



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD

AGENDA

WEDNESDAY 1 OCTOBER 2008

AT 3.00 PM

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

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

Community Board Adviser (Acting)

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 17 SEPTEMBER 2008

The minutes of the Board's ordinary meeting of 17 September and the minutes of the public excluded section will be circulated separately to members.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting (*both open and public excluded sections*) be confirmed.

**HAGLEY/FERRYMEAD COMMUNITY BOARD
17 SEPTEMBER 2008**

**Minutes of a meeting of the Hagley/Ferrymead Community Board,
held on Wednesday 17 September 2008 at 3.00 pm.**

PRESENT: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman and Yani Johanson.

APOLOGIES: David Cox departed the meeting at 5.20 pm and was absent for Clauses 16 to 18 and the public excluded item.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. SUMNER STATE SCHOOL – SCHOOL PATROL ON COLENZO STREET

General Manager responsible:	General Manager Jane Parfitt, DDI 941-8608
Officer responsible:	Transport & Greenspace Manager, Alan Beuzenburg
Author:	Michael Thomson

PURPOSE OF REPORT

1. The purpose of this report is to recommend to Council that a school patrol on Colenso Street at Sumner State School be approved and that the Council legalise the operation of this school patrol. The **attached** plan refers.

BACKGROUND

2. The Board considered and approved a Capital Works project to realign the intersection of Colenso Street and Whitfield Street and create an upgraded crossing point for children attending Sumner State Primary School, at its meeting on 12 December 2007.
3. This upgrade was in response to concerns about child road safety from school officials and the Police Road Safety Education Officer.

EXECUTIVE SUMMARY

4. The resultant layout improves visibility, slows traffic through the adjacent intersection and decreases the road crossing distance for children.
5. To further optimise road safety, a school patrol in the form of a Kea crossing (swing out stop signs and fluoro orange pole mounted flags) is included in this project, which will raise approaching motorists' awareness of the crossing and require them to stop for crossing children, when the patrol is in operation.

FINANCIAL IMPLICATIONS

6. All related capital works were carried out in 2007/08. There are no further financial obligations resulting from this recommendation.

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

7. Refer to paragraph 6 above.

1. Cont'd

LEGAL CONSIDERATIONS

8. Subject to the Local Government Act 1974 & 2002. Subject to the Land Transport Rule 54002, Traffic Control Devices.

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

9. Yes, refer to section 8 above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes.

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

11. Yes.

ALIGNMENT WITH STRATEGIES

12. Parking Strategy, Road Safety Strategy, Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

13. Yes, aligns with the three strategies specified in section 12.

CONSULTATION FULFILMENT

14. As a result of the original request, Council's Traffic Engineering staff have met with the School's Board of Trustees, School Senior staff, and the Police Education officer. The one resident directly affected has been spoken to by Council staff and does not now object to the proposal.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That in pursuance of the powers vested in it by Section 8.3 (1) of the Land Transport Rule - Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 & 2002, the Christchurch City Council hereby authorises the head teacher of Sumner State School to appoint appropriately trained persons to act as school patrols at the school crossing point as specified at Colenso Street, located at a point more or less 10 metres south-east generally of Whitfield Street.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

1. Cont'd

THE OPTIONS

15. (a) Do nothing.

(b) Install a school patrol at the existing upgraded crossing point.

THE PREFERRED OPTION

16. Install a school patrol at the existing upgraded crossing point.

ASSESSMENT OF OPTIONS**The Preferred Option**

17. Install a school patrol at the existing upgraded crossing point.

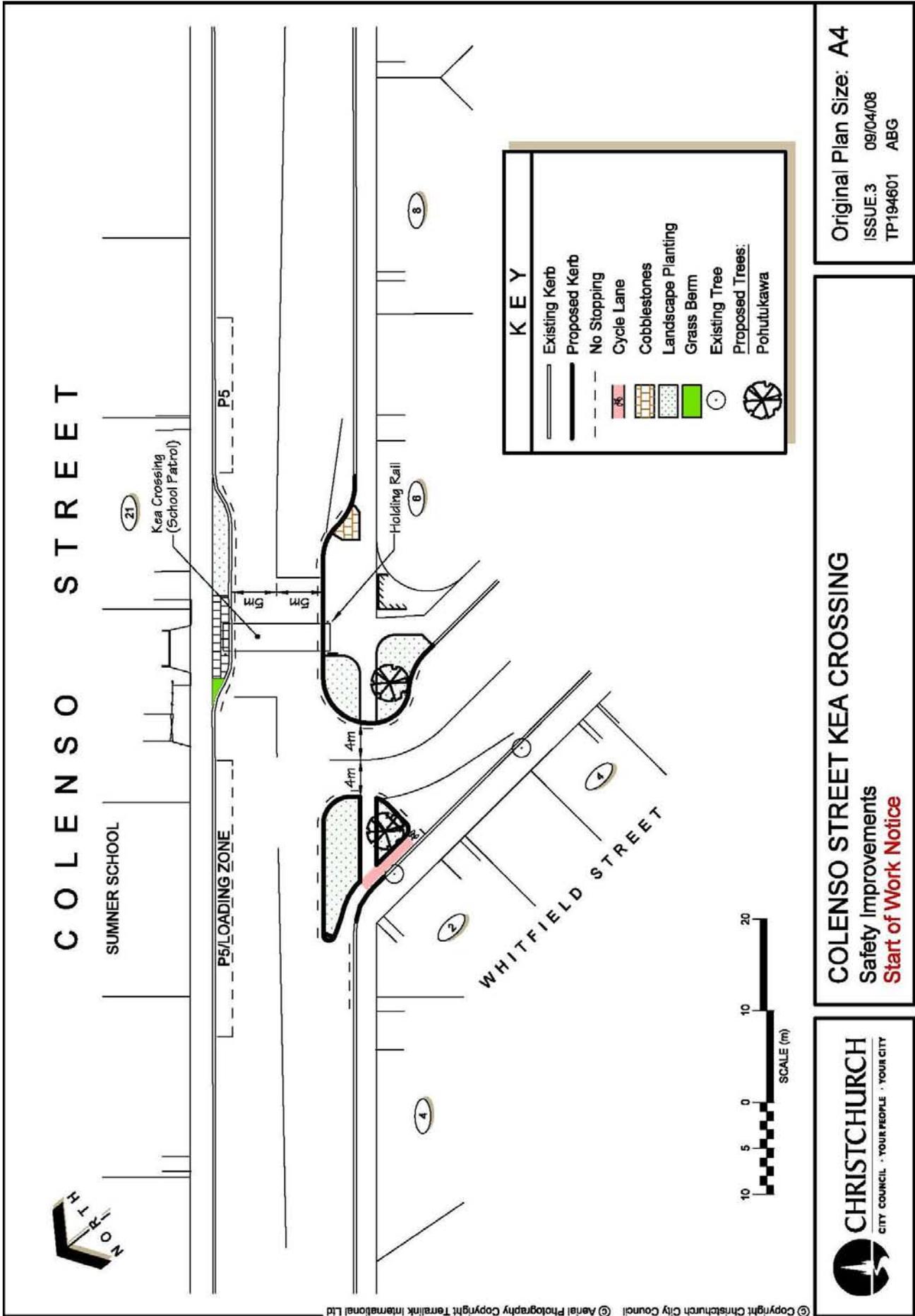
	Benefits (current and future)	Costs (current and future)
Social	Community wellbeing in regard to improved safety for children.	Nil
Cultural	Not applicable	
Environmental	Additional landscaped areas	Included in the approved Capital Works project for this site.
Economic	Safety in regard to vulnerable road users (school children)	Included in the approved Capital Works project for this site.
<p>Extent to which community outcomes are achieved:</p> <p>Meets the needs of the school community.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Can be achieved using existing resources and budgets.</p> <p>Effects on Maori:</p> <p>Not applicable.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Pedestrian, Parking & Safety Strategies.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Requested by and acceptance by the local community.</p> <p>Other relevant matters:</p> <p>Not applicable.</p>		

1. Cont'd

Maintain the Status Quo (if not preferred option)

18. Status Quo

	Benefits (current and future)	Costs (current and future)
Social	None	Ongoing concern about child safety
Cultural	Not applicable	
Environmental	Not applicable	
Economic	None	Potential costs if a child is a casualty resulting from a lower road safety situation.
<p>Extent to which community outcomes are achieved:</p> <p>Does not meet the needs of the local school community.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Council is being non responsive to the community's road safety concern.</p> <p>Effects on Maori:</p> <p>Not applicable.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the Safety Strategy.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Against the wishes of the local school community.</p> <p>Other relevant matters:</p> <p>Not applicable.</p>		



2. MAIN ROAD REDCLIFFS PEDESTRIAN CROSSING - RELOCATION/UPGRADE

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

PURPOSE OF REPORT

1. The purpose of this report is to inform the Council of the advantages and disadvantages of a number of options in relation to the existing pedestrian crossing on Main Road at the Redcliffs shopping village and to consider a recommendation from the Hagley/Ferrymead Community Board for approval. This report was first considered by the Hagley/Ferrymead Community Board at its meeting on 6 April 2008 and deferred for three months to allow the Redcliffs Residents' Association to consider the matter.

EXECUTIVE SUMMARY

2. Concern has been expressed for some time by residents at what is believed to be safety issues for pedestrians at the existing zebra crossing in the Redcliffs Shopping Village, Main Road, Redcliffs.
3. In addition, vehicles on Main Road travelling east bound towards Sumner yield to pedestrians on the crossing, vehicles turning right out of Augusta Street believe the Main Road vehicles are slowing to let them enter Main Road. The Augusta Street right turning vehicle does not see the pedestrian on the crossing and a conflict occurs.
4. Also west-bound vehicles wishing to turn left into Augusta Street must stop on the zebra crossing to yield to turning traffic. This causes difficulties for pedestrians on the crossing. This is not ideal.
5. The Board has had requests to install traffic signals on a number of occasions. The installation of traffic signals does not necessarily improve safety as there are many crashes that occur at signals.
6. Four options have been explored with traffic signals being one of the options.
7. The installation of road level lights at the pedestrian crossings in Tuam Street and Hereford Street has proven to be a success. Land Transport New Zealand is in the process of formalising the use of road level lights as a 'Traffic Control Device' under the rule.
8. The recommended option (option 4) is that the status quo remain.

BACKGROUND

9. Main Road is a Minor Arterial road carrying 19,000 vehicles per day. This volume is above the upper limit for a Minor Arterial road. There are no plans to change the status of Main Road to a Major Arterial road. This would mean that the road would eventually be widened to four lanes with a median. The effect of that cannot be justified.
10. However, the volume of traffic will continue to increase. This has the affect of reducing the gaps between vehicles for pedestrians to cross. It also reduces the speed of vehicles.
11. As the volume of traffic increases the pedestrian crossing will be better utilised as many motorists park their vehicles and cross the road without using the crossing.
12. The existing crossing is well laid out and is used by pedestrians very frequently. This makes the zebra crossing safe as motorists become aware of the crossing because they frequently have to 'give way' to pedestrians.

2. Cont'd

13. There have been no reported injury crashes at the crossing in the last five years and only one injury crash in the last 10 years. This crash involved a vehicle hitting a pedestrian which resulted in minor injuries.
14. The existing zebra crossing is located close to the eastern side of the Augusta Street intersection. This was to protect and retain the existing car parking space on the north side of Main Road immediately east of the crossing outside the shops. (See **attached** plans.)

OPTIONS

Option 1: Install Traffic Signals (see attachment 1)

15. This option proposes to install traffic signals at the Augusta Street/Main Road intersection. Pedestrian crossing facilities would be incorporated into these signals hence the existing zebra crossing would be removed. Due to its closeness, the Beachville Road/Main Road intersection would also need to be signalised.

This option creates a number of issues:

- (i) It would remove all kerb side parking adjacent to the shops in the Redcliffs shopping centre. This would be necessary to provide two through traffic lanes in each direction, to provide turning access to Augusta Street and Beachville Road and to reduce delays the signals will create for traffic on Main Road. Even with two lanes, traffic queues are calculated through traffic modelling, to reach three kilometres in length in peak time, on Main Road.
- (ii) It is also perceived that traffic signals are safe. This is not necessarily the case. It is known that traffic signals in this situation will increase the currently low crash rate at the crossing. These crashes are also likely to be more severe.
- (iii) This option does provide a dedicated pedestrian crossing phase, however the delays for those pedestrians wishing to cross Main Road will be considerably longer than currently experienced at the zebra crossing. Currently the pedestrian delay is rather short due to the requirement to give way to pedestrians. In peak times the delay or wait for pedestrians is likely to be up to two minutes (120 seconds). Some pedestrians will not wait this length of time or will choose to cross the road away from the signals. It will also mean that some shoppers will choose to use other areas to do their shopping.
- (iv) The installation of the signals will also mean the separate cycle lanes through these two intersections and the flush median will have to be removed to achieve the two vehicle lanes. This will decrease the safety for cyclists and make access to the numerous driveways in this area difficult.
- (v) The inbound bus stop will have to be relocated and buses will have to stop in the traffic lane. This will also affect cyclists and will bring all traffic to a stop if a vehicle is waiting to turn right into Beachville Road when a bus is in the stop.
- (vi) There is no current funding for traffic signals at this location. It is estimated traffic signals will cost more than \$200,000. The disbenefit of signals clearly indicates that this level of funding would not be available.

Option 2: Relocate the existing Pedestrian Crossing (see attachment 2)

16. This option proposes to relocate the existing zebra crossing. Currently the zebra crossing is positioned too close to the intersection of Augusta Street. Turning vehicles both out of and in to Augusta Street are causing safety concerns. The proposal is to move the zebra crossing five metres towards the east. This would require the existing kerb build out on the north side of Main Road to be extended and the removal of one car parking space.

2. Cont'd

17. This will move the existing limit line for east bound traffic five metres eastward, which will help mitigate the problem of Augusta Street right turning traffic conflicting with pedestrians on the crossing. Space will also be provided for a left turning vehicle into Augusta Street to stop clear of the zebra crossing.
18. The physical works relocating the crossing is estimated to be \$55,000.

Option 3: Installation of Road Level Warning Lights

19. This option proposes the installation of road level warning lights. This system was trialled in the city at two pedestrian crossings and has now been approved by Land Transport New Zealand for installation at other locations.
20. The system is operated by a pedestrian breaking a beam which sets the road level lights to flash while the pedestrian is on the crossing. This warns the approaching motorist of the presence of the pedestrian on the crossing. After the pedestrian has departed from the crossing the lights turn off.
21. There is no current funding for the 'Road level Warning Lights' system. It is estimated the warning lights will cost \$12,000.
22. If road level warning lights were to be installed it would be appropriate to do this in conjunction with Option 2.
23. Funding for the physical works and the 'Pedestrian Crossing Warning Lights' system (\$67,000) would need to be found, if this option were to proceed. However, due to the good safety record at this location all available funds would have to be allocated to one of the many safety improvements where there is a known crash record.
24. This option although desirable, can therefore not be justified.

Option 4: Status Quo (do nothing)

25. The pedestrian crossing on the Main Road at Augusta Street is well utilised and has a very good safety record. There has only been one reported injury accident in the last 10 years and none in the last five years. This option at this point in time is, therefore, the preferred option.

FINANCIAL IMPLICATIONS

26. The recommended option (Status Quo) requires no funding. All the other options have no funding provision.

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

27. As above.

2. Cont'd

LEGAL CONSIDERATIONS

28. There are no legal issues relating to the proposed option.

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

29. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

30. Does not apply as the recommendation is for the status quo.

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

31. As above.

ALIGNMENT WITH STRATEGIES

32. As above.

Do the recommendations align with the Council's strategies?

33. As above.

CONSULTATION FULFILMENT

34. There has been no consultation undertaken as the recommendation is for the status quo.

STAFF RECOMMENDATION

It is recommended that the Board support Option 4 (Status Quo). Should the Board decide to pursue any other option, it would be required to make a recommendation to the Council to that effect.

BOARD CONSIDERATION

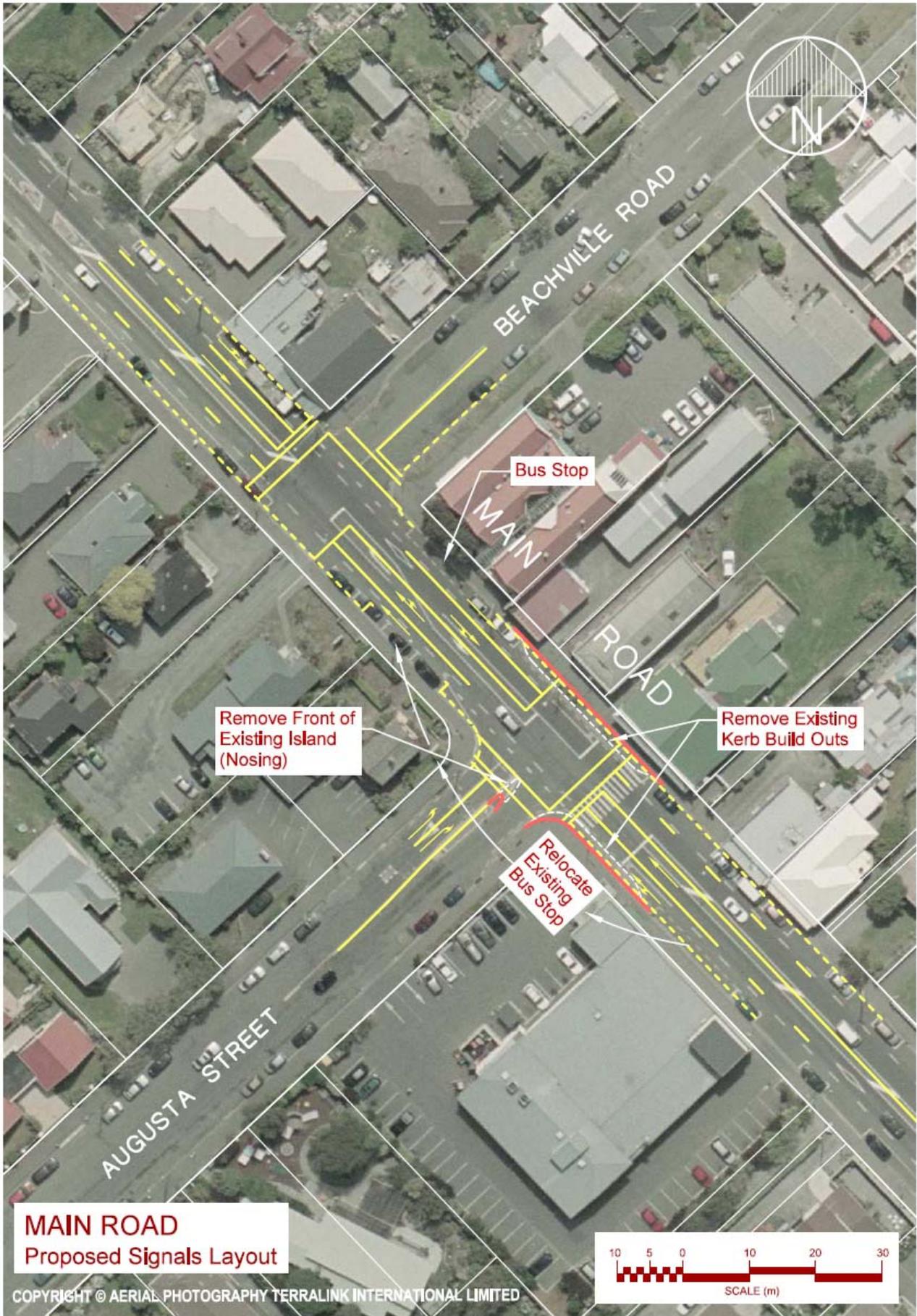
In addition to the Board recommendation below regarding the pedestrian crossing and in response to the deputation from the Redcliffs Residents' Association as detailed in clause 5.1 of these minutes, the Board agreed to express its support in principle for the Residents' Association initiative for an overall traffic management plan for the area.

