activities group has been developed, four information booklets have been researched and produced, an events calendar is regularly published and updated, a directory of Maori Services is nearing completion and a mobile information service is soon to be launched. This project continues to research significant issues that affect aging in place and older persons support (ie home help/support) that may impact significantly on affected clients in other areas of the city.

Comments and notes (for elected member use):

HAGLEY / FERRYMEAD KEY LOCAL ORGANISATIONS DECISION MATRIX

Priority Rating

- 1 Meets all eligibility and criteria and contributes significantly to Funding Outcomes and Priorities
 2 Meets all eligibility and criteria and contributes to Funding Outcomes and Priorities
 3 Meets all eligibility and criteria and has minimum contribution to Funding Outcomes and Priorities

Index Number	Organisation Name	Project Description	Amount Requested	Total project Cost	Amount Recomed	Delivery and Financial Risks	Funding History	Recommendation	Priority
3	Te Whare Roimata Trust	<p>Bromley Community Centre Community Worker and Administration Worker.</p> <p>Project Purpose: This project serves to develop a partnership between Te Whare Roimata, and the Christchurch City Council to support the employment of community worker and administration worker positions to be based to be based at the newly renovated and refurbished Bromley Community Centre.</p>	\$30,528	\$31,376	\$27,000	<p>Yes - viable Supported and facilitated by CDA.</p> <p>Requested funding essential to maintain current level of project. A management committee meet monthly with support from the CDA.</p> <p>There is a low financial risk. Sound financial practices are in place under the Te Whare Roimata Umbrella and Audited accounts are prepared and presented annually. Bromley Community Centre activity and programme finances are managed through the Bromley Community Centre Inc.</p>	<p>Board Project funding:</p> <p>2007/08 - \$22,500 2006/07 - \$22,500 2005/06 - \$22,500 2004/05 - \$20,000 2003/04 - \$20,000 - \$5000</p> <p>Activities and programmes have been partially supported through community development funding and recreation funding.</p>	<p>That the Te Whare Roimata be considered as a key local organisation and that they be allocated \$27,000 per annum, for a three year period, to continue support for the employment of the Community Development Worker and the Administration Worker for the Bromley Community Centre.</p>	1

Project Goals:

- To provide consistent stable leadership of the Bromley Project so that a range of grassroots responses and activities can be developed to meet the social, recreational and personal needs of the Bromley Community
- To identify needs and issues impacting on the Bromley Community and to develop appropriate grassroots responses to these and where necessary to work collaboratively at a structural level to bring necessary change
- To ensure the Bromley Community Centre is well managed and that sound financial and administrative processes are in place
- To seek to make the Bromley Community Centre a responsive hub within the Bromley community

Funding Outcomes:

- Enhance community and neighbourhood safety
- Foster collaborative responses to areas of identified need
- Increase community engagement in local decision making
- Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events

Funding Priorities:

- Older Adults
- People with disabilities
- Ethnic and culturally diverse groups
- Disadvantaged and/or socially excluded
- The capacity of community organisations
- Children and youth

Alignment with board objectives and council strategies:

- Primary alignment with Board objectives:
- Maintain an awareness of the diversity of the ward in decision-making.
 - Acknowledge diversity and support measures for a vibrant, inclusive and strong communities.
 - Advocate for adequate resourcing for diverse communities.
 - Encourage participation in recreation sports and arts for all.
 - Support/advocate for initiatives that support lifelong learning.

Responds to the Strengthening communities Strategy

Link to Community Outcomes: • A Safe City • A City Of Lifelong Learning • A city for recreation, fun and creativity • A Healthy City

Staff comments including evidence of need:

Employed under the supportive umbrella of Te Whare Roimata, the Community Development worker identifies, develops and supports initiatives to encourage a higher level of participation in an isolated community, using community development processes. The administrative position assists in encouraging a higher use of the community centre, a city council facility, through on-site responsibility and processes for hall and facility hire. This process enables affordable access to function facilities. This position further ensures that sound financial and accountability processes are developed and implemented and provides collegial support for the community worker working in an isolated community.

HAGLEY / FERRYMEAD KEY LOCAL ORGANISATIONS DECISION MATRIX**Priority Rating**

- 1 Meets all eligibility and criteria and contributes significantly to Funding Outcomes and Priorities
 2 Meets all eligibility and criteria and contributes to Funding Outcomes and Priorities
 3 Meets all eligibility and criteria and has minimum contribution to Funding Outcomes and Priorities

Index Number	Organisation Name	Project Description	Amount Requested	Total project Cost	Amount Recomed	Delivery and Financial Risks	Funding History	Recommendation	Priority
4	Te Whare Roimata Trust	The Te Whare Roimata Smith Street Community Gardens Project	\$40,000	\$55,136	\$27,000	<p>Viable delivery risk.</p> <p>Requested level of funding essential to maintain current level of project</p> <p>Presents low financial risk. Sound financial practices are in place. Audited accounts are prepared and presented annually.</p>	<p>Board Project funding:</p> <p>2007/08 - \$22,500 2006/07 - \$22,500 2005/06 - \$22,500 2004/05 - \$25,000 (for 3 years subject to appropriate evaluation) 2003/04 - \$25,000 (for 3 years subject to appropriate evaluation) 2002/03 - \$25,000 (for 3 years subject to appropriate evaluation) 2001/02 - \$21,000 for salary - \$5000 as an establishment grant for Smith Street Community Garden.</p>	That Te Whare Roimata be considered as a key local organisation and that they be allocated \$27,000 per annum, for a three year period, to continue to support the Smith Street Community Gardens Project	1

Project Goals:

- To provide consistent stable leadership of the Community Gardens projects through the employment of a Project Supervisor and a part-time support to the Income Generation Co-ordinator
- To provide a supportive holistic whanau-based environment for up to 15-18 long-term unemployed people to become involved in the community gardens
- To provide a range of opportunities to enable community participation in the Community Gardens
- To enable people on low incomes to have regular access to affordable organically grown vegetables

Funding Outcomes:

- Enhance community and neighbourhood safety
- Foster collaborative responses to areas of identified need
- Provide community based programmes which enhance basic life skills
- Reduce or overcome barriers to participation

Funding Priorities:

- Older Adults
- People with disabilities
- Ethnic and culturally diverse groups
- Disadvantaged and/or socially excluded
- The capacity of community organisations
- Children and youth

Alignment with board objectives and council strategies:

Primary alignment with Board objectives:

- Maintain an awareness of the diversity of the ward in decision-making.
- Acknowledge diversity and support measures for a vibrant, inclusive and strong communities.
- Advocate for adequate resourcing for diverse communities.
- Encourage participation in recreation sports and arts for all.
- Support/advocate for initiatives that support lifelong learning.

Responds to the Strengthening communities Strategy

Link to Community Outcomes: • A Safe City • A City Of Lifelong Learning • A city for recreation, fun and creativity • A Healthy City

Staff comments including evidence of need:

This scheme is supported by the Christchurch Community Gardens association.

The Smith Street community Gardens project provides an essential pre-employment programme and has become an important neighbourhood based environmental project and a living model of sustainability.

The project also supports garden plots for a number of other community organisations including employment programmes for people with intellectual disabilities, schools, community initiatives and individuals.

The Smith Street Community Garden partnership agreement was created in 2001 and signed by the H/F Community Board and Te Whare Roimata.

Comments and notes (for elected member use):

HAGLEY / FERRYMEAD KEY LOCAL ORGANISATIONS DECISION MATRIX

Priority Rating

- 1 Meets all eligibility and criteria and contributes significantly to Funding Outcomes and Priorities
- 2 Meets all eligibility and criteria and contributes to Funding Outcomes and Priorities
- 3 Meets all eligibility and criteria and has minimum contribution to Funding Outcomes and Priorities

Index Number	Organisation Name	Project Description	Amount Requested	Total project Cost	Amount Recomed	Delivery and Financial Risks	Funding History	Recommendation	Priority
5	Te Whare Roimata Trust	Linwood Community Arts Centre The employing of 2 part time Community Development Art workers	\$52,000	\$75,652	\$52,000	Low delivery risk. Less funding would result in less support for the Linwood Community Arts Centre Initiatives. There is a low financial risk. Sound financial practices are in place. Audited accounts are prepared and presented annually. Monthly financial accounts are readily available.	Social initiatives funding: 2007/08 - \$40,000 2006/07 - \$40,000 2005/06 - \$40,000 2004/05 - \$40,000	That Te Whare Roimata be considered as a key local organisation and that they be allocated \$52,000 per annum, for a three year period, to continue to support the Linwood Community Art Centre Project	1

Project Goals:

- To provide consistent stable leadership of the project through the employment of two part-time community arts development workers at the Linwood Community Arts Centre
- To provide a comprehensive arts programme for the people of the eastern Inner city neighbourhoods
- To provide a range of special events festivals and a community arts project during the 2008/09 year
- To actively encourage local involvement in the running of the Linwood Community Arts Centre

Funding Outcomes:

- Enhance community and neighbourhood safety
- Foster collaborative responses to areas of identified need
- Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events

Funding Priorities:

- Older Adults
- People with disabilities
- Ethnic and culturally diverse groups
- Disadvantaged and/or socially excluded
- The capacity of community organisations
- Children and youth

Alignment with board objectives and council strategies:

Primary alignment with Board objectives:

2. Maintain an awareness of the diversity of the ward in decision-making.
3. Acknowledge diversity and support measures for a vibrant, inclusive and strong communities.
6. Advocate for adequate resourcing for diverse communities.
10. Encourage participation in recreation sports and arts for all.
11. Support/advocate for initiatives that support lifelong learning.

Responds to the Strengthening communities Strategy

Link to Community Outcomes: • A Safe City • A City Of Lifelong Learning • A city for recreation, fun and creativity

Staff comments including evidence of need:

The Linwood Community Art Centre project is one that Te Whare Roimata were historically awarded by council to adopt in a project management perspective, at a time when council were looking at options to utilise the property to support the local area.

Council invested a significant amount of money to save the building and adapt it to suit the art centre concept, a concept which grew out of an expressed need for a community arts centre following on from the highly successful inner city women's art exhibition held by Te Whare Roimata in 1993 to commemorate women's Suffrage year.

No equivalent service operates within the Hagley Ferrymead ward, or the city generally. Since then it has become an important starting point for fledgling artists and performers, and is a vital meeting point in the community addressing social isolation and social inclusion.

The centre supports a number of cultural events, celebrations and projects. As a community based accessible centre this is a unique project which draws interest and participation from the wider community and supports projects from low socio-economic areas in the Hagley ward.

Comments and notes (for elected member use):

7. 5. 2008

- 181 -

- 17. COMMUNITY BOARD ADVISER'S REPORT**
- 18. MEMBERS' QUESTIONS**
- 19. RESOLUTION TO EXCLUDE THE PUBLIC (ATTACHED)**

7. 5. 2008

- 182 -

ATTACHMENT TO CLAUSE 19

WEDNESDAY, 21 MAY 2008

AT 3.00 PM

HAGLEY/FERRYMEAD COMMUNITY BOARD

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 20.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
20.	COMMUNITY AWARDS - for 2008	SERVICE Nominations) GOOD REASON TO WITHHOLD EXISTS UNDER SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 20 Protection of Privacy of Natural Persons (Section 7(2)(a))

Chairman's

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”