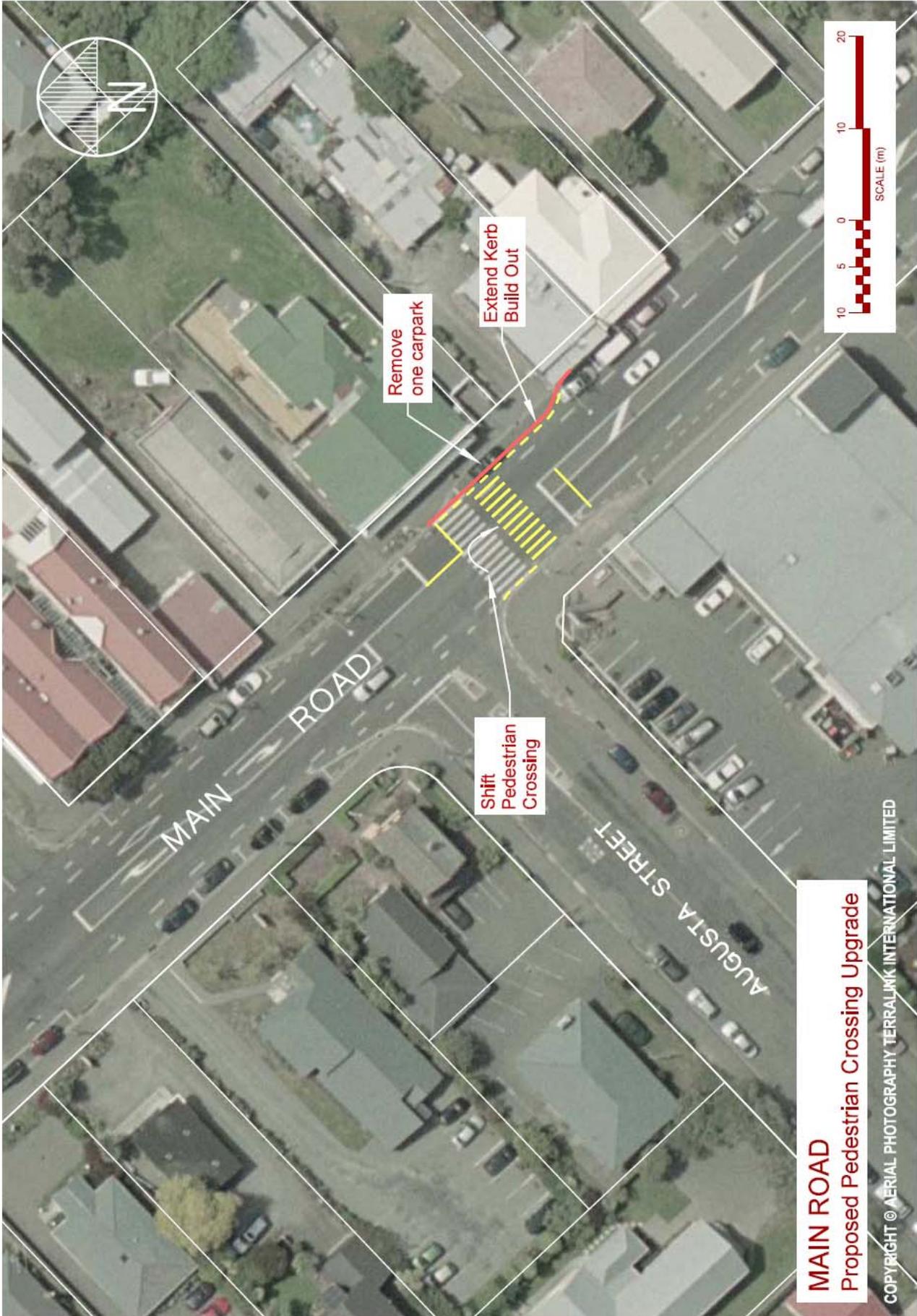
BOARD RECOMMENDATION

That the Council:

- (a) Approve Options 2 and 3 as detailed in the report.
- (b) Note that the Hagley/Ferrymead Community Board supports in principle the Redcliffs Residents' Association's request to the Council and the New Zealand Transport Agency for a holistic approach to be taken by developing an overall traffic management plan for the Ferrymead Bridge to Scarborough area.
- (c) Note that the Board expressed a preference to see this work happen in a timeframe to allow a submission to be made to the upcoming Long Term Council Community Plan process, with specific traffic improvements.
- (d) Note that the Board has requested that staff provide a memorandum to the Board on the upcoming capital works programmed for the area in (b) above.

(Note: The Board, in making this recommendation, noted comments from staff that funding may be available for options 2 and 3 despite the report stating that no funding was available.)





3. PETERBOROUGH STREET – PROPOSED LOADING ZONE AND SHUTTLE BUS STOP RELOCATION

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Alan Beuzenberg, Transport and Greenspace Manager
Author:	Lorraine Wilmshurst / Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to recommend to Council that the Shuttle bus stop located in Peterborough Street be relocated and a loading zone be created in its place.

EXECUTIVE SUMMARY

2. At present, the Shuttle bus stop in Peterborough Street is located at the rear of the Convention Centre. This stop is short in length and when the Shuttle bus arrives, it encroaches and interferes with loading activities at the Convention Centre.
3. The Convention Centre has requested that the bus stop for the Shuttle bus be removed so that the loading of goods vehicles, which usually involves containers and large trucks, can be carried out without the Shuttle bus encroaching into the loading area.
4. There is presently a “P5 at anytime” parking area located further west along Peterborough Street but this is the only short-term parking along the south side of Peterborough Street and allows for the delivery of goods to the businesses in this section of the street.
5. The business adjacent to the P5 parking area was approached about the possibility of the P5 becoming the Shuttle bus stop but they did not agree because of the need for a parking area for the delivery of goods.
6. There are currently three bus stops in this section of Peterborough Street (not including the Shuttle bus stop) and two of them are used as the layover/terminus stops for the Numbers 28, 66 and 67 routes. Red Bus Company has been approached in regard to using the westernmost bus stop as a combined bus stop and Shuttle stop.
7. The Red Bus Company has agreed that the bus stop closest to Durham Street North could be used by the Shuttle as the Shuttle does not stop for any length of time and it will not cause any conflict with their services.
8. By relocating the Shuttle bus stop from its present position outside the rear of the Convention Centre and utilising the existing bus stop approximately 120 metres west towards Durham Street North will increase the loading area space for the Convention Centre while still retaining the P5 short term parking for businesses in the area.
9. The Victoria Neighbourhood Committee has been notified of the changes and does not have any concerns about the relocation of the Shuttle bus stop.

FINANCIAL IMPLICATIONS

10. The cost of this proposal is estimated to be \$1,000.

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.

3. Cont'd

LEGAL CONSIDERATIONS

12. Clause 4 of the Christchurch Traffic and Parking Bylaw provides the Council the authority to install parking restrictions by resolution.
13. The installation of any associated signs and markings must comply with the Land Transport Rule: traffic control devices 2004.

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. Red Bus Company was consulted and agreed to a combined bus and Shuttle bus stop at the western-most bus stop closest to Durham Street North. The Victoria Neighbourhood Committee does not have any concerns about the stop being repositioned.

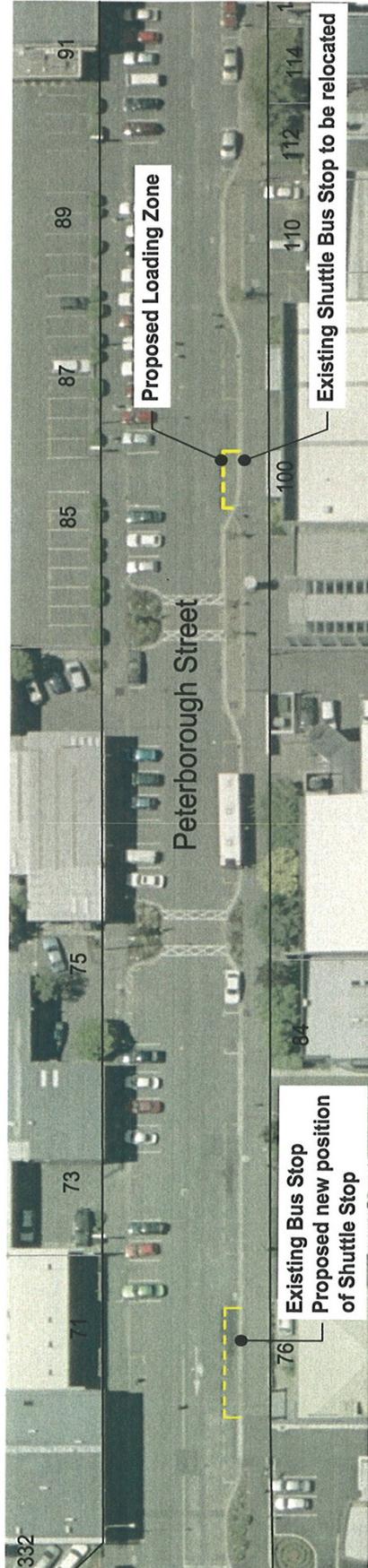
STAFF RECOMMENDATION

That the Council approve:

- (a) That the Shuttle bus stop located on the south side of Peterborough Street commencing at a point 79.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres, be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum period of five minutes" be created on the south side of Peterborough Street commencing at a point 79.5 metres from its intersection with Colombo Street and extending in a westerly direction for a distance of seven metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.



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PETERBOROUGH STREET
 Proposed Loading Zone and Shuttle Bus Stop Relocation
For Board Approval



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4. GLOUCESTER STREET – PROPOSED BUS STOP EXTENSION

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8608
Officer responsible:	Alan Beuzenberg, Transport and Greenspace Manager
Author:	Lorraine Wilmshurst/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve the extension of the existing bus stop outside number 205 Gloucester Street.

EXECUTIVE SUMMARY

2. Some years ago, two bus stops were installed in Gloucester Street, one outside the Manchester Street parking building and the other by the Orion Yard, outside 205 Gloucester Street.
3. At the time, there were two vehicle entrances into the Orion Yard between the bus stops. The eastern vehicle entrance along this boundary has now been fenced off and is redundant.
4. At present, the area across the redundant vehicle crossing is being used as an all-day park. This restricts access to the second bus stop which is only 15 metres long.
5. It is therefore recommended that the bus stop be lengthened by removing the additional parking space to improve the buses access to the bus stop. This will also create a bus stop more suitable for the newer larger buses.
6. Orion's property manager has been spoken with and has agreed to the bus stop being extended at this time but would like an undertaking that if the access is required, due to future development of the site that the bus stop be shortened back to its present position.

FINANCIAL IMPLICATIONS

7. The cost of this proposal is estimated to be \$100.

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

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

LEGAL CONSIDERATIONS

9. Clause 4 of the Christchurch Traffic and Parking Bylaw provides the Council the authority to install parking, stopping and standing restrictions by resolution.
10. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

4. Cont'd

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

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

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Orion, the adjoining property owner has agreed to the bus stop being extended at this time but would like an undertaking that if the access is required due to future development of the site, that the bus stop be shortened to its present position.

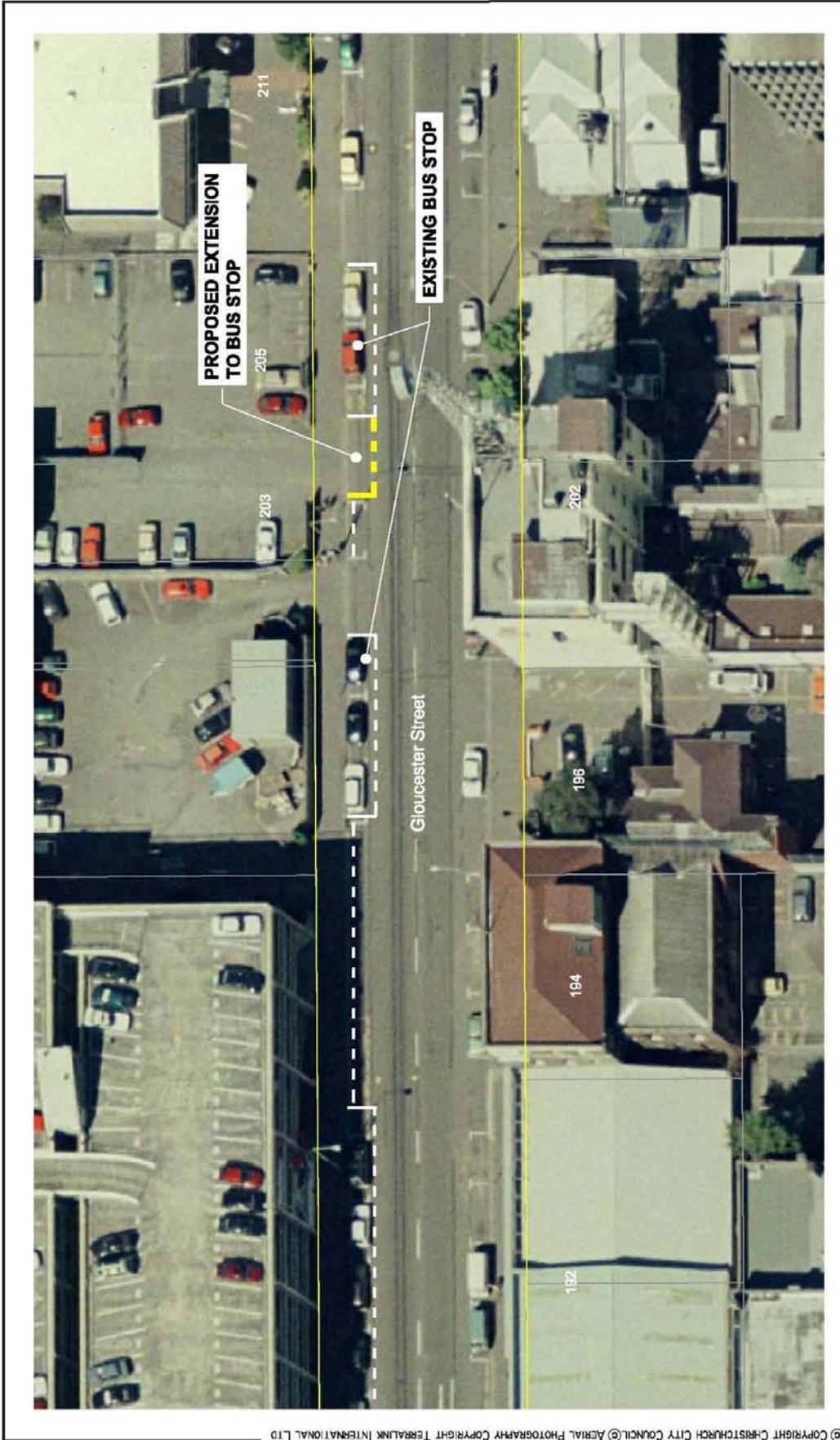
STAFF RECOMMENDATION

That the Council approve:

- (a) That the existing bus stop located on the north side of Gloucester Street commencing at a point 130 metres east of the intersection with Manchester Street and extending in an easterly direction for a distance of 15 metres, be revoked.
- (b) That a bus stop be installed on the north side of Gloucester Street commencing at a point 122 metres from its intersection with Manchester Street and extending in an easterly direction for 23 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.



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GOUSCESTER STREET
 Proposed Extension to Existing Bus Stop
For Board Approval



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PART B - REPORTS FOR INFORMATION

5. DEPUTATIONS BY APPOINTMENT

5.1 REDCLIFFS RESIDENTS' ASSOCIATION – REDCLIFFS PEDESTRIAN CROSSING

Mr Stephen Bessant spoke to the Board on behalf of the Redcliffs Residents' Association in regard to the Redcliffs Pedestrian Crossing report and answered questions asked by members. Mr Bessant suggested that the best way to approach this issue was to promote an overall traffic management plan from Ferrymead Bridge to Scarborough. Mr Bessant asked the Board to support the Residents' Association in its promotion of the initiative with the Council and the New Zealand Transport Agency.

The Board's decision on this matter is detailed under clauses 2 of these minutes.

5.2 MR RICHARD DUDING – CHESTER STREET EAST

Mr Richard Duding spoke to the Board regarding the Chester Street East Vehicle Parking and Berm Maintenance report and presented a PowerPoint presentation to outline his concerns regarding carparking and maintenance of the berm in the street.

The Board's decision on this matter is detailed under clause 14 of these minutes.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

The Board **received** a letter from the Sumner Residents' Association concerning the Sumner World War One Peace Memorial on Clifton Beach and Vietnam War Dead.

The Chairperson invited the Secretary of the Sumner/Redcliffs Historical Association to speak to the Board and answer members' questions with regard to the letter.

The Board **decided** to defer the matter until a copy of the Mayor's response to the original letter was available.

9. BRIEFINGS

The Chairperson informed members about a presentation regarding the Ellerslie Flower Show that was given at the last Board Chairperson's meeting. A report will be presented to the Board in the near future regarding tickets to the show.

10. ESPLANADE SUMNER – PROPOSED BOLLARD TRIAL COSTS

The Board received a report providing approximate costs for a trial installation of removable bollards along the Esplanade Sumner and providing information on the crash history for the area.

Sergeant Phil Newton of the Lyttelton Police presented information to members outlining the disorder and traffic offences for the last 12 months on a “by day” basis, to show the need for preventive measures.

The Board **received** the report for information.

(Note: The Board noted that the Chairperson would raise this matter with the recently appointed Hagley/Ferrymead Community Engagement Adviser for further consideration about how the community’s views on this matter might be sought.)

11. COMMUNITY BOARD ADVISER’S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board-related activities. In particular the following was noted:

- That the memorandum from the Community Board Adviser, dated 17 September 2008, be included on the 1 October 2008 Board meeting agenda for discussion.

12. ELECTED MEMBERS’ QUESTIONS

Subject to Standing Order 3.21.2, Yani Johanson tabled the questions below. These questions refer to an item discussed at the Board’s meeting on 3 September 2008.

1. When was the request for speaking rights and the supplementary report of the Board made to the Mayor or appropriate Council staff? And why did it take so long to get an answer?
2. What specifically was requested? I am concerned that the request for a deputation was refused because the matter was not on the agenda. The Board asked that a supplementary report/ resolution be placed on the agenda so that this could happen and enable speaking rights.
3. What justification was given for Scarborough Fare to be added to the agenda as a Part A, but not the Community Board supplementary report which included a part A request for a decision from Council to support the local businesses? I note they were both considered at the Community Board meeting on the 3rd of September.
4. Were any meetings held by Council staff following the Board Meeting of September 3rd on this matter, and if so, who was invited, what was the purpose, and what was discussed and / or agreed to?

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MEETING MINUTES – 3 SEPTEMBER 2008

The Board **resolved** that the minutes of its meeting held on 3 September 2008 be confirmed.

14. CHESTER STREET EAST: VEHICLE PARKING AND BERM MAINTENANCE

The Board considered a report to address concerns expressed by some residents of Chester Street East regarding both the parking of vehicles and issues relating to the maintenance of the grassed berm outside 88 to 96 Chester Street East.

The Board **resolved** that Chester Street East be treated the same as any other urban residential street in Christchurch that is on the "Landscaped Area" Register in that, if residents are unable or unwilling to mow the berm, that the Council continue to do so in accordance with the "Landscaped Area" requirements stipulated in the Road Maintenance (Behind the Kerb) Contract, with the understanding that the Council will endeavour to mow the grass berm in the weekend.

(Yani Johanson requested that his vote against the motion be recorded.)

15. ARMAGH STREET – PROPOSED 30 MINUTE PARKING RESTRICTION

The Board considered a report seeking approval to install a 30 minute parking restriction on the south side of Armagh Street near the intersection of Fitzgerald Avenue.

The Board **resolved**:

- (a) That the parking of vehicles be restricted to a maximum of 30 minutes on the south side of Armagh Street commencing at a point 5.5 metres west of the Fitzgerald Street intersection and extending in a westerly direction for 27.5 metres.

16. GLENSTRAE ROAD - PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval to install a "No Stopping" restriction on the western side of Glenstrae Road, between Glendever Terrace and Rifleman Lane, and to extend the existing "No Stopping" restriction on the eastern side of Glenstrae Road.

The Board **resolved**:

- (a) That the existing "No Stopping of vehicles at any time" on the north side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of six metres, be revoked.
- (b) That the existing "No Stopping of vehicles at any time" on the south side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of 10 metres, be revoked.
- (c) That the existing "No Stopping of vehicles at any time" on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a northerly direction for a distance of 26 metres, be revoked.
- (d) That the existing "No Stopping of vehicles at any time" on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a southerly direction for a distance of seven metres, be revoked.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of six metres.

16. Cont'd

- (f) That the stopping of vehicles be prohibited at any time on the south side of Glendever Terrace commencing at its intersection with Glenstrae Road and extending in a north-easterly direction for a distance of 10 metres.
- (g) That the stopping of vehicles be prohibited at any time on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a northerly direction to its intersection with Inverness Lane.
- (h) That the stopping of vehicles be prohibited at any time on the east side of Glenstrae Road commencing at its intersection with Glendever Terrace and extending in a southerly direction for a distance of 20 metres.
- (i) That the stopping of vehicles be prohibited at any time on the west side of Glenstrae Road commencing at its intersection with Gazelle Lane and extending in a northerly direction to its intersection with Rifleman Lane.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Glenstrae Road commencing at its intersection with Gazelle Lane and extending in a southerly direction for a distance of 56 metres.

17. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – NAVARONE AUSTRIA HAMILTON

The Board considered a report for an application for funding from the Community Board's 2008/09 Youth Development Scheme for Navarone Austria Hamilton.

The Board **resolved** to approve the application and allocate \$200 from its 2008/09 Youth Development Scheme to Navarone Austria Hamilton to attend the Ten Pin Bowling Nationals in Wellington in September/October 2008.

(The Board noted that this is the second time this applicant has received a grant and will therefore be ineligible under the criteria to apply again.)

18. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the resolution to exclude the public as set out on page 19 of the agenda be adopted. The Board moved into Public Excluded session at 5.25 pm.

The meeting concluded at 6.00 pm.

CONFIRMED THIS 1ST DAY OF OCTOBER 2008

**BOB TODD
CHAIRPERSON**

3. DEPUTATIONS BY APPOINTMENT

3.1 WENDY GILCHRIST – RE FERRYMEAD BRIDGE LIFELINES REPORT

Wendy Gilchrist will speak to the Board regarding the Ferrymead Bridge Lifelines report (Clause 10 of this agenda).

3.2 ALEX DRYSDALE – RE FERRYMEAD BRIDGE LIFELINES REPORT

Mr Drysdale will speak to the Board regarding the Ferrymead Bridge Lifelines report (Clause 10 of this agenda).

3.3 BRYAN SCHRIFFER – RE FERRYMEAD BRIDGE LIFELINES REPORT

Mr Schriifer will speak to the Board regarding the Ferrymead Bridge Lifelines report (clause 10 of this agenda).

3.4 CRAIG NICHOLAS – RE COLOMBO STREET BUS STOP EXTENSION

Mr Nicholas will speak to the Board regarding the Colombo Street Bus Stop Extension (Clause 11 of this agenda).

3.5 PHILLIP HAYTHORNTHWAITHE - STREET LIGHTING CASHEL ST

Mr Hay will speak to the Board on the standard of the street lighting on Cashel Street.

3.6 EDWIN JANSEN – FERRYMEAD BRIDGE PROJECT

Mr Jansen will speak to the Board regarding the Ferrymead Bridge Lifelines report (Clause 10 of this agenda).

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

The Mayor and CEO will discuss the 2009-19 LTCCP's Capital Programme.

8. PAMELA STREET AT CHELSEA STREET – PROPOSED STOP CONTROL

General Manager responsible:	General Manager, City Environment Jane Parfitt DDI 941 8656
Officer responsible:	Unit Manager, Transport & Greenspace Alan Beuzenberg
Author:	Paul Forbes Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards approval for the installation of a “Stop” control on Pamela Street at its intersection with Chelsea Street.

EXECUTIVE SUMMARY

2. The Council has received a complaint from a road user regarding the level of safety at the intersection of Pamela Street and Chelsea Street. The intersection is currently an uncontrolled ‘T’ junction with the normal *"give way to the right"* rule applying however, observations have shown that a number of road users have come to expect that there will be no traffic on their left when turning right onto Chelsea Street from Pamela Street and as a result, fail to give way .
3. Pamela Street and Chelsea Street are both classified as “local” roads in the City Plan. Both roads have a 50 kilometres per hour speed limit. Both streets are made up of residential dwellings only.
4. A search of reported crashes at or within 50 metres of the intersection over the last five years has shown there has been one crash that could have been prevented with the installation of a “Stop” control.
5. Installing a “Stop” control on Pamela Street will not only improve the safety at its intersection with Chelsea Street but will also reduce the amount of cut through traffic by motorists taking a shortcut from Buckleys Road to Linwood Avenue to avoid two sets of lights.
6. There is currently limited sight distances from Pamela Street when at the intersection of Chelsea Street and Pamela Street due to the narrowing of Chelsea Street on the northern side of the intersection.

FINANCIAL IMPLICATIONS

7. The total estimated cost for undertaking the works is \$500.

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

8. The works are within the LTCCP operational budgets.

LEGAL CONSIDERATIONS

9. Community Boards have the delegated authority from Council to exercise the delegations as set out in the Register of Delegations as at 12 April 2008. The list of delegations for the Community Boards includes the control of traffic movement at intersections by way of a “Give Way” control.
10. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004
11. Manual of Traffic Signs and Markings Section 3:10:01 provides that Stop control signs should be erected at blind intersections where lack of visibility makes it unsafe to approach the intersection at greater than 10 kilometres per hour, (note: it is unsafe to approach an intersection at more than 10 kilometres per hour if from a point nine metres from the intersection limit line on the controlled approach, a driver cannot see a vehicle on the uncontrolled approach at a distance (in metres) of 1.2 times the speed (in kilometres per hour) exceeded by 15 percent of the vehicles on the priority route).

8. Cont'd

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

12. As noted in paragraph 8.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes:

- Safety (by providing a safe transport system).

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 and safety.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Christchurch Road Safety Strategy.

Do the recommendations align with the Councils strategies?

16. As noted in paragraph 14.

CONSULTATION FULFILMENT

17. No residents are directly affected by this and therefore no consultation was undertaken.

STAFF RECOMMENDATION

It is recommended that the Community Board approve:

- (a) That a "Stop" control is placed on Pamela Street at its intersection with Chelsea Street.

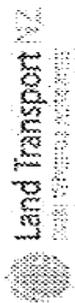
CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

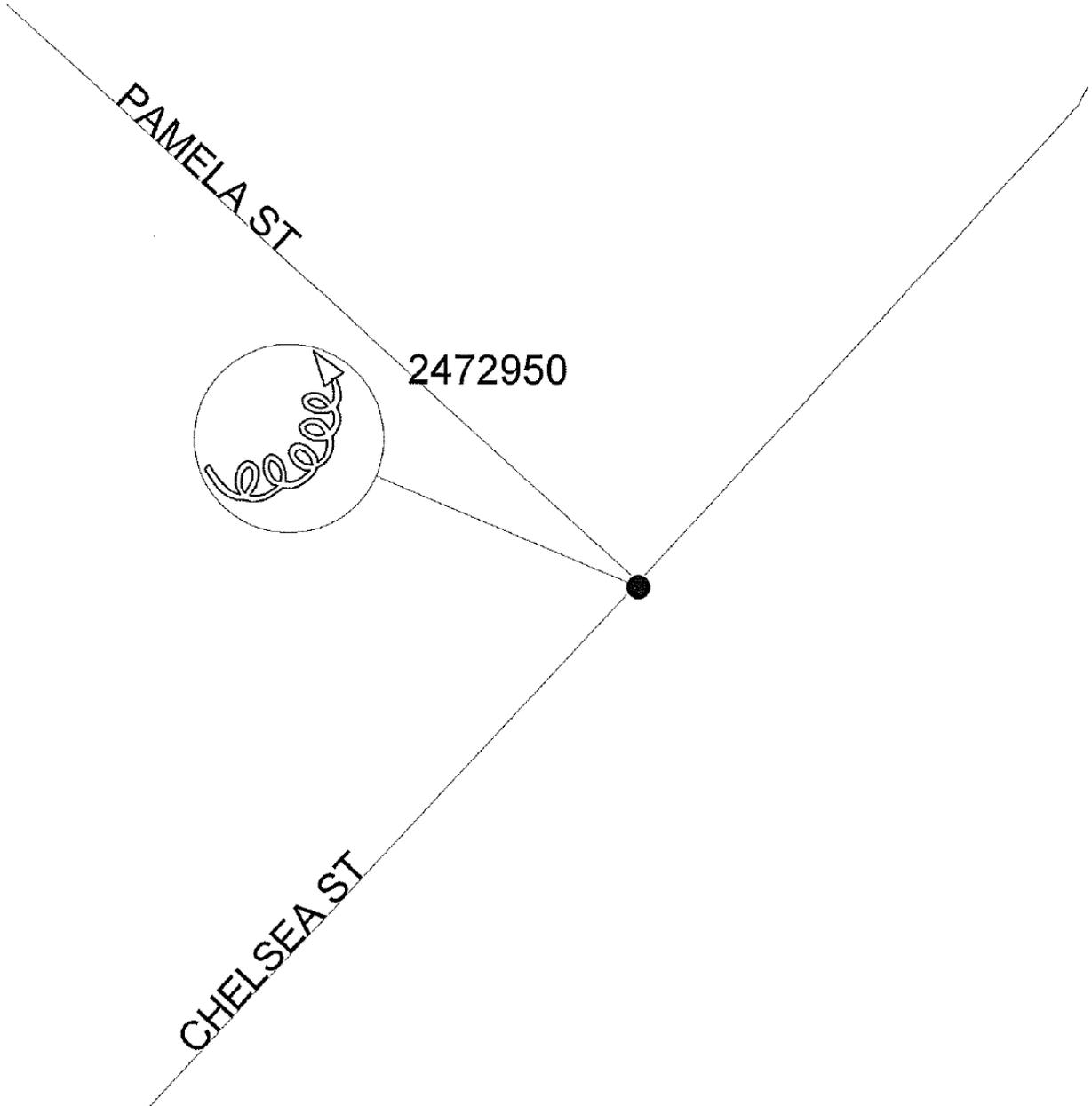


PAMELA STREET / CHELSEA STREET
Proposed Stop
For Board Approval

Original Plan Size: A4
ISSUE.2 06/08/08
TG100912 MCD



First Street	ID/Second Street II or Landmark	Crash Number	Date	Day Time	Description of Events	Crash Factors	Road Type	Natural Light	Weather	Junction	Ctrl	Tot Inj F S M A B I T R N
PAMELA ST	I CHELSEA ST	2472950	10/09/2004	Fri 1555	CAR1 BBD ON CHELSEA ST lost control turning left, CAR1 hit Post Or Pole	CAR1 alcohol test below limit, too fast entering corner	Dry	Overcast	Fine	T Type Junction	Give Way Sign	



9. WORCESTER STREET - PROPOSED 120 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Alan Beuzenberg, Transport and Greenspace Manager
Author:	Steve Dejong/Barry Cook, Network Operations and Transport Systems Team leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to revoke the existing 10 minute parking restriction outside number 314 Worcester Street and install a 120 minute parking restriction.

EXECUTIVE SUMMARY

2. The Council has received another request from the Disabled Persons Centre Trust, located at 314 Worcester Street to have the P10 parking restriction situated outside their premise changed to a P120 parking restriction and extended in length by one space. The Disabled Persons Centre Trust (Worcester Street Centre) provides low cost office space on its site at 314 Worcester Street to organisations working in the areas of illnesses, management of pain, life long illness and the elderly.
3. The Disabled Persons Centre Trust state that the P10 was originally installed as a drop off area but is being under utilised as drop offs usually takes place in the car park at the rear of the Centre. They believe that it would also be more advantageous for clients attending appointments to be able to park directly outside the Centre.
4. The P10 parking restriction was approved by the Board at their meeting on 14 March 2007. At the time, it was resolved that the extent of the P10 restriction was 13 metres in length which allows parking for up to two vehicles. However, when the signs were installed, rather than installing at the specified locations, an existing lamp post was utilised. Therefore, on-site, the extent of the restriction is actually 20 metres which allows parking for up to four vehicles.
5. The Disabled Persons Centre Trust has 11 on-site parking spaces to the rear of the establishment, three of which are mobility parking spaces. These 11 on-site parking spaces are normally fully utilised by clients visiting the various establishments on-site. It has been observed that the elderly would leave the centre car park because it is full and looking vainly for on-street parking but they are all taken up by commuters working in town.
6. Replacing and extending the P10 spaces with the proposed P120 will give clients of the Centre and residents more likelihood of being able to find some short term parking in the immediate vicinity of the facility.
7. After visiting the Centre, it is believed that a P120 would not only provide the Centre with a total of four on-street short term parking spaces for clients but also provide residents with some day time on-street parking. If a P120 was installed along the frontage of the Worcester Street Centre, it would not adversely affect resident parking as it would only be operational 8.00am to 6.00pm week days and on the weekends and evenings residents would still have the unrestricted frontages of their properties to park outside.
8. The Council's Parking Strategy 2003 for residential areas, Kerbside Parking Priority, recommends that when demand exceeds supply parking should be prioritised as follows; 1. Bus Stops, 2. Residents, 3. Parking for people with disabilities, 4. Short stay vehicle parking, 5. Taxis/Shuttle services and lastly, 6. Commuter parking. Presently, the majority of day time parking in this street is allocated to commuters by default and therefore the installation of the proposed P120 would be in accordance with the listed priorities of this Policy.
9. Consultation has been undertaken with the Inner City East Neighbourhood Residents Group, who accepted the proposal at their meeting of 10 June 2008 without objection.

FINANCIAL IMPLICATIONS

10. The estimated cost for this work is approximately \$500.

9. Cont'd

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

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

LEGAL CONSIDERATIONS

12. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
13. The Community Boards has the delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes parking restrictions.
14. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. Aligns with the streets and transport activities by contributing to the Council's Community outcomes-Community.

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

17. This contributes to improving the level of service for parking.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

19. As above.

CONSULTATION FULFILMENT

20. No other businesses are located in the immediate area and the only affected party will be the Trust and their patients. However, the Inner City East Neighbourhood group was consulted and has given their unanimous support to the proposal.

STAFF RECOMMENDATION

It is recommended that the Community Board approve:

- (a) That the parking of vehicles restricted to a maximum period of 10 minutes on the south side of Worcester Street commencing at a point 167 metres east of the Fitzgerald Avenue intersection, and extending in an easterly direction for a distance of 13 metres be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the south side of Worcester Street commencing at a point 167 metres east of the Fitzgerald Avenue intersection, and extending in an easterly direction for a distance of 25 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



314 Worcester Street
PO Box 32 074 Christchurch
Phone 379-5636 Fax 379-5939
Email dpc@paradise.net.nz

11 September 2007

Jeff Owen
Via Strada
PO Box 22458
CHRISTCHURCH

Dear Jeff

Re: Duration of Kerb-side Car Parking 314 Worcester Street

Thank you for your recent dialogue with Ellen Brown, the former Manager of the Centre regarding the request for an adjustment to the legally permitted duration of the car parking outside the Disabled Persons' Centre

As you requested all onsite tenants have been consulted and there is unanimous agreement that a 90 minute parking period be adopted for the car parks in question.

The tenants signed endorsement is as follows:

Alzheimers Canterbury signed: *[Signature]* Manager

Disability Info Service signed: *[Signature]* Ian Nicholls

Multiple Sclerosis & Parkinsons Society signed: *[Signature]* Boye

Pain Action in NZ Inc signed: *[Signature]* [Name]

NZ Paraplegic & Physically Disabled Foundation signed: *[Signature]* [Name]

Neurological Foundation NZ Canterbury/West Coast signed: *[Signature]* Carol Ward-Parsloe

Total Mobility signed: *[Signature]* [Name]

Thank you for your anticipated assistance in progressing this matter.

Yours sincerely

Linda Telfer
Chairperson - Disabled Persons' centre Trust Board

Alzheimers Canterbury ☎379 2590 Disability Info Service ☎366 6189 Multiple Sclerosis & Parkinsons Society ☎366 2857
Pain Action in NZ Inc ☎366 0716 NZ Paraplegic & Physically Disabled Foundation ☎379 5983
Neurological Foundation NZ Canterbury/West Coast ☎377 7252 Total Mobility ☎366 9093

10. FERRYMEAD BRIDGE LIFELINES PROJECT

General Manager responsible:	General Manager City Environment, Jane Parfitt; DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Christine Toner, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to
 - (a) Seek the Community Board's recommendation to Council for the Ferrymead Bridge Lifelines Project (as shown in **Attachment 1**) to be approved to proceed to final design, tender and construction.
 - (b) Seek the Council's approval to proceed this project to final design, tender and construction.
 - (c) Seek the Council's approval for resolutions for new traffic restrictions associated with this project.

EXECUTIVE SUMMARY

2. Ferrymead Bridge carries approximately 30,000 vehicles per day and serves about 4,500 households (Statistics NZ 2006 Census), or 3.5 percent of Christchurch residents. The bridge also carries important infrastructure services.
3. The Christchurch Lifelines Project, initiated in 1994, identified the Ferrymead bridge as vulnerable to damage from natural hazards, particularly an earthquake. If the existing bridge connection were broken, the delays to and inconvenience to residents and businesses in this area would be substantial.
4. The purpose of this project is to strengthen the Ferrymead Bridge to current earthquake standards so that it will survive a major earthquake, and maintain the existing services across the Heathcote River. Strengthening the bridge also creates an opportunity to provide some existing traffic management improvements.
5. In March 1999 eight main options for addressing the lifelines aspect of the bridge were identified and feedback was sought from key stakeholders. The general preference was for an option in the vicinity of the existing bridge.
6. Between 1999 and 2004 Council officers worked on a number of technical studies and design iterations, and identified two options:
 - (a) A new bridge to the south of the existing bridge; and
 - (b) Strengthening and widening of the existing bridge.
7. Option 2 was identified as the preferred option as it provided a long-term solution, with technical and traffic benefits. Option 2 was supported for consultation at the 4 August 2004 Hagley/Ferrymead Community Board Meeting, and the 7 September 2004 Sustainable Transport and Utilities Committee meeting.
8. In 2005, consultation on Option 2 was undertaken. Consultation included meetings with residents' associations and other key groups, the distribution of a consultation newsletter, a public meeting, presentation of technical reports, and a street meeting with Ferrymead Terrace residents.

10. Cont'd

9. Approximately 200 written responses were received to the consultation newsletter distributed in June 2005. Of these approximately 69 percent generally supported the concept plan for the strengthening and widening of the bridge (13 percent did not support the plan, and 18 percent did not state whether they supported the plan or not). Approximately 74 percent of responses supported the landscaping concept plan (six percent did not support the plan, and 20 percent did not state whether they supported or opposed the plan).
10. In December 2005/January 2006 a set of 'Frequently Asked Questions' was distributed to the community to update them on the results of consultation and answer common questions. Two Project Updates were also distributed to update the community on the project.
11. The road layout presented to the Community Board in 2005 and used for the resource consent and consultation was preliminary because it was schemed in two dimensions and required checking to ensure that it would work in three dimensions once the survey was carried out. In particular the intersection at the eastern end of the bridge is very complex with a number of roads approaching at different levels and angles.
12. The detailed design process for the bridge involves two stages: the production of a design statement, and detailed design. The design statement considers the various options for construction methods in depth and selects the preferred technique for each issue. The detailed design process takes as an input the methods and principles specified in the design statement and produces the construction documents and drawings.
13. In order to speed the process, Opus consultants have been commissioned to produce the design statement in parallel with us finalising the eastern intersection layout. They have now produced a draft design statement. The issues raised in this draft statement are being worked through with Lloyd Greenfield (a Council structural engineer who specialises in bridges) and the affected service authorities prior to the issue of the final design statement.
14. It is expected that the detailed design will take around six months and the build process another eighteen months after that. The latest forecast is that the bridge will be complete by April 2010.

FINANCIAL AND LEGAL CONSIDERATIONS

15. The lifeline and road network improvements associated with the Ferrymead Bridge Lifelines Project are programmed in the Transport and Greenspace Unit's Capital Programme, for implementation in the 2008/09 and 2009/10 financial year. The current available budget for this project is \$6.5 million. The latest cost estimate for this project is \$8.8 million. An exception report has been approved by the Transport Tactical PCG allowing the project to proceed to Council for approval to design and construct, noting that funding this increase will require reprioritisation of other projects. This reprioritisation will be finalised as part of the LTCCP 2009-19 approval process, however this project is expected to be tendered for the full contract prior to Council approval of the LTCCP 2009-19. As such, the Council needs to approve the project at a cost of \$8.8 million and accept that the necessary reprioritization will be carried out subsequently. Current available funding for 2008/09 is sufficient for the work forecast to be carried out in 2008/09.
16. There is a historic building in the vicinity of the Ferrymead Bridge. Cobb Cottage (located in Scott Park) is listed as a heritage item in the Christchurch City Plan. The alteration or removal of the Cottage would require a resource consent from the Council. However as the Cottage is **not** being altered or removed no resource consent is required. Cobb Cottage is also listed as a Category II Historic Place under the Historic Places Act 1993. The New Zealand Historic Places Trust has also advised that there is an unrecorded archaeological site in the vicinity of the bridge (old wharf piles). An Authority under Section 14 of the Historic Places Act has been obtained to modify or damage part of an archeological site at Ferrymead Bridge. This Authority was granted on 25 October 2005, and relates to the area around Cobb Cottage and the old wharf piles.
17. Resource consent was required from the Council for works within 20 metres of the coastline. This resource consent was granted by the Council on 13 December 2005.

10. Cont'd

18. Resource consent was required from Environment Canterbury for works in the coastal marine area; specifically the erection and reconstruction of structures, disturbance of the seabed, deposition of material, occupation and reclamation of the coastal marine area. This resource consent was granted in August 2007.
19. No other resource consents are required for the proposed works.
20. The existing cycle lanes will remain. They have been fully consulted on previously and will be retrospectively added to the second schedule of the Traffic and Parking Bylaw 2008 through a Special Consultative Procedure.
21. Council resolutions are required to approve the traffic restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

- (a) Support the recommendation to Council for the Ferrymead Bridge Lifelines Project (as shown in Attachment 1) to be approved to proceed to final design, tender and construction.
- (b) Resolve the following:
 - (i) That any previous parking restrictions in the below mentioned areas be revoked.

Proposed no stopping: St Andrews Hill Road

- (ii) That the stopping of vehicles be prohibited (at any time) on the south side of St Andrews Hill Road, commencing at its intersection with Bridle Path Road and extending in a easterly direction for a distance of 48 metres.
- (iii) That the stopping of vehicles be prohibited (at any time) on the north side of St Andrews Hill Road, commencing at its intersection with Bridle Path Road and extending in a easterly direction for a distance of 55 metres. Bridle Path Road
- (iv) That the stopping of vehicles be prohibited (at any time) on the west side of Bridle Path Road, commencing at its intersection with Main Road and extending in a southerly direction for a distance of 55 metres.
- (v) That the stopping of vehicles be prohibited (at any time) on the east side of Bridle Path Road, commencing at its intersection with Main Road and extending in a southerly direction for a distance of 65 metres.

Proposed no stopping: Ferrymead Terrace

- (vi) That the stopping of vehicles be prohibited (at any time) on west side of Ferrymead Terrace, commencing at its intersection with St Andrews Hill Road and extending in a southerly direction for a distance of 10 metres.
- (vii) That the stopping of vehicles be prohibited (at any time) on east side of Ferrymead Terrace, commencing at its intersection with St Andrews Hill Road and extending in a southerly direction for a distance of 21 metres.

Move existing bus stop to new location:

- (viii) That the existing bus stop be revoked from the south east side of Main Road at its present position commencing 60 metres north east of the intersection with Bridle Path Road and extending 21.5 metres in a north easterly direction, and reinstated on the south east side of Main Road commencing 76 metres north east of the intersection with Bridle Path Road and extending 27 metres in a north easterly direction.

10. Cont'd

Bus stop

- (ix) That the existing bus stop located on the south side of St Andrews Hill Road 24 metres from Main Road be reinstated in the same location and described as located on the south side of St Andrews Hill Road 34 metres from Bridle Path Road and extending in an easterly direction a distance of 23 metres.

Traffic signal control:

- (x) That the intersection of Main Road and Bridle Path Road be subject to partial traffic signal control on the following approaches, Main Road east bound through and right turn, Main Road west bound through.

Give Way control:

- (xi) That the existing Give Way sign against St Andrews Hill Road at its intersection with Main Road be revoked.
- (xii) That a Give Way sign be placed against St Andrews Hill Road at its intersection with Bridle Path Road.
- (xiii) That a Give Way sign be placed against Bridle Path Road at its intersection with St Andrews Hill Road.
- (xiv) That a Give Way sign be placed against Bridle Path Road at its intersection with Main Road.

CHAIRPERSON'S RECOMMENDATION

For discussion.

10. Cont'd

BACKGROUND**Context**

22. The Ferrymead Bridge currently carries approximately 30,000 vehicles per day and serves about 4,500 households, or 3.5 percent of Christchurch residents. The bridge carries important services such as water, sewerage, telecommunications and power.
23. The first bridge across the Heathcote River was opened to the public in 1864 to replace this existing ferry. This bridge had a swinging middle section so as to not hinder boat traffic. The second bridge was opened in 1907, slightly upstream of the first bridge. This second bridge was required due to the wear on the first bridge, and the need to update the steam tramway to an electric tramline.
24. The existing bridge was constructed in 1967, and is a key link to the eastern suburbs. There are only three alternative routes – Bridle Path Road, via the Summit Road, or via Evans Pass from Lyttelton. None of these alternatives are sufficiently wide to service the traffic demand currently carried by the Ferrymead Bridge, and would involve a long detour for the majority of the traffic using the bridge. All of the alternative routes are also potentially vulnerable to closure as a result of landslips or structure failure after a major earthquake.
25. The Christchurch Lifelines Project, initiated in 1994, identified the Ferrymead Bridge as vulnerable to damage from natural hazards such as an earthquake or tsunami. If the existing bridge connection were broken, the delays and inconvenience to residents and businesses (prior to reinstatement) in this area would be substantial.
26. Structural and geotechnical investigations on the existing bridge indicated that a large earthquake would cause lateral and longitudinal shaking of the bridge, and liquefaction of the loose sand on which the existing bridge piles are founded. Liquefaction would also allow the riverbanks to slide towards the centre of the river imparting large forces onto the rear face of the abutment walls of the bridge. This is known as lateral spreading and would be the likely cause of the collapse of the bridge during an earthquake.
27. The Ferrymead Bridge links Ferry Road and Main Road across the Avon-Heathcote Estuary. The bridge is classified as a Major Arterial in the Christchurch City Plan roading hierarchy. As stated above the bridge carries approximately 30,000 vehicles per day. Traffic flows on the bridge indicate that high traffic volumes are typically confined to the three-four hours surrounding the morning and evening peak periods. Peak hour volumes are also high on the weekend (Sunday). However, it is during the weekday peak periods that traffic congestion and delays at intersections are at their worst. This is because traffic demand from the side roads (e.g. St Andrews Hill Road and Bridle Path Road) is higher and less intermittent. This traffic currently has to give way to high direction peak flows in main road traffic (i.e. traffic on St Andrews Hill Road needs to give way to a steady stream of traffic on Main Road). If no adjustment is made to traffic control in the area, and traffic demand continues to increase as expected, traffic delays on the side roads will get progressively worse. For example on a typical morning peak period traffic has an average delay of 32 seconds when trying to access Main Road from St Andrews Hill Road. Within ten years this average delay could potentially increase to approximately seven minutes.

Previous Options Considered

28. In March 1999 eight main options for addressing the lifelines aspect of the bridge, and the current and projected traffic problems were documented in a report titled 'Ferrymead Bridge – Lifelines Project, Draft Feasibility Report (Preliminary Assessment of Options)'. The then Transport and City Streets Unit of the Council prepared this report. This report detailed the benefits and costs for each of the following main options:
 - (a) **Parallel southern bridge**
New bridge constructed parallel to, and south of the existing bridge.
 - (b) **Parallel northern bridge and half roundabout**
New bridge constructed parallel to, and south of the existing bridge.

10. Cont'd

- (c) **Angled northern bridge and half roundabout**
New bridge to the north of the existing bridge, angled to avoid Cobb Cottage.
 - (d) **Clockwise gyratory**
Option D is similar to Option C however to the west of the bridge instead of four-laning, Ferry Road would include a three lane clockwise gyratory around Humphreys Drive, Tidal View and Ferry Road back to Humphreys Drive.
(A gyratory is a large one-way system that operates on similar principles to a roundabout).
 - (e) **Flyover**
A one-lane city bound flyover of St Andrews Hill and Bridle Path Road south of the existing bridge.
 - (f) **Multi-lane bridge with signals**
An extension of Humphreys Drive eastward across the mouth of the Heathcote River with a new four-lane bridge 35 metres north of the existing bridge.
 - (g) **Two-lane causeway and roundabouts**
A two-lane causeway linking Main Road and Linwood Avenue.
 - (h) **New Brighton Spit Bridge**
A bridge across the mouth of the Avon-Heathcote Estuary
29. This report was circulated to key stakeholders (community groups and businesses) for consultation in March 1999. Thirty one submissions were received with a general preference for options in the vicinity of the existing bridge. Between 1999 and 2004 Council officers worked on a number of technical studies and design iterations, and identified two options:
- (i) A new bridge to the south of the existing bridge; and
 - (ii) Strengthening and widening of the existing bridge.
30. Option 2 was identified as the preferred option as it provided a long-term solution, with technical and traffic benefits. In 2005, consultation on Option 2 was undertaken.

Previous Reports to Council/Community Board

31. On the 4 August 2004 a report was made to the Hagley/Ferrymead Community Board seeking the Board's support for the strengthening and widening of the existing bridge (Option 2) for consultation. The Board made the following recommendations:
- (a) *That Option 2 (strengthening/widening the existing bridge) be supported for consultation.*
 - (b) *That Option 2 be modified to allow for an on demand right turn for motorists and cyclists out of Bridle Path Road on to Main Road.*
 - (c) *That the need for widening Bridle Path Road to improve pedestrian and cyclist amenity along the riverside be investigated in conjunction with this process.*
 - (d) *That options for the resiting/replacement of Cob Cottage be investigated as a separate project and co-ordinated with the bridge if possible.*
32. With respect to adding an on demand right turn from Bridle Path Road to Option 2, Council officers made the following comments:
- (a) **Delay:**
The on-demand option was modeled by the Transport and City Streets Unit using SIDRA – computer analysis. The addition of this one movement (less than one percent of the traffic) would require an extra phase in the proposed two-phase traffic signal sequence. This would add unacceptable delays to all of the Main Road traffic, as both streams will have to be stopped to allow the right turn movement. This would cause the benefit to cost ratio to become negative for the intersection.

10. Cont'd

- (b) **Geometry:**
The current (proposed) geometric configuration of this intersection would only accommodate queuing for two right turn vehicles. Significant additional intersection realignment work would be necessary to ensure adequate queuing spaces, which would detrimentally affect the overall intersection operation, particularly vehicles leaving St Andrews Hill.
- (c) **Demand:**
The right-turn movement is currently not favoured by regular users of the intersection, because of delays and safety concerns. The current practice for many vehicles is to left turn towards the city then U-turn at Tidal View or use the Tidal View loop. If a right turn were designed into this intersection, it would make it much easier to use the intersection. Hence, it would be expected that more vehicles would choose to use the right-turn. The growth in right-turning traffic would exacerbate the delays and safety concerns mentioned above.
- (d) **Safety:**
If a right-turn signal phase were installed, there would be conflict between the right-turn vehicles and pedestrians crossing during the right-turn phase. To eliminate the conflict would require the pedestrians and right-turn vehicles to have separate traffic signal phases, which would add delays to Main Road and Sumner bound traffic.
33. Given the detrimental effects of the addition of an on demand right turn from Bridle Path Road on the strengthening and widening of the bridge, Council officers could not support the Community Board's recommendation (Recommendation 2).
34. With respect to widening Bridle Path Road to improve pedestrian and cyclist amenity (Recommendation 3), Council officers recommended that the investigation of Bridle Path Road be referred to the then Transport and City Streets Unit, and treated as a separate project.
35. With respect to resiting or replacing Cobb Cottage (Recommendation 4), the preferred option is to leave Cobb Cottage where it is and improve the surrounding landscaping. The resiting of Cobb Cottage would be a very difficult and expensive task given the age and state of the Cottage. The replacement of the Cottage at an alternative location is also not desired as a considerable part of the significance of the cottage is attributed to its location. To resite or replace Cobb Cottage would require resource consent from the Council, and an authority from the New Zealand Historic Places Trust, as the Cottage is a Category 2 listed building.
36. On the 7 September 2004 a report was made to the Sustainable Transport and Utilities (STU) Committee seeking approval for the recommended option for the Ferrymead Bridge Lifelines Project. The STU Committee made the following recommendations:
- (a) *That this information be received.*
- (b) *That the Council approve Option 2 - strengthening/widening of the existing bridge – for consultation.*
- (c) *That options for the resiting/replacement of Cob Cottage be investigated as a separate project and coordinated with the bridge if possible.*
- (d) *That the standard of service for cyclists and pedestrians using Bridle Path Road, (riverside section) be further investigated as a separate project.*
37. Related projects underway are the Ferry Road Humphreys Drive Intersection Improvements (due for completion 16 September 2008); and safety Improvements at Cannon Hill/Bridle Path Road intersection. Further improvements are planned with the three-laning of Main Road from Ferrymead Bridge to the Causeway.

10. Cont'd

OPTIONS

Purpose of the Project

38. The purpose of the project is to strengthen the Ferrymead Bridge to current earthquake standards so that it will survive a major earthquake, and maintain the existing services across the Heathcote River. Strengthening the bridge also creates an opportunity to provide some traffic management improvements.

Option 1- – A new bridge to the south of the existing bridge.

39. The provision of a new bridge immediately to the south of the existing bridge would provide an additional link across the Estuary. Option 1 would create minimal disruption during construction, and would allow a signalised right turn to Sumner. However, Option 1 had limited growth capacity, with increasing traffic volumes potentially creating congestion on the new bridge. In addition, the new bridge would not be able to sustain normal traffic flows after a seismic event and the existing bridge would need to be replaced.
40. The concept plan for Option 1 included the following key features:
- (a) A new two-lane bridge to the south of the existing bridge. This new bridge would take traffic from St Andrews Hill and Bridle Path Road and intersect with Ferry Road at the Tidal View intersection. This intersection would be controlled by traffic signals, and traffic from the new bridge could turn left to travel to the City, or right to travel towards Sumner or go straight ahead to access Tidal View.
 - (b) Footpaths and cycle lanes on both sides of the new and existing bridge.

Option 2 - Strengthening and widening of the existing bridge.

41. The strengthening and widening of the existing bridge with a half roundabout at Bridle Path Road/St Andrews Hill will achieve the seismic strengthening of the bridge, and is preferred overall for day to day traffic performance. However, the construction methodology is complex, and there is the potential for some disruption of traffic during construction.
42. The concept plan for Option 2 included the following key features:
- (a) Construction of a new substructure including new piles founded on bedrock.
 - (b) Widening of the existing bridge on both sides.
 - (c) Installation of traffic signals at the intersection of Bridle Path Road and Main Road to allow a signalised right turn from the bridge into Bridle Path Road. A protected turning bay would be provided on the bridge.
 - (d) Construction of a 'half-roundabout' at Bridle Path Road/St Andrews Hill.
 - (e) A Give Way controlled left turn from Bridle Path Road to Main Road, travelling towards the City. There is no direct right turn provided from Bridle Path Road. Vehicles wishing to travel towards Sumner from Bridle Path Road will need to make a u-turn using the protected u-turn bay at Tidal View, or complete the Tidal View loop.
 - (f) Footpaths and cycle lanes on both sides of the bridge.
 - (g) A signalised pedestrian crossing across Main Road in the vicinity of Bridle Path Road.
 - (h) Reinforced batter slopes around the bridge abutments. These slopes would be planted with suitable species.
 - (i) Construction of a new boat ramp to replace the existing ramp.

10. Cont'd

43. Option 2 was put out for public consultation in June-July 2005.
44. When undertaking the traffic modelling for the Ferrymead Bridge Lifelines Project, the Project Team did consider the potential future growth of the eastern suburbs. The modelled traffic flows for the strengthening and widening of the bridge included a 25 percent increase on current traffic volumes to account for growth. This modelling demonstrated that the strengthening and widening of the bridge would cope with increased traffic flows in the future.

Capital Costs

45. The estimated capital costs for each of the options above is as follows:

Item	Option 2
Bridge work	6,100,000
Roading work	2,700,000
TOTAL	8,800,000

Consultation on Option 2

46. Consultation on the strengthening and widening of the existing Ferrymead Bridge started in March 2005. Each of the residents associations in the area were given a presentation on the project, as was the Mount Pleasant Yacht Club, Automobile Association, Land Transport New Zealand and Ferrymead Business Association. The businesses along Ferry Road were also offered a meeting with the Consultation Leader if they wished, and two businesses took up this offer. In June 2005 approximately 2,500 consultation newsletters were distributed to the residential and business community in the vicinity of the Ferrymead Bridge. The newsletter included a concept plan of the proposed strengthening and widening of the bridge, and landscaping concept plan, and requested feedback on both. The newsletter was also placed in the Redcliffs and Sumner libraries, and posted to identified schools and sports clubs from Ferrymead to Sumner.
47. A public meeting was held on the 15 July 2005 at the Mount Pleasant Community Centre. This meeting was advertised in the consultation newsletter and in the Press, and posters were placed in the Redcliffs and Sumner libraries, at supermarkets and other notice boards in the area. This meeting was attended by all members of the Project Team and chaired by Councillor Cox. Approximately 100 people attended this meeting.
48. Approximately 200 written responses were received to the consultation newsletter. Of these approximately 69 percent generally supported the concept plan for the strengthening and widening of the bridge (13 percent did not support the plan, and 18 percent did not state whether they supported the plan or not). Approximately 74 percent of responses supported the landscaping concept plan (six percent did not support the plan, and 20 percent did not state whether they supported or opposed the plan). A summary of the consultation outcomes is included in Attachment 2.
49. In December 2005/January 2006 a set of 'Frequently Asked Questions' (FAQ) was distributed to the community to update them on the results of consultation and answer common questions. These FAQ are included in **Attachment 3**. In summary the following key issues were raised in the consultation:
- The proposed traffic layout is complex – can you make it simpler?
 - A right turn from Bridle Path Road to Sumner is required (why can't the traffic lights allow this?).
 - Prefer the free left turn from Bridle Path Road onto the bridge remains.
 - How can you make a u-turn from Bridle Path Road to Sumner across two lanes of fast moving traffic?

10.Cont'd

- (e) Will trucks and buses be able to make the u-turn?
 - (f) Traffic on Bridle Path Road can no longer access St Andrews Hill Road.
 - (g) Widen Bridle Path Road, particularly at the river as this is a current pinch point, and unsafe for cyclists.
 - (h) Is the queue length to turn right from the bridge onto Bridle Path Road long enough?
 - (i) Will trucks and buses be able to make the right turn into Bridle Path Road?
 - (j) The no right turn from Bridle Path Road will send the traffic onto other streets in the area.
 - (k) Can you put in a roundabout at St Andrews Hill/Bridle Path Road?
 - (l) Why can't the separate entry to St Andrews Hill be retained?
 - (m) Why is there a stop sign rather than a give-way sign at the bottom of St Andrews Hill Road?
 - (n) How will vehicles access Ferrymead Terrace?
 - (o) Will the parking area at the bottom of Ferrymead Terrace be retained?
 - (p) Why is there a signalised pedestrian crossing – can't it be a normal zebra crossing, or an overbridge?
 - (q) Is there an alternative for cyclists or do they need to make the u-turn to Sumner?
 - (r) Remove the cycle lanes and provide an off-road shared footpath/cycle lane.
 - (s) The potential future growth in the Heathcote, Redcliffs and Sumner area has not been
 - (t) The improvements should include the intersections at McCormacks Bay Road and Mount Pleasant Road.
 - (u) Why can't Main Road, east of the bridge, be four-lanes?
 - (v) The bridge should make provision for public transport – Council should be encouraging people to use public transport instead of building more roads.
 - (w) Why are you reclaiming in the Estuary – we oppose any reclamation of the Estuary?
 - (x) Will the bridge abutments increase the risk of flooding and erosion?
 - (y) Why can't you demolish or move Cobb Cottage?
50. In addition, several comments about the bridge project were received as part of the feedback to the Preferred Options Consultation for the Ferry Road Humphreys Drive intersection project in April 2007. These referred to the 'no right turn' out of Bridle Path Road toward Sumner (some in favour, others against it) and the provision for a right turn from the bridge into Bridle Path Road
51. In November 2005 a street meeting was held with the residents of Ferrymead Terrace to discuss their specific concerns relating to access to their street and properties, loss of the car parking area, retention of trees and vegetation, and the maintenance of pedestrian walkways. At this meeting the Project Team resolved to undertake further investigations in the area.

10. Cont'd

52. A project update (Project Update 1) was sent to the community in August 2006 advising them that the resource consent application for works in the Estuary had been lodged with Environment Canterbury, and presenting a revised landscaping concept plan which included an increased area of reclamation to the north of the bridge adjacent to the Mount Pleasant Yacht Club. The extended reclamation provided a beach area, which provided more useful space for the yacht club (e.g. for rigging their yachts) as some area is lost in the vicinity of Cobb Cottage.
53. Prior to lodging the resource consent application, members of the Project Team, and the authors of the two technical reports accompanying the resource consent application gave a presentation to the Mount Pleasant Yacht Club, Christchurch Estuary Association, and Avon-Heathcote Estuary Ihutai Trust. This presentation outlined the findings of the technical reports, and gave these key groups the opportunity to ask questions of the authors. These reports were also made public through the notification of the resource consent (lodged with Environment Canterbury) in October 2006, and were available on the Councils website.
54. Project Update 2 (the Advisory letter re this report) was sent to all earlier submitters in August 2008. This update outlined project progress, included the current Scheme Plan as in Attachment 1, and advised the dates and details of the Community Board meeting at which it would be discussed.
55. Given the potential lengthy construction process and the Resource Consent process resulting in delays in getting started on detailed planning, it is proposed to keep the community informed on the project through a Council news items in 'Our City' in local newspapers, and press releases despatched to local papers if the situation requires further coverage. This update would identify upcoming works and potential traffic restrictions.

PREFERRED OPTION

56. The preferred option is Option 2, the strengthening and widening of the existing Ferrymead Bridge.
57. The approved publicity plan used for this Part 7 report is TP197001 MJR issue 2 dated 04/06/08. (Attachment 1) This publicity plan has scheme RD 1176s83.dgn in reference The Ferrymead Lifelines proposal focuses on strengthening the Ferrymead Bridge.
58. The geometric redesign opportunity for this intersection will improve the traffic safety and efficiency at this location.
59. The right turn movement out of Bridle Path Road towards Sumner is removed in the proposed design. Left turn vehicles out of Bridle Path are now subject to a left turn slip lane with a give way control. These left turning vehicles will have to give way to city bound cyclists.
60. The bridge will be widened to accommodate six lanes of traffic, three lanes in each direction, including an eastbound channelised, exclusive right turn lane into Bridle Path Road. There are three city bound lanes, one from Bridle Path and two from Main Road. The three city bound lanes merge into two lanes just west of the bridge.
61. The proposal has one road intersecting with Main Road at the east end of the bridge. St Andrews Hill Road will now intersect with Bridle Path Road, some 25 metres south of Main Road. The Bridle Path Road, Main Road (right turners) and St Andrews Hill Road will now operate in the fashion of a part-signalised roundabout.
62. Each approach (except Main Road right turners) will have to give way to traffic approaching from the right.
63. The traffic signals at the Main Road and Bridle Path Road intersection will function as a simple two-phase operation. These traffic signals will be coordinated with the new signals at the proposed Ferry Humphreys intersection.
64. There will be significant hill and retaining works associated with realigning St Andrews Hill Road to connect to Bridle Path Road. This requires mating in the levels for Ferrymead Terrace and the first access driveway onto St Andrews Hill Road.

10. Cont'd

65. The design of pavement cross falls will have to ensure turning vehicles are not subject to uncomfortable gradients.
66. The preferred option satisfies the project objectives as it will strengthen the existing bridge to current earthquake standards, and protect the infrastructure services that cross the Estuary. The widening of the bridge also allows some improvements to the current traffic management in the area.

Resource Consents

67. Resource consent was required from the Council for works within 20 metres of the coastline. This resource consent was granted by the Council on 13 December 2005.
68. An authority from the New Zealand Historic Places Trust was also obtained (25 October 2005) for potentially disturbing an archaeological site (the old wharf piles in the Estuary, and the area in the vicinity of Cobb Cottage).
69. Resource consent was required from Environment Canterbury for works in the coastal marine area; specifically the erection and reconstruction of structures, disturbance of the seabed, deposition of material, occupation and reclamation of the coastal marine area. This resource consent was granted in August 2007.



Ferrymead Bridge – Key Consultation Outcomes

	Support - Yes	Support - No	Not stated	Total
Concept Plan	132	24	34	190
Landscaping Plan	140	12	38	190
Percentage of total – concept plan	69%	13%	18%	100%
Percentage of total – landscaping plan	74%	6%	20%	100%

Key Queries or Concerns.

Bridle Path Rd.

- There should be traffic lights to allow a right turn from Bridle Path Road to Sumner.
- Retain the free turn from Bridle Path Road onto Main Road.
- Bridle Path Road traffic having to give way to St Andrews Hill traffic will not work – will hold-up traffic.
- Trying to cross two lanes of fast moving traffic to get to the U-turn bay will not work – accident risk.
- Vehicles wanting to make the U-turn will hold up traffic turning left from Bridle Path to Main Road as they wait for the lanes to clear.
- Asking Bridle Path Road traffic wanting to access St Andrews Hill via the U-turn will not work.
- The right turn into Bridle Path Road is very channelised – needs to be widened to allow larger vehicles.
- Widen Bridle Path Road at the river - currently a pinch point for cyclists.
- Will tourist buses and large vehicles be able to make this U-turn manoeuvre?
- Is the queue length for turning into Bridle Path long enough – traffic backing up into the through lanes will be a nightmare.
- Will the U-turn result in further pressure on Billy's Track, Seamount Tce, Te Awakura and the Brae?
- Signs advising to Give Way to cyclists by vehicles turning left out of Bridle Path Road should be very clear.

St Andrews Hill.

- The right turn from Main Road to St Andrews Hill is too tight.
- Why can we not retain a separate entry/exit to St Andrews Hill Road?

Ferrymead Terrace.

- How will vehicles enter and exit Ferrymead Terrace?
- Will cars wanting to access St Andrews Hill Road from Bridle Path Road use Ferrymead Terrace - won't be able to cope with this level of traffic.
- Will the parking at Ferrymead Terrace be retained?
- Pedestrian networks across Ferrymead Terrace need to be retained?

Pedestrian Crossing.

- Potential for huge traffic jams – just put in a zebra crossing/over bridge.
- Path past the yacht club will be too isolated at night – keep the old path as an alternative option.

Main Road

- Keep the two lanes formed by the bridge widening all the way out to the causeway at Redcliffs.
- Have a mini roundabout at St Andrews Hill and a larger roundabout on Main Road.
- Concerned with the merging of two lanes of traffic to the East of the bridge - the merging should occur on the straight after Cobb cottage.

Cycle Safety

- Remove the cycle lanes and widen the footpath to create a shared path.
- Cyclists now have to cross two lanes of traffic to access Humphrey's drive and Linwood.
- Proposed intersection at Bridle Path Road/Main Road is dangerous for cyclists.
- Cyclists will not make the U-turn – can we devise an alternative for them?
- U- turn from Bridle Path Road adds distance and danger for cyclists.

Environmental

- The abutments narrow the channel – significant increase in the risk of flooding in the lower Heathcote, and increased velocities will result in increased erosion.
- Contaminated soil in the Estuary will be an issue.
- The area of Estuary lost should be replaced by making another area of the Estuary wider.
- There are historical wharf piles in the river – an archaeological dig is required in this area before construction.
- Oppose any reclamation in the river.

Landscaping

- Large trees at the foot of St Andrews Hill must remain.
- Support the planting of native species.
- Landscaping is excessive – put the money into roading.
- Don't block views of the water.
- Don't want Norfolk Pines.
- Want Norfolk Pines.

Cobb Cottage

- Remove to a more appropriate location.

Ferry/Humphreys

- Straighten Ferry Road at the intersection.
- Do not block right turns from Settlers Crescent.
- What is being done at Settlers Crescent?

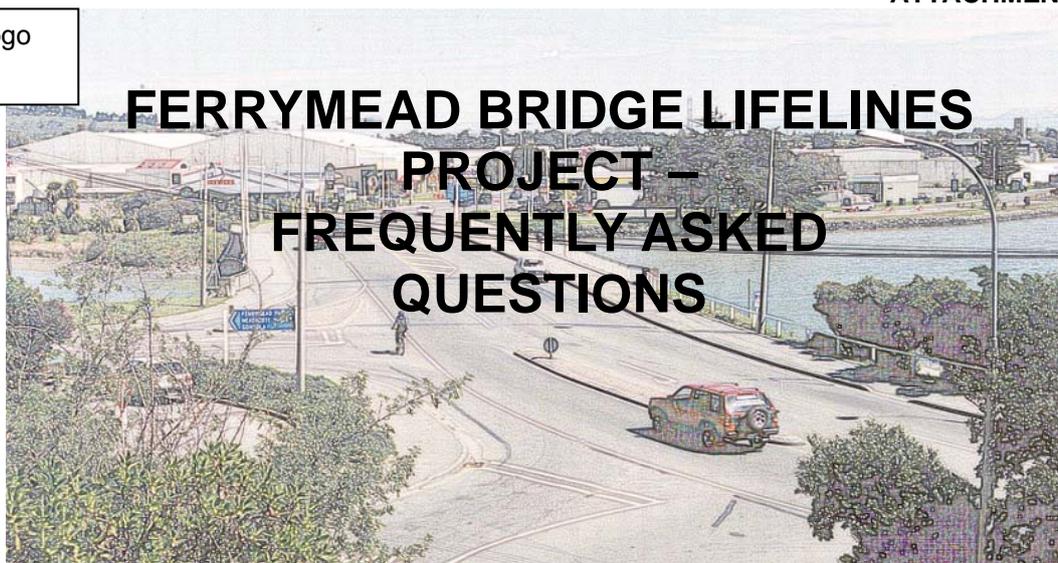
Wider Network

- Make Tidal View Road one-way – access from the Humphreys Road end.
- Concept plan has not considered wider growth in the area.
- Make provision for public transport and encourage people to use it.
- Intersections at Main Road/Mt Pleasant Road & McCormacks Bay Road/Main Road should be considered at the same time.
- Road east of the bridge should be 4-lanes to McCormacks Bay.

Construction

- Can construction span only one summer rather than two (summers are the busiest – best to avoid)?
- Will traffic be diverted through Heathcote during construction?

CCC Logo

Have your
say

The Ferrymead Bridge has been identified as vulnerable to damage from natural hazards such as an earthquake. The aim of the Ferrymead Bridge Lifelines Project is to strengthen the Ferrymead Bridge so that it will survive a major earthquake. Strengthening the Bridge also gives Council the opportunity to provide some traffic management improvements.

Council received approximately 200 responses to the Ferrymead Bridge Lifelines Project concept plans, and about 100 people attended a public meeting held in July. Of those that provided feedback (via the feedback form, e-mail or telephone), approximately 69 percent generally supported the concept plan for the strengthening and widening of the bridge (13 percent did not support the plan, and 18 percent did not state whether they supported the plan or not). Approximately 74 percent generally supported the landscaping concept (six percent did not support the landscaping concept, and 20 percent did not say).

Since the meeting, the project team has been working through the feedback received and undertaking more design work and investigations. Once these investigations are complete we hope to lodge a resource consent application for works in the Estuary with Environment Canterbury, with design work continuing next year. We will also be holding an open day in the New Year to update you on the project.

From the feedback received we have put together answers to some frequently asked questions about the concept plans. If you have any queries, please contact Michelle Flanagan, Consultation Leader on 941 8665 or e-mail at Michelle.Flanagan@ccc.govt.nz. Otherwise keep an eye out for the open day next year.



Bridle Path Road

1. Why can't the traffic lights at Bridle Path Road allow a right turn to Sumner?

Council did look at providing a signalised right turn from Bridle Path Road to Sumner. However, significant congestion and delay was predicted to be imposed on traffic travelling on Main Road if a direct right turn was provided at the lights. Given the small number of vehicles that actually make this right turn (about 3% of the traffic flow) and that the layout proposed is actually predicted to provide a faster option, a signalised right turn option was not considered viable.

We know that many people already make a U-turn using Tidal View Road or the petrol station now because a right turn from Bridle Path Road can be very difficult, especially during peak weekday times and on the weekend. The protected U-turn bay at the west end of the bridge will make this manoeuvre safer and easier.

2. Why can't the existing free turn from Bridle Path Road onto the bridge stay?

The left turn from Bridle Path Road onto the bridge will essentially operate as it does now, with vehicles turning left moving into their own exclusive lane. The Give Way sign is in place to remind motorists that they need to give way to cyclists using the cycle lanes. This should not hold up traffic getting onto the bridge.

3. Vehicles wanting to enter the U-turn bay will hold up traffic turning left from Bridle Path Rd.

As mentioned above vehicles turning left from Bridle Path Road can enter into their own lane, and then move across to the U-turn bay. Gaps in the city bound traffic will be created by the signalised right turn from the bridge to Bridle Path Road, or pedestrians and cyclists using the signalised crossing on Main Road. This will further assist people wanting to use the U-turn bay. A number of people have suggested having two left turn lanes from Bridle Path Road; one for city bound traffic and one for traffic wanting to use the U-turn bay. Council did look at this however there would be safety issues, and difficulties with marking and enforcing the two lanes.

4. How can you make a U-turn across two lanes of fast moving traffic?

There will be breaks in the traffic travelling from the City. It is proposed to install traffic signals at the Ferry Road/Humphreys Drive intersection, and red lights at this intersection will create gaps in the traffic. In fact it is predicted to be easier to perform the 'right-turn' from Bridle Path Road to Sumner by a left turn and U-turn, as waiting for gaps in traffic travelling in only one direction at a time is a lot quicker than waiting for a gap in traffic travelling in both directions.

5. How will traffic on Bridle Path Road, coming from Heathcote, access St Andrews Hill Road?

Traffic on Bridle Path Road wanting to access St Andrews Hill Road can use other routes, as many people do now. Alternatively vehicles can use the U-turn facility. This manoeuvre wasn't considered to be of high demand, and there are other alternatives.

6. Will tourist buses and large vehicles be able to make the U-turn to go to Sumner?

Yes buses and large vehicles will be able to make this U-turn. The splitter island and kerb on Tidal View Road has been designed with sections of tactile paving (a road surface that can be driven over) so that vehicles will be able to drive over to make the U-turn. The proposed traffic signals at the Ferry/Humphreys intersection will also assist in providing gaps in the Sumner bound traffic to allow a U-turn.

7. Why can't you widen Bridle Path Road at the river as it is a pinch point now?

Council acknowledges that Bridle Path Road does narrow at the river, and that this is seen as a potential safety issue, particularly for cyclists using Bridle Path Road. On a citywide basis however this section of Bridle Path Road does not show up as a crash black spot and if money was spent on widening here it is likely to mean higher priority black spots would miss out. Council however have now listed this as a separate potential project to be investigated in the future, however to date no budget has been allocated. A number of people have asked us to include the widening of the Bridle Path Road with the Lifelines Project, and to include it with our resource consent application for works in the Estuary. To do this we would need to delay the Lifelines Project as no investigation or design work has been done for this section of Bridle Path Road. A long delay to the Lifelines Project is not desired.

8. Is the queue length to turn right from the bridge onto Bridle Path long enough?

The right turn lane on the bridge will fit about 10 vehicles. It is also proposed to install detector loops in the road at the start of the right turn lane and at the end. This means that when a vehicle hits the detector loop at the right turn bay stopline the lights on Main Road will turn red allowing the vehicles to turn into Bridle Path Road. If the queue extends to the end of the bay the lights will also turn red to ensure vehicles waiting to turn right do not impede other traffic crossing the bridge towards Sumner.

9. Will the right turn from the bridge into Bridle Path Road be wide enough for large vehicles?

Yes the right turn has been designed for very large B-train vehicles. We don't want to make this turn any wider as it will increase the speed at which vehicles make this turn.

10. Will the no right turn from Bridle Path Road make people use other streets in the area?

This right turn from Bridle Path Road to Sumner is only made by relatively few vehicles; others who wish to go in this direction already do a U-turn at Tidal View or take alternative routes. Therefore we would expect that the numbers of people using other streets in the area would not increase significantly. We will monitor this to see what happens.

11. Can you put in a mini-roundabout on Bridle Path Road and a larger roundabout on Main Road?

A number of roundabout configurations were investigated during the early design phases of the Lifelines Project. A large roundabout to the east of the bridge would require a large area of land and potentially substantial reclamation. A roundabout also wouldn't address the imbalanced nature of the peak flows across the bridge

St Andrews Hill Road/Ferrymead Terrace**12. Why can't a separate entry/exit to St Andrews Hill Road be maintained?**

The two existing entrances off Main Road (one to Bridle Path and one to St Andrews Hill Road) already create confusion with some drivers turning into St Andrews Hill cutting off right turning Bridle Path Road vehicles (and some Bridle Path vehicles cutting off vehicles bound for St Andrews Hill!). The visibility for people turning right into Bridle Path Road is also impaired by vehicles queued to turn into St Andrews Hill. The elimination of the two entrances improves the safety of the area.

13. Why is there a stop sign for St Andrews Hill Road traffic at the half roundabout? Can't it be a Give Way sign?

Council did look at installing a Give Way sign at this location, however opted for a Stop sign, as it would assist in creating gaps for the Bridle Path Road traffic to access Main Road. As vehicles coming down St Andrews Hill Road need to come to a complete stop at the roundabout, gaps will be created for vehicles on Bridle Path Road.

14. The turn into St Andrews Hill looks too tight – will larger vehicles be able to make this turn?

Yes larger vehicles will be able to make this turn. This turn has been designed to accommodate the bus that travels up St Andrews Hill Road to Mt Pleasant. There is an area of tactile pavement on the edge of St Andrews Hill Road that larger vehicles can drive over.

15. How will vehicles enter and exit Ferrymead Terrace?

Vehicles can access off St Andrews Hill Road or Bridle Path Road as they do now.

16. Will the parking at Ferrymead Terrace be retained?

No, the proposed St Andrews Hill Road access goes through this area. Council understands that people use this area to drop off and pick up people, including school children, using the bus. Council did look into providing a parking/drop off area near the proposed roundabout but could not find a location safe enough for vehicles to pull in and out of. As the pedestrian crossing across Main Road is now much safer (as it is signalised), people can be dropped off for the bus, and picked up in Scott Park.

**Pedestrians and Cyclists****17. Why is there a signalised pedestrian crossing across the bridge? Can't it just be a normal zebra crossing or an over-bridge?**

A zebra crossing on such a busy two laned roads is considered to have safety concerns. Over-bridges also tend to be under utilised by pedestrians, as they are often not the most direct route across the road. The proposed signalised pedestrian crossing will only be triggered by pedestrians or cyclists and will not cause long delays for traffic.

18. Cyclists will not make the U-turn to Sumner, is there another alternative for them?

Cyclists can use the signalised crossing to cross Main Road to carry on to Sumner. An additional path across the half roundabout will make this easier for cyclists, and hold rails will be installed on either side of the crossing so that cyclists can remain on their bikes.

19. Can Council remove the cycle lanes and widen the footpath to create a shared path?

A shared cycle/pedestrian path across the bridge would not mate in with the existing cycle lanes on the road and would therefore create an unsafe situation for cyclists accessing the cycle lanes from a shared path.

Wider Network**20. Has Council considered the potential future growth in the Heathcote, Redcliffs, Sumner area in the plan for the bridge?**

Yes, Council did consider the potential future growth in the eastern suburbs when undertaking the traffic modelling for the Lifelines Project. When we modelled the traffic flows for the strengthening and widening of the bridge we used a 25% increase on the current traffic volumes to account for growth. Our modelling shows that the proposed strengthening and widening of the bridge will cope with these increased traffic volumes in the future.

21. Why are the intersections at McCormacks Bay Road, and Mt Pleasant Road not part of the project?

The primary objective of the Lifelines Project is to strengthen the existing bridge so that it will survive a major earthquake. We recognise that these intersections form an important part of the surrounding road network and will be including them in a future project that is looking at the three laning of Main Road (one lane from the City, and two lanes into the City) between the Causeway and the bridge.

22. Why can't Main Road east of the bridge be four lanes to McCormacks Bay?

As mentioned above, the feasibility of three laning Main Road has been investigated and the project looks very worthwhile. However, an extra lane on Main Road will require some widening on the Causeway and at the Estuary edge and these works require more detailed investigation than is currently underway.

23. Does the bridge make provision for public transport? Council should be encouraging people to use public transport.

The proposed strengthening and widening of the Ferrymead Bridge could allow one lane in either direction to be utilised for public transport (e.g. a bus priority lane or light rail) in the future should this be required. Council are also working with Environment Canterbury to encourage usage of public transport.

24. Can the merging east of the bridge occur after Cobb Cottage?

Council did look at merging the lanes after Cobb Cottage but unfortunately there was not enough room.

25. What is happening at the Ferry Road/Humphreys Drive intersection?

Council are proposing to put traffic signals at this intersection, and have been planning this for some time. The project has been delayed as Council is trying to obtain land near the intersection. This intersection and its approaches have a poor crash history, and there are often considerable delays for traffic on the weekday evenings and during the weekend. Putting traffic lights at this intersection will assist in resolving both these problems. It is planned to have the traffic lights installed before the works on the bridge are completed. A separate consultation process will be run for this project in the future.

26. What is happening at Settlers Crescent?

Works at Settlers Crescent will be done as part of the Ferry/Humphreys intersection project. A solid median island is proposed in this area to prevent the unsafe right turn from Settlers Crescent, and to/from the Ferrymead Tavern site. Vehicles would be able to turn left and right into Settlers Crescent at the bridge end. Vehicles would still be able to make a right turn out onto Ferry Road from the other end of Settlers Crescent. Traffic safety is the reason for preventing right turns at Settlers Crescent.



Construction

27. Can the construction period span only one summer rather than two?

The early works on the strengthening and widening of the bridge that will occur during the first summer will largely be off to the side of the existing bridge and will not affect traffic flows greatly. When we construct the bridge we will widen the southern side of the bridge first. Then, the traffic will be directed onto this new section of the bridge while we widen the northern side of the bridge.

28. Will traffic be diverted through Heathcote during construction?

It is not our intention to divert traffic through Heathcote during the construction period. As much of the construction works can take place out of the carriageway, and we can direct traffic onto the widened sections of the bridge we are hoping to minimise traffic delays.

29. Why does it take so long before you start to build the bridge?

The strengthening and widening of the bridge is a difficult task. We need to obtain resource consent for the works and do extensive detailed design work to make sure we get it right. We also need to tender the project and find a contractor to undertake the works.

30. The proposed traffic layout is too complex – can you make it simpler?

The Bridle Path Road, St Andrews Hill Road, Main Road area already has a complex layout. By removing the separate St Andrews Hill access and providing a signalised right turn into Bridle Path Road we are trying to make things simpler. The proposed half roundabout also formalises an existing situation where people coming down St Andrews Hill access Bridle Path Road to use the free turn to the City. Overall, the proposed traffic layout will make this intersection easier to negotiate.



Environmental

31. What is happening with the resource consent application?

Council are still preparing the assessment of environmental effects to accompany the resource consent application to Environment Canterbury. Once technical reports on the sediments, the estuary and ecology are finalised the application will be lodged. Environment Canterbury has advised that the application will be publicly notified and that the public will be able to make submissions.

32. What are you doing about the contaminated soil in the Estuary?

Council is aware of the potentially contaminated sediments in the Estuary and is undertaking testing of these sediments. The results of these tests will form part of a management plan to be put in place during construction. The report on the contaminated sediments will form part of the resource consent application to Environment Canterbury.

33. Will the proposed bridge abutments (reclamation) increase the risk of flooding in the lower Heathcote, and will the increased velocities increase erosion in the Estuary?

We are currently having technical reports prepared to look at these issues, and these reports will be made available with the resource consent application (which will be publicly notified).

34. There are historical wharf piles in the river, what is being done with these?

The 'pile' marked with the white post is clear of the bridge works. The group of piles that have recently become visible at low tide are the remains of an old jetty. We have made application to and have been granted permission by the New Zealand Historic Places Trust to bury these piles during construction, after surveying and recording their location. An archaeologist will be instructing the contractors on identifying archaeological evidence and monitoring the work during the construction phase.

35. Why can't you demolish or move Cobb Cottage to a more appropriate location?

Cobb Cottage is listed as a heritage item in the District Plan and an historic place by the Historic Places Trust. The demolition or removal of the Cottage would require a consent from both the Council and the Historic Places Trust. Cobb Cottage is a local landmark that provides a link with our past and the significance of this building is attributed to its location. The Council did look at the possibility of relocating the Cottage; however the building is in a fragile state, which would make relocation difficult and expensive.

36. Why are you proposing reclamation in the Estuary? We oppose any reclamation in the Estuary.

The reclamation is necessary to support the widened road, and the flattened batters are required to lessen the effects of liquefaction and lateral spreading on the bridge and the services it carries. Lateral spreading during an earthquake could result in the slumping of the road and the loss of the other essential services.



Landscaping

37. Will the large trees at the foot of St Andrews Hill remain?

Council will try to retain as many trees as possible. The trees at the foot of the hill, on Bridle Path Road next to the Estuary will be retained, as will the trees between Main Road and St Andrews Hill Road. Some of the trees in the Ferrymead Bridge car parking area will need to be removed.

38. Why are you spending money on landscaping? The money should be put into roading.

The majority of the budget for the strengthening and widening of the bridge will be spent on the bridge and the road. However, it is recognised that the Ferrymead Bridge is an important gateway to the eastern suburbs and we would like to create a pleasant environment for the community.

RESOURCE CONSENT DETAILS

RecordNo CRC063916Consent
Summary**Type** Consent**Source** Applic /New**Section****FileNo** CO6C/18877**ClientName** Christchurch City Council (City Solutions)

To To re-develop and wide the Ferrymead Bridge, including the construction of embankments and temporary working platforms, and the installation of caissons by erecting, reconstructing, placing, altering, extending, removing, and demolishing structures in the Coastal Marine Area, and to disturb and deposit material on the seabed and foreshore, and to occupy part of the Coastal Marine Area at or about map reference NZMS 260 M35:8648-3875.

Location Avon Heathcote Estuary, CHRISTCHURCH

Events 06
Nov Consent Commenced
2007
30
Sep Lapse Date if not Given Effect To
2012
06
Nov Consent Expires
2042

Subject to the following conditions:

- 0 Design Specifications
- 1 The works are to be located at or about grid references NZMS 260 M35:8648-3875 shown in the plan CRC063916A, which forms part of this consent.
- 2 Works within the Coastal Marine Area shall be limited to those necessary to: (a) Facilitate the reconstruction to the bridge; (b) Form the approaches to the bridge including cut and fill earthworks associated with the approaches; (c) Undertake earthworks associated with the construction of the embankments, formation of temporary construction platforms, and alterations to the drainage system associated with the construction works; (d) Form and maintain the hook spit; and (e) Plant the embankments with native plants.
- 3 Final detailed design plans shall be peer-reviewed by a chartered professional engineer who is a member of the Institute of Professional Engineers of New Zealand, or by a chartered professional engineer who is employed by the Christchurch City Council as a structural engineer. This peer-review shall not be undertaken by the person responsible for the design plans.
- 4 A certificate signed by the peer-reviewing chartered professional engineer, stating that the bridge including the abutments, and the construction of the seawall in the area of the reclamation, have been designed in accordance with accepted engineering practice, shall be submitted to the Canterbury Regional Council, Attention: RMA Compliance and Enforcement Manager, 14 days prior to the commencement of construction.
- 5 A certificate signed by a chartered professional engineer who is a member of the Institute of Professional Engineers of New Zealand certifying that the bridge and abutments, and the reclamation and seawall, have been constructed in accordance with the certified final design plans, shall be submitted to the Canterbury Regional Council, Attention: RMA Compliance and Enforcement Manager, immediately upon completion of the works.
- 6 The consent holder shall erect a sign on the site for the duration of the works explaining the nature of the

work, time frames expected for completion of the works, and a contact name and telephone number.

- 7 The consent holder shall prepare, maintain and comply with a Site Management Plan ("the Plan"). (a) The Plan shall address the items provided in Schedule 1; (b) The Plan may be amended during the period of this consent as appropriate to improve management and contingency procedures; (c) The Plan shall be submitted to the Canterbury Regional Council: Attention RMA Compliance and Enforcement Manager, two weeks prior to the commencement of works; (d) When preparing the Plan the consent holder shall consult with the Mount Pleasant Yacht Club on all provisions relevant to works to be undertaken by the consent holder to implement the consents that are to be carried out on the land occupied by the Yacht Club. (e) Where there is any conflict between the Plan and these consent conditions, these consent conditions shall prevail. Note: The Site Management Plan shall include general working restrictions and monitoring as listed under the topics provided as Schedule 1 of this consent.
- 8 Construction Works
- 8 The consent holder shall undertake all practicable measures to: (a) Minimise emissions of fugitive dust from the site; (b) Minimise the discharge of sediment and contaminants into the stormwater system; and (c) Keep to established tracks and to minimise the disturbance to the foreshore.
- 9 The deposition of material on the seabed and foreshore for the construction of the embankments and hook spit shall, as far as is practicable: (a) Be undertaken during periods of low tide; (b) Be configured to minimise the potential for pooling of water and organic matter in the inter-tidal area; (c) Reuse existing rocks that are currently located in the area of works for the purpose of facilitating the recolonisation of biota within the inter-tidal area; (d) Use cobbles and other natural material for the creation of the hook spit; (e) Limit the potential for bed scouring; and (f) Be constructed to minimise the discharge of sediment from the embankments.
- 10 The area of salt marsh remnant (sea rush - *Juncus kraussii*) located on the attached plan CRC063916B shall be fenced for the duration of the construction of the embankment to the following specifications: (a) Setback at least two metres from the edge of the salt marsh; (b) A fence height of at least one metre; (c) Fence post a minimum of one metre apart; (d) Filter fabric with a mesh aperture size between 0.5 - 2.0 centimetres; (e) Inspected weekly and all stone and large sods of soil removed; and (f) Upon completion of the embankment the fence will be removed and the soil surface smoothed.
- 11 The decommissioning of the temporary working platforms shall not result in the exposure of contaminated sediment that exceeds the ANZECC (2000) high trigger value within the upper 50 millimetres of bed sediment.
- 12 The consent holder shall collect and analyse no less than two sediment samples per temporary working platform. The results of the analysis shall be forwarded to the Canterbury Regional Council: Attention: RMA Compliance and Enforcement Manager, within three months of the completion of works. Each sample shall be analysed for: (a) The ten United States Environmental Protection Agency 'Priority Pollutants' list for PAHs that have ISQG trigger values stated in the ANZECC guidelines, : (Acenaphthene, Anthracene, Benzo(a)anthracene, Benzo(a)pyrene, Chrysene, Fluoranthene, Fluorene, Naphthalene, Phenanthrene, and Pyrene); and (b) The following heavy metals: Chromium, Zinc, Cadmium, Lead, Arsenic, and Mercury.
- 13 The fill material used in the temporary working platforms shall be removed from the site, or used as hard fill in the construction of the embankments or reclamation.
- 14 The consent holder shall remove all material from within the Coastal Marine Area that is associated with the deconstruction of the bridge, unless that material is to be used as hard fill in the construction of the embankments or reclamation of the seabed.
- 15 The consent holder shall remove all material from the Coastal Marine Area that is associated with the deconstruction of the jetty, including the piles.
- 16 Any material or sediment that is to be removed from the site shall be disposed of to a facility licensed to receive such material. Any sediment removed shall be tested at a suitable laboratory for contaminants prior to disposal. Records shall be maintained of the volume and type of material disposed of.
- 17 Works shall not cause erosion of, or instability to the true right bank located immediately up-gradient of the bridge.
- 18 No cut vegetation, debris, or other excavated material shall be placed in any surface water body or in a position such that it may enter the surface water body.
- 19 General Conditions
- 19 The works, including the bridge, abutments, and retirements, shall be inspected at least annually and

maintained in sound structural condition. The consent holder shall keep a record of the inspections and any maintenance undertaken and forward a copy of any records to the Canterbury Regional Council: Attention: RMA Compliance and Enforcement Manager, upon request.

- 20 No refuelling of land based plant and machinery or fuel storage shall take place within the Coastal Marine Area. Fuel is to be stored securely or removed from the site overnight. The consent holder is to maintain an appropriate emergency spill kit at all times on the site during the construction process.
- 21 In the event of a spill of contaminants within the Coastal Marine Area, Canterbury Regional Council, RMA Compliance and Enforcement Manager shall be informed immediately, and the consent holder shall take all necessary steps to contain and remove the contaminants as soon as practicable.
- 22 In the event of any disturbance of Koiwi Tangata (human bones) or taonga (treasured artefacts), the consent holder shall immediately: (a) Advise the Canterbury Regional Council of the disturbance; (b) Advise the Upoko Runanga of Te Tuahuriri, or their representative, of the disturbance; and (c) Cease earthmoving operations in the affected area until an area containing the Koiwi Tangata or taonga has been clearly demarcated, and Kaumatua and an archaeologist have certified that it is appropriate for earthmoving to recommence.
- 23 (a) Works shall not be carried out on Sundays or public holidays without previous authorisation by the construction engineer responsible for the construction works. This restriction excludes any work associated with planting activities. (b) Works shall only occur between the hours 7am and 6pm Monday to Friday inclusive, and 7:30am to 1pm on Saturdays inclusive, unless specific authorisation to undertake work outside these hours is given by the construction engineer as stated in clause (a).
- 24 Noise from construction activities on the site shall comply with the limits of NZ6803P:1999 "Acoustics - Construction Noise".
- 25 (a) The consent holder shall maintain access to the Coastal Marine Area via the yacht club reserve boat ramps by limiting the area of works to avoid closure of no more than three ramps at any one time. (b) During construction the consent holder shall ensure that the Mt Pleasant Yacht Club can launch and retrieve its rescue boat during the sailing season.
- 26 Monitoring
- 26 Prior to works commencing the applicant shall: (a) Undertake a bathymetric survey of the seabed under the Ferrymead Bridge, extending up and down gradient of the bridge by 100 metres; (b) Undertake bed profiles running perpendicular to the existing boat ramps and extending to the channel margin at low tide; and (c) Undertake sediment sampling of the upper 50 millimetres of sediment. The sampling area is defined as the area below the mean high water mark on either bank of the estuary, and within 50 metres upstream and downstream of the bridge centreline. The sampling interval shall be no more than 25 metres. The applicant shall analyse the samples for heavy metals and PAHs as listed in condition (12) of this consent.
- 27 The applicant shall forward the results of the monitoring undertaken in accordance with condition (26) to the Canterbury Regional Council: Attention: RMA Compliance and Enforcement Manager, within three months of the collection of the data.
- 28 Following the works, changes to the seabed profile shall not result in sediment that has contaminant concentrations in the first 50 millimetres of sediment that exceed the ANZECC (2000) Marine Guidelines high trigger value for PAHs and heavy metals.
- 29 The consent holder shall undertake a monitoring programme following the completion of the works to: (a) Establish the changes to the bed profile; (b) Establish the magnitude of the sedimentation in front of the yacht club; and (c) To establish if changes in bed profile have resulted in contaminants within the upper 50 millimetres of bed sediments exceeding ANZECC (2000) high trigger values. This will only be required at those sampling points where the "pre-construction" sediment sampling indicates that contaminant levels of sediment under the surface of the riverbed exceed the ANZECC (2000) ISQG - high trigger values and where the surface contaminant levels are below these ISQG - high trigger values. Explanatory Note: Condition 29 requires the CCC to undertake a monitoring programme that will determine the extent of changes to the seabed profile and the associated contamination risk associated with these changes. The design and implementation of the monitoring programme is for the CCC to develop. If the CCC demonstrates through the baseline data that high levels of contamination present in the sediment occurs at a depth of 300mm, then the monitoring programme can be designed to only test for contamination under clause (c) above, when bed scour is around 200mm.
- 30 (a) The monitoring undertaken in accordance with condition (29) shall occur once every six months following the completion of the works, with the first round occurring within the first two months of the

completion of the works. After two years, the monitoring is to be undertaken annually for the following three years, and then every three years for the lifetime of the consent. Results of the monitoring shall be forwarded to the Canterbury Regional Council, Attention: RMA Compliance and Enforcement Manager, within three months of the monitoring being undertaken. (b) After five years of monitoring data has been collected in accordance with condition (29), the Canterbury Regional Council may review the frequency of the monitoring programme, having consideration to the effects of bed scouring, contamination, and sedimentation that have occurred in the first five years since the works were completed.

- 31 If the monitoring indicates that sedimentation is occurring at rates that impinge on access or use of the Coastal Marine Area by the Mt Pleasant Yacht Club, the consent holder shall undertake all practicable measures to remedy or mitigate the accumulation of sediment.
- 32 The Canterbury Regional Council may, once per year, on any of the last five working days of May or November, serve notice of its intention to review the conditions of this consent for the purposes of dealing with any adverse effect on the environment which may arise from the exercise of the consent and which it is appropriate to deal with at a later stage.
- 33 The lapsing date for the purposes of section 125 shall be 30 September 2012.

11. COLOMBO STREET BUS STOP EXTENSION (BETWEEN LICHFIELD STREET AND CITY MALL)

General Manager responsible:	General Manager, City Environment, Jane Parfitt; DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace, Alan Beuzenberg
Author:	Tim Cheesebrough, Network Planning Team Leader James Brooks, Project Manager, ProDirections Christine Toner Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to ask the Hagley/Ferrymead Community Board to recommend that the Christchurch City Council approve a resolution for the extension of two bus stops on Colombo Street, between Lichfield Street and City Mall, Platforms D and E of the Bus Xchange.

EXECUTIVE SUMMARY

2. Environment Canterbury (Ecan) and Transport Planners of the Christchurch City Council have requested that the Council resolve the extension and reconfiguration of two bus stop for the platforms (D and E) on Colombo Street, between Lichfield Street and City Mall, part of the Bus Xchange.
3. Currently there is Platform D on the east side and Platform E on the west side. Buses stop anywhere along each platform depending on their order of arrival. If a rear space is not available a bus may not be able to pull in front of another stopped bus. Thus we have a relatively frequent situation where a queue of buses develops in the traffic lane in Colombo Street, waiting for one bus to be able to pull in to its stop.
4. On the footpaths on both sides there is congestion at peak times with large groups of people standing in front of shop doors and windows, waiting for their bus. Bus passengers are often joined by other people who seem to be loitering there with no particular intent. After 3pm a major component of the waiting crowd is high school students, often high spirited, sometimes a nuisance, and usually noisy and insensitive. The latter comprise an 'element' on both Platform D and E that is considered intimidating to the clientele of many businesses in this stretch of Colombo Street.
5. Since the Bus Xchange was opened in 2001 there has been a 47 percent increase in bus patronage overall. This financial year has seen an increase of six percent to date. Forecast growth is projected to be five percent per annum to 2015/16. Over the peak hours the bus volume at each platform from 2007/08 to 2012/13 goes from a bus arriving every 80 seconds to a bus arriving every 60 seconds. This will not only create overcrowding of the existing facilities but also unacceptable congestion on the footpaths and on the roadway that will impact on both public transport and private vehicles being able to enter the central city easily.
6. The proposed bus stop extensions are necessary to increase capacity of the Bus Xchange in response to increasing demand. This will manifest in a number of ways:
 - (a) The extensions will enable the separation of each platform into two – each part accommodating two buses and allowing space between each pair of buses so that each bus can pull in and two of the four buses for Platform D and three of the four buses on Platform E can pull out independently, that is without having to wait for another bus to move.
 - (b) This will reduce traffic congestion on Colombo Street caused by buses waiting to enter the platforms. At present this occurs at peak times and with increasing bus volume would occur more frequently if the platform extensions are not implemented.
 - (c) This congestion not only holds up the traffic flow, but also makes it difficult for private vehicles to enter the central city and use the short-term parking spaces located to the south of the bus platforms. All six short term parking spaces have been retained in the design (after consultation revealed that they are considered essential by local businesses, couriers and security firms servicing the banks and businesses).

11. Cont'd

- (d) The platform extensions are also essential for the efficient operation of the new Transit Waiting Lounge being developed at 690 Colombo, next to the ramp linking Platforms D and E with the rest of the Bus Xchange.
 - (e) The Lounge is designed to attract passengers to wait inside, thus reducing congestion on the east side footpath.
 - (f) With the platform extensions, passengers will know where their bus is going to stop, whereas in the current scenario all buses share the entire platform, so any bus can stop anywhere along the full length, sometimes causing passengers to run up and down the platform. By making it easier for passengers to know where their bus will stop, the proposed bus platform extension will help reduce congestion on the footpaths.
 - (g) It is expected that the Transit Waiting Lounge will also be used to a lesser extent by north bound passengers waiting for buses departing from the west-side platforms, therefore effecting a reduction of congestion on that side as well.
 - (h) To further help reduce footpath congestion, the Real Time Timetable displays in the Metro Waiting Lounge and in shop windows beside the bus platforms will be enhanced to show where each bus is stopped and their time of arrival in minutes. Once bus passengers learn that this information is available, it is anticipated that many will use the Waiting Lounge while waiting for their bus.
7. At the same time, on the east side of Colombo Street, street furniture, clear screens and leaning structures will be removed from the footpath, resulting in much more space for foot traffic, queuing passengers and those passengers who choose to wait outside.
8. Three rounds of intensive one-to-one consultation have been carried out with property owners and tenants in the area, couriers, security firms and with the Central City Business Association and in the latter round with taxi companies. Details of the results of this study are summarised below.
9. A preferred option was developed, placing two bus stops to the north of the City Mall in the current Shuttle Stop and relocating Shuttle Stop south of Platform E (outside Ballantynes). This option also moved the south end of Platform D on the east side, north by about one meter to avoid triggering of the AMI sliding door by the movements of people boarding here. This option is now presented as the preferred option. After intensive consultation, the previous critics are now supportive of this option, and the opposition from business people north of the City Mall is limited to a few people who are concerned about bus fumes and again, the perceived unacceptable behaviour of some of the people who wait for buses. However there is support from retailers in this new location as well and most see the scheduled buses presenting little change from the existing shuttle bus.

FINANCIAL IMPLICATIONS

10. Costs for proposed street works for Platforms D and E including kerb work, signage and markings (approx \$250,000) will be met from the Transport Interchange budget.

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

11. Yes.

LEGAL CONSIDERATIONS

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

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

13. Yes, see above.

11. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. LTCCP – Transport and Greenspace Capital Programme

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

15. As per above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

16. Community Plan: Strategic Direction - Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.
17. Christchurch City Council Parking Strategy S6.3 Commercial Areas (including central city) policies and methods: Policy 6G pt 11 Kerbside Parking Priority: Bus stops have No 1 priority over all other on-street parking use.
18. Christchurch Central City Revitalisation Strategy.

CONSULTATION FULFILMENT

19. Three rounds of intensive one-to-one consultation have been carried out with property owners, tenants in the area, the Central City Business Association, courier and security service providers, and in the latter round, with taxi companies and the Taxi Federation.
- (a) Initially, all property owners, retail managers and business managers in Colombo Street between Lichfield Street and the City Mall, and the Manager of the Central City Business Association were visited by Council staff, shown the proposed plan of the Waiting Lounge, footpath changes and Option 1 bus stop extensions. Their feedback was recorded and a form was left for them to provide written feedback if they wished. Some interviewees provided further contact details for courier companies and security services whose drivers use the short-term parking spaces for delivery and pick up of goods and money. These contacts were followed up by telephone and personal visits.
- (b) Key issues for retailers and businesses were as follows:
- (i) Removal of short-term parking would create inconvenience, delay, loss of customers and in some cases could compromise the business very significantly.
- (ii) The National Bank, Post Shop/Kiwi Bank, insurance companies and retailers need security services for the pick up and delivery of cash and other items. Security firms are not able to provide the level of service required to these businesses without short-term parking very close to the business premises. Security services cannot carry cash across the street or any distance away from their vehicle, in which a guard/driver remains 'on watch' throughout the deliver/collection process. Security people must be able to see each other throughout the process.
- (iii) All retailers receive goods via delivery vehicle – mainly by courier, although some owners and managers bring their own product, change gas bottles, take away products for fashion shows or corporate business – all using the short-term parking or if that is already full, stopping on the yellow broken no stopping lines or the kerb build out currently at the south end of the existing bus stops.
- (iv) One retailer and two insurance companies report that their customers use the short-term parking when they call in to drop off papers and product (suit hire) or to set down passengers (elderly or infirm insurance clients).

11. Cont'd

- (v) There is only one other short-term parking option nearby, a Loading Zone in Lichfield Street west of Colombo Street. While short-term parking is possible in both Christchurch City Council parking buildings, this is not suitable for courier deliveries (it takes too long, is too far away for multiple trips with many boxes and packages, and some courier vehicles do not fit the building entrances).
 - (c) Most of the retailers and businesses in this area already experience the following problems associated with the existing bus stops, and those adjacent to the proposed extension are strongly opposed to the project as they do not want more exposure to:
 - (i) damage to the exterior of their properties;
 - (ii) Disturbance to their business operation through noise and nuisance caused by unruly and sometimes violent crowds assembled along the existing bus platforms and beyond;
 - (iii) Intimidation of staff and customers by people described above;
 - (iv) Dirt, dust, air pollution (requiring extra cleaning) and noise from buses idling and accelerating away outside their premises.
20. In response to significant concerns about the loss of all 10 minute parking in this stretch of Colombo Street, the designers reworked the design to provide **Option 2**, which included a 13 metre 'Loading Zone, time limit 5 minutes at any time' space on the east side, and an 18 metre 'Loading Zone, time limit 5 minutes at any time' space on the west side, for use by retailers and security vehicles servicing retailers, insurance companies, The National Bank and Post Shop/Kiwi Bank.
- (a) Couriers and the security companies were happy with Option 2, as were most retailers, although there were still concerns about spreading the crowd of waiting bus patrons along the footpath and in front of retail shops, the bank and ATM machines, and other businesses.
 - (b) Two of the major property owners accepted that the changes are needed to expedite public transport and now that the short-term parking is retained, are happy for the proposal to go ahead.
 - (c) The owner of the Mid City Centre and several tenants of those premises were opposed to the second option, because it involved buses stopping immediately outside the door of their building. They were worried about fumes and noise but in particular about the bus passengers waiting outside the property and their effect on security at the ATM machine, access to and visibility of retail, bank and business doorways and signage, and the presence of 'undesirable' individuals who are perceived to frequent the bus platforms at time now.
 - (d) The manager of AMI on the eastern side of Colombo Street was concerned that the queuing and boarding passengers would set off the automatic door to the AMI office, exposing the receptionist and office staff to cold winds, bus fumes and noise continuously.
21. In response to the opposition to Option 2, a third option was developed, entailing moving one pair of buses on the western side of Colombo Street to the current location of the Shuttle stop – north of City Mall, and replacing the Shuttle stop south of Platform E, outside Ballantynes. Option 3 also included moving the southernmost boarding point on the eastern side of Colombo Street north a few metres so that the AMI doorway problem would be avoided.
- (a) After extensive consultation, the property owner and the management of the National Bank, and other tenants of the Mid City Centre who had previously objected to Options 1 and 2, indicated that they are satisfied with the changes proposed and will support Option 3.

11. Cont'd

- (b) Some concerns have been expressed by the Central Business Association (proposing that the buses should not be routed along Colombo Street at all) and by retailers and businesses on the western side of Colombo Street north of City Mall (that they do not want bus passengers waiting outside their premises).

STAFF RECOMMENDATION

Resolution of Bus Stops.

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

- (a) **Revoke the bus stop** currently on the **west side** of Colombo Street commencing at a point 55m north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 51metres.
- (b) **Revoke the bus stop** currently on the **east side** of Colombo Street commencing at a point 55m north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 50 metres.
- (c) **Revoke the P10 parking spaces** currently on the **west side** of Colombo Street commencing at a point 23m north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 23 metres.
- (d) **Revoke the P10 parking spaces** currently on the **east side** of Colombo Street commencing at a point 31m north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 13 metres.
- (e) **Resolve that the stopping of vehicles be prohibited at any time**, on the **west side** of Colombo Street commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 23 metres.
- (f) **Resolve that a "loading zone, time limit 5 minutes at any time"** be created on the **west side** of Colombo Street commencing at a point of 23 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 22 metres.
- (g) **Resolve that a "bus stop" be installed** on the **west side** of Colombo Street commencing at a 74.5 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 44 metres.
- (h) **Resolve that the stopping of vehicles be prohibited at any time**, on the **east side** of Colombo Street commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 27 metres.
- (i) **Resolve that a "loading zone, time limit 5 minutes at any time"** be created on the **east side** of Colombo Street commencing at a point 27 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 12 metres.
- (j) **Resolve that a "bus stop" be installed** on the **east side** at Colombo Street commencing at a point 39 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 71 metres.
- (k) **Revoke the shuttle stop** currently on the **west side** of Colombo Street commencing at a point 2.5m north from its intersection with Cashel Street and extending in a northerly direction for a distance of 21 metres.
- (l) **Resolve that a "shuttle stop" be installed** on the **west side** of Colombo Street commencing at a point 46 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 28.5 metres.
- (m) **Revoke part of the taxi stand** currently on the **west side** of Colombo Street commencing at a point 26 metres north from its intersection with Cashel Street and extending in a northerly direction for a distance of 10 metres.

11. Cont'd

- (n) **Resolve that a "bus stop" be installed** on the **west side** of Colombo Street commencing at a point 0.5 metres north from its intersection with Cashel Street and extending in a northerly direction for a distance of 33 metres.
- (o) **Revoke the taxi access to Platform E between the hours of 11pm and 6am** currently on the **west side** of Colombo Street.
- (p) **Resolve that taxi access be granted to Platform E between the hours of 12pm and 5am** currently on the **west side** of Colombo Street.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. Cont'd

BACKGROUND (THE ISSUES)

22. ECan and Transport Planners of the Christchurch City Council have requested that the Council resolve the extension and reconfiguration of the two bus stop platforms (D and E) on Colombo Street, between Lichfield Street and City Mall, part of the Bus Xchange. The bus stop extensions are necessary to increase capacity of the Bus Xchange in response to increasing demand (47 percent increase in bus patronage overall since the Bus Xchange opened in 2001 and six percent increase this financial year).
23. Platforms D and E currently become extremely congested at peak times, making the footpath nearly impassable and waiting unpleasant for passengers. Local businesses have complained about passengers and other people 'loitering' in shop doorways, concealing advertising signage and blocking entranceways. From Ecan's Bus Xchange passenger count on 6 September 2007, patronage at platforms D and E from 7am-6pm was as follows:

Platform	7am - 6pm passenger count
D boarding	2021
D alighting	1470
D total	3491
<hr/>	
E boarding	1387
E alighting	1944
E total	3331

24. The Metro Strategy 2006 has a target of growing public transport use by five percent per annum to 2015/16. Under this scenario patronage to the Bus Xchange will grow by 28 percent between 2007/08 and 2012/13. Assuming peak bus numbers grow in line to support this patronage growth then total bus numbers using Colombo Street bus stops would grow as shown in the following am and pm tables:

AM Peak	2008	2012
Platform D	45	57
Platform E	44	56
PM Peak		
Platform D	37	47
Platform E	36	46

25. This growth is anticipated to create even more undesirable congestion in and around the existing Bus Xchange, involving major fire safety concerns prior to the new transport interchange being completed, unless additional capacity is added.
26. In addition, the Council is advised by Ecan that any capacity issues within the off-street part of the Bus Xchange are expected to be addressed by shifting services to platforms D and E.
27. Over the am peak hour the bus volume at each platform from 2007/08 to 2012/13 is anticipated to rise from a bus arriving about every 80 seconds to a bus arriving every 60 seconds. The current three stops on each platform allows an average of four minutes dwell time per bus. In reality of course bus arrivals are not evenly spread throughout the peak hour with some bus arrivals coinciding, and a tendency to schedule more buses around certain times within the hour.
28. The key data available on the proposal to expand Platforms D and E shows that an extra stop on Platform D and E will allow the current level of service of four minutes per bus to be maintained at 2012 bus volumes. Otherwise the level of service will decline by a quarter with just three minutes per bus by 2012 with current bus stop numbers.
29. Three minutes per bus is likely to be insufficient when allowing for the factors above. It is likely that there will be bus congestion and queuing of buses on Platforms D and E with effects on the overall efficiency of Colombo Street for all buses. Buses queued to stop on D and E may also block the way for buses going to/from the off-street platform in the Xchange.

11. Cont'd

30. To relieve the footpath congestion, a new Metro Waiting Lounge is to be developed at 690 Colombo Street in the shop that was the Shoe Clinic, next to the ramp linking Platforms D and E with the rest of the Bus Xchange. Construction of the Metro Waiting Lounge is to start soon and is expected to be finished before the Christmas period.
31. At the same time, on the east side of Colombo Street, street furniture, clear screens and leaning structures will be removed from the footpath, resulting in much more space for foot traffic, queuing passengers and those passengers who choose to wait outside.
32. In addition, bus platform extensions are essential for the efficient operation of the Metro Waiting Lounge. The changes will enable the separation of each platform into two – each part accommodating two buses and allowing space between buses so that each bus can pull in and pull out independently, without having to wait for another bus to move. By having pairs, this will enable improved efficiency for buses entering and exiting the platform and reduce confusion for patrons by separating each platform into two parts.
33. Real Time Timetable displays in the Metro Waiting Lounge and in shop windows beside the bus platforms will be enhanced to show where each bus is stopped and projected time of arrival in minutes. Once bus passengers learn that this information is available, it is anticipated that most will use the Lounge.
34. Several options for the bus platform extensions have been proposed, and three rounds of public consultation have been completed with the property owners, business owners and managers and service providers such as couriers and security services. In the latter round, taxi companies and the Taxi Federation were included.

THE OBJECTIVES

35. The objectives for the project are as follows:
 - Reduce congestion on the roads.
 - Reduce congestion and improve pedestrian flow on the footpaths.
 - Improve public safety by providing a safe comfortable, well lit waiting area.
 - Increase capacity of the current Bus Exchange.
 - Improve the efficiency of the current Bus Exchange.
36. The scope of the project covers:
 - Addition of one bus stop each for both Platforms D and E in Colombo Street.
 - Rationalisation of existing street furniture of Platform D.
 - Small kerb alteration work to extend existing kerb alignment.
 - Removal of existing mountable kerb island.
 - Removal of P10 restricted parking.

THE OPTIONS AND ASSESSMENT

Option 1

37. This option involves the extension of both platforms on the east and west of Colombo Street achieved by the removal of the kerb build-outs, removing all short-term parking on the west side, and all but one short term park on each side. The result is a 74 metre long bus platform (in two sections) and one (8.5 metre) 'Loading Zone' on the east side; and an 85 metre long bus platform (in two sections) and one (8.5 metre) 'Loading Zone' on the east side.
38. Pros for Option 1:
 - (a) The new platform layouts allow all four buses in Platform D and E to exit independently. This will eliminate the time buses currently wait to exit platform D and E due to buses in front still loading passengers.

11. Cont'd

39. Cons for Option 1:

- (a) Strong opposition by some retailers and property owners to the loss of short term parking and extension of bus stop platforms in front of their shops and businesses.
- (b) Removal of six existing P10 parks.

Option 2

40. This option involves the extension of both Bus Platforms on both sides of Colombo Street, achieved by the removal of the kerb build-outs, moving the front of the west side bus stop as far north as possible in relation to Cashel Street, and removing one P10 parking space on the west side. The result is a 79 metre long bus platform and a 18 metre 'Loading Zone, P5 time limit at all times' spaces on the west side, and a 69.5 metre long bus platform and a 13 metre 'Loading Zone, P5 time limit at all times' spaces on the east side.

41. Pros for Option 2:

- (a) The new platform layouts:
 - (i) Increase the efficiency of the Bus services provided for platform D and E.
 - (ii) Increase the capacity of the current Bus Xchange – enabling it to accommodate the predicted future growth for public transport (buses) until the new Transport Interchange has been built.
 - (iii) Allow buses to enter in pairs and adds a fourth bus stop to both Platform D and E. This will reduce congestion on Colombo Street caused by multiple buses queuing to enter platform D and E during peak periods.
 - (iv) Allow three of the four buses in both Platform D and E to exit independently. This will eliminate the time buses currently wait to exit platform D and E due to buses in front still loading passengers.
- (b) The P5 Loading Zones allow for retailers, couriers, freight companies and security vehicles to service local retailers and provide more frequent turnover of parking – subject to enforcement.
- (c) Rationalisation of existing street furniture and widening of footpath in some areas provides greater footpath capacity for pedestrians and improves visibility. This will also reduce footpath congestion.
- (d) The new, safe and comfortable off-street waiting facility will encourage people to wait there rather than on the street.
- (e) Increased facade lighting and the installation of additional cameras will increase public safety and improve local retail store security. This will also help discourage vandalism of retail frontages.
- (f) New Real Time Timetable Displays will show live updates of incoming buses. This will help clarity, promote the use of the waiting lounge and reduce queuing on Colombo Street by bus patrons.

42. Cons for Option 2:

- (a) Removal of six existing P10 public parks and replacing with five P5 Loading Zones (limited to any vehicle loading or unloading any item).
- (b) More expensive option than Option 1.
- (c) Greater kerb work required when compared to Option 1.

11. Cont'd

- (d) One bus from Platform D and E cannot exit independently. Not the most optimal solution for Ecan and the bus companies.

Option 3

- 43. This option involves the extension of both bus platforms on both sides of Colombo Street, achieved by the removal of the kerb build-outs, locating one pair of buses on the west side bus stop (Platform E) north of Cashel Street (City Mall) in the current Shuttle Stop and relocating the Shuttle Stop south of the second pair of buses (outside Ballantynes). The result is a 76.5 metre long bus platform (in two sections) and a 22 metre 'Loading Zone, P5 time limit at all times' spaces on the west side, and a 66.5 metre long bus platform and a 12 metre 'Loading Zone, P5 time limit at all times' spaces on the east side.
- 44. Pros for Option 3:
 - (a) The new platform layouts:
 - (i) Increase the efficiency of the bus services provided for platform D and E.
 - (ii) Increase the capacity of the current Bus Xchange – enabling it to accommodate the predicted future growth for public transport (buses) until the new Transport Interchange has been built.
 - (iii) Allow buses to enter in pairs and adds a fourth bus stop to both Platform D and E. This will reduce congestion on Colombo Street caused by multiple buses queuing to enter platform D and E during peak periods.
 - (iv) Allow two of the four buses on Platform D and three of the four buses on Platform E to exit independently. This will help eliminate the time buses currently wait to exit platform D and E due to buses in front still loading passengers.
 - (b) The P5 Loading Zones allow for retailers, couriers, freight companies and security vehicles to service local retailers and provide more frequent turnover of parking – subject to enforcement.
 - (c) Rationalisation of existing street furniture and widening of footpath in some areas provides greater footpath capacity for pedestrians and improves visibility. This will also reduce footpath congestion.
 - (d) The new, safe and comfortable off street waiting facility will encourage people to wait there rather than on the street.
 - (e) Increased facade lighting and the installation of additional cameras will increase public safety and improve local retail store security. This will also help discourage vandalism of retail frontages.
 - (f) New Real Time Displays will show live updates of incoming buses. This will help clarity, promote the use of the waiting lounge and reduce queuing on Colombo Street by bus patrons.
 - (g) Most widely accepted option by retailers, landowners and service companies when compared to option 1 and 2.
- 45. Cons for Option 3:
 - (a) Not the most optimal solution for bus operations. Two buses from Platform D and one bus from Platform E cannot exit independently
 - (b) More expensive option than both Option 1 and 2.
 - (c) Greater kerb work required when compared to Option 1.

11. Cont'd

Option 4 (Status Quo)

46. The current situation is under pressure even now, with frequent queuing of buses in the traffic lanes as they wait for a space on the platform. The current cluttered and crowded footpath is also unsatisfactory – it is not an acceptable level of service for passengers nor for the surrounding business community and clients/customers thereof. Leaving the platforms as they are will create increasing congestion as the numbers and frequency of buses increases as forecast. There are health and safety issues and a fire risk. It is not recommended as it will discourage public transport patrons from using this service. It will encourage people to use private modes of transport to avoid the inconveniences and congestion from increased bus patronage. With predicted increases in bus patronage this will deem the current Bus Xchange unsafe, with major fire safety concerns prior to the new transport interchange being completed.

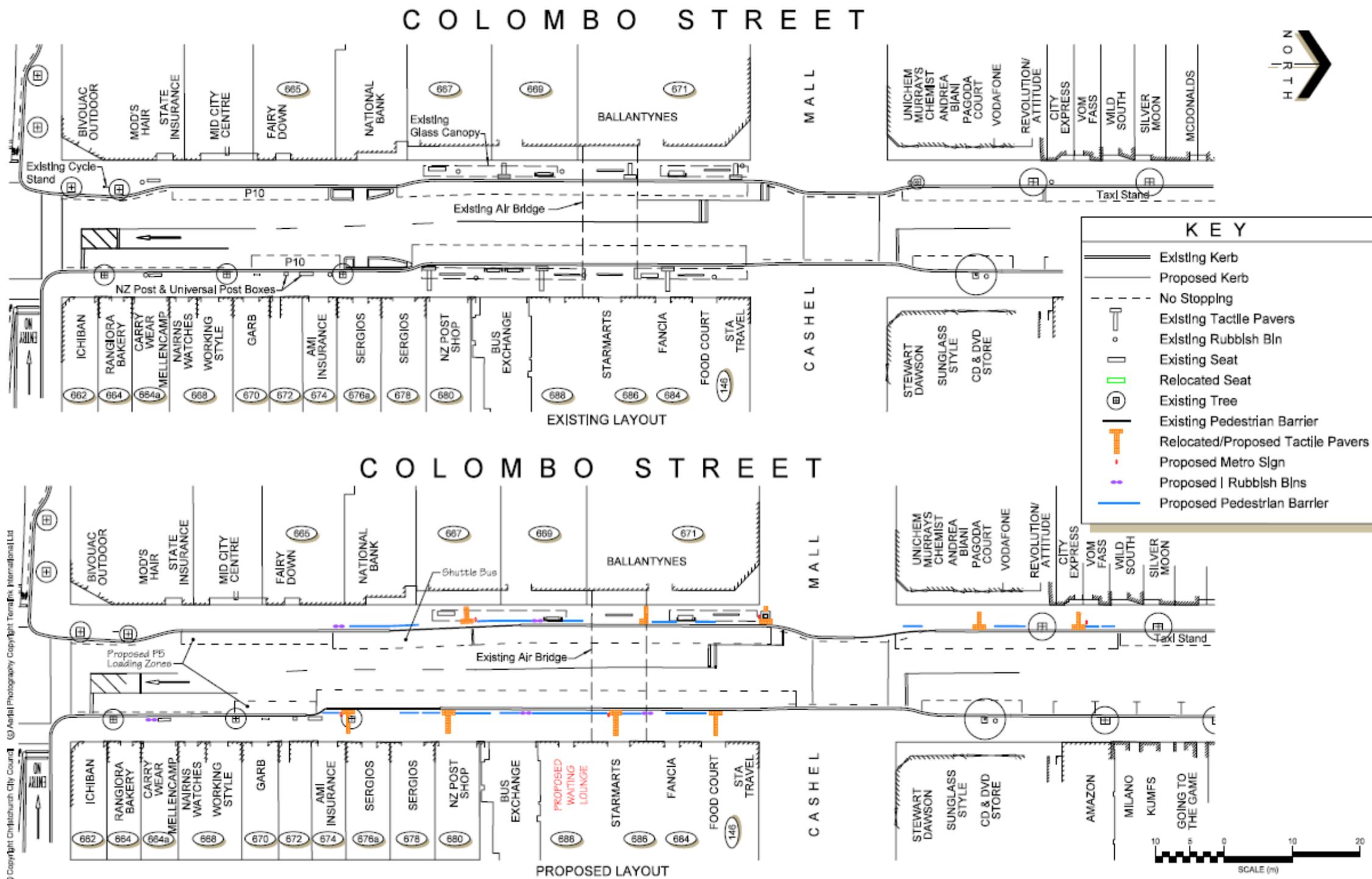
47. Other options considered but not explored further

(a) A number of other options were considered by the design team. These included:

- (i) Reducing the gap between the buses. This would not meet current standards, would not allow buses to exit independently and would not cater for the new 13.5m buses due to be introduced by bus companies.
- (ii) Moving part of the platforms north. The proposed design has moved the buses as far north as possible so as not to cause conflict with the Cashel Street/Colombo Street intersection traffic signals and the City Centre tramway project.
- (iii) Move part of the platform south of the Lichfield Street/Colombo Street intersection along Colombo Street. This was deemed to provide inconvenience for bus patrons, be too far away from the current Bus Xchange and cause the same concerns by local retailers.
- (iv) Move the fourth Bus stops for each platform into the current Bus Xchange. The current Bus Xchange does not have the capacity to do this. This would also change the proposed routes for these buses.
- (v) Provide temporary parking south of the Lichfield Street/ Colombo Street intersection along Colombo Street. This was deemed to provide no greater benefit than current car parking buildings (that provide one hour free parking).

THE PREFERRED OPTION

48. The preferred option is Option 3.



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COLOMBO STREET AT No.690
 Network Improvements
 For Board Approval

Original Plan Size: A3
 ISSUE.2 10/09/08
 TP197304 VMI

12. NEIGHBOURHOOD WEEK FUNDING

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Community Support Manager, DDI 941 8879
Author:	Karen Wason, Community Engagement Adviser, DDI 941 6708

PURPOSE OF REPORT

1. The purpose of this report is to provide information about the applicants who have applied for funding for Neighbourhood Week to assist the Community Board with its decisions about the allocation of that funding.

EXECUTIVE SUMMARY

2. Neighbourhood Week is a dedicated week in which individuals and groups are encouraged to run a neighbourhood event to get to know one another better. This year Neighbourhood Week is being held from 1-9 November 2008. Applications for funding closed on 5 September 2008. This funding is seen as a subsidy to small, local events.
3. Local community groups, including residents' associations and neighbourhood support groups were sent information in August 2008 inviting them to apply for the Neighbourhood Week Funding that has been set aside by the Community Board.
4. Forty one applications for funding have been received and all applicants meet the set criteria and are worthy applicants. Fireworks can not be funded under the scheme and this was noted where applicable as was those looking to run a free event (attendees are expected to make a contribution).
5. Staff have assessed the applications and developed two options for the allocation of funding. In doing this staff have considered the nature of the event, the amount that is being applied for, the number of people expected to be at the event, and the need for any payment to be of a 'significant' amount.
6. Funding requests totalled \$5,725, well over the \$3,000 allocated by the Community Board. Given that all applicants meet the criteria a per head allocation (\$1.70) approach was first applied and this is used as a starting point for both options presented.
 - (a) Option 1 has a minimum grant of \$35 set to ensure the amount is somewhere near 'significant' and a maximum of \$200 set in an effort to accommodate a reasonable spread of funding across all applicants. Some rounding of dollar amounts has also been applied. Option 1 total has been left at \$3,100 on the basis that in previous years the receipts received from applicants have not totalled the amount requested. It is expected that Option 1 will ensure that the total grants made will be within the \$3,000 budgeted.
 - (b) Option 2 lifts the minimum grant to \$75 which is more in line with last year (2007). Note that more applications were received this year than last year when the total amount was not fully allocated. This option requires the Board to allocate \$510 from its Discretionary Response Fund to top up the \$3,000 allocated specifically to the Neighbourhood Week event.
7. A matrix with application details and options has been circulated to members separately.

FINANCIAL IMPLICATIONS

8. The Board has set aside \$3,000 from the Strengthening Communities Fund to assist individuals and groups to run Neighbourhood Week events. It is not the intention of this funding to totally fund events and those applying for funding are expected to partially resource their events themselves, either financially or through supply of materials.

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

9. Page 174 off the LTCCP under Community Board Funding.

12. Cont'd

LEGAL CONSIDERATIONS

10. None.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Page 174 of the LTCCP under Community Board Funding.

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

12. Yes, as above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

13. Funding for Neighbourhood Week events aligns with the Council's Strong Communities strategic outcomes.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board consider both options for granting funds under the Neighbourhood Week:

Option 1. Grants totalling \$3,100 which is expected to draw all of the \$3,000 allocated by the Board to Neighbourhood Week.

Option 2. Grants totalling \$3,510 which requires the Board to allocate a further \$510.00 from its 2008/09 Discretionary Response Fund

It is staff's recommendation that Option 2 is the better of the two options as it provides a level of grant funding to applicants that better reflects that which occurred last year and maintains a higher level of event integrity which is important for the future success of the event.

CHAIRPERSON'S RECOMMENDATION

That option 2 of the staff recommendation be adopted.

13. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – NATASHA TAYLOR AND CHARMELLE DORN

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 Community Board's 2008/09 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicants, Charmelle Dorn is 18 years old of Woolston and Natasha Taylor is 15 years old of Woolston. Both have been selected to be ambassadors of Christchurch for the annual Filipino Reunion where teams participate in a variety of sport tournaments and cultural activities. This year the event is being held in Hamilton from 23–27 October 2008.
3. Charmelle will compete in volleyball and Natasha will compete in gymnastics. Both applicants will be representing Christchurch in traditional dance.
4. Charmelle studies IT with the Royal Business of College and also works part time as a sales consultant to help finance her studies. Natasha is at Riccarton High School. Both take leadership roles within the Christchurch organisation Philippine Culture and Sport and participate regularly in many community and metropolitan events such as Culture Galore and Chinese New Year. They are also looking forward to taking part for the first time in the LYFE Festival.
5. The applicants were chosen to represent Christchurch Philippine Culture and Sports for the following reasons:
 - Outstanding performance and attitude in the culture via dance and participation in volleyball
 - Strong leadership skills
 - Dedication and passionate in carrying out tasks assigned to them
 - Ability to promote and maintain harmonious relationships within a multi cultural society.

FINANCIAL IMPLICATIONS

6. The following table provides a breakdown of expenses per applicant. Cost per person is \$606 Team fundraising, through selling food, chocolate and performance has raised \$1,000 to be shared among 27 people going to the event.

EXPENSES	Cost (\$)
Return airfares	300
Travel during event	126
Accommodation (3 nights)	180
Total Cost	606

7. This is the first time that the applicants have approached the Board for funding.

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

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

13. Cont'd

LEGAL CONSIDERATIONS

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

11. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the application and allocate \$200 each from the 2008/09 Youth Development Scheme to Charmelle Dorn and Natasha Taylor to attend the National Reunion of Filipinos in Hamilton, in October 2008.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. COMMUNITY BOARD ADVISER'S UPDATE

The Community Board Adviser will update the Board on current issues. This will include seeking a decision from the Board on the Sumner/Redcliffs Working Party on Drainage and Maintenance.

15. MEMBERS' QUESTIONS



HAGLEY/FERRYMEAD COMMUNITY BOARD SUPPLEMENTARY AGENDA

WEDNESDAY 1 OCTOBER 2008

AT 3.00 PM

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

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

Community Board Adviser

Peter Croucher

Phone 941 5414 DDI

Email: peter.croucher@ccc.govt.nz

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

INDEX

- PART C RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS
- PART C LINWOOD NORTH SCHOOL – CENTENARY COMMITTEE

16. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS

Approval is sought to submit the following reports to the meeting of the Hagley/Ferrymead Community Board on Wednesday, 1 October 2008:

- Linwood North School – Centenary Committee

The reason, in terms of section 46(vii) of the Local Government Official Information and Meetings Act 1987, why the reports were not included on the main agenda is that they were not available at the time the agenda was prepared and they cannot wait for the next meeting of the Board.

RECOMMENDATION

That the reports be received and considered at the meeting of the Community Board on 1 October 2008.

17. LINWOOD NORTH SCHOOL – CENTENARY COMMITTEE

General Manager responsible:	General Manager Community Services, DDI 941-8986
Officer responsible:	Community Support Unit Manager
Author:	Claire Milne – Community Development Advisor

PURPOSE OF REPORT

1. The purpose of this report is ask the Board to consider a request from the Linwood North School – Centenary Committee for funding from the Hagley/Ferrymead Community Board's 2008/09 Discretionary Response fund.

EXECUTIVE SUMMARY

2. The Linwood North School – Centenary Committee are requesting a total of \$2,500 funding from the Community Board as a contribution toward the printing cost of the Linwood North School Centennial Book.
3. Funding requested will enable the Centennial committee to give personal copies of the book to be given to all current students, staff and Board of Trustee members, Centennial Committee and all Christchurch Libraries.
4. The Linwood North School Centennial Celebrations are scheduled to take place over Labour Weekend, 25 to 27 October.
5. Linwood North School is an integral part of the history of the Linwood North area. This wonderful record of the school has been written by local historian Tim Baker and marks an important event in the Linwood community. It is believed that this is the first book that contains records of the North Linwood area of Christchurch. The book has an ISBN number and two copies will be forwarded to the national Library.
6. The centennial book is a compilation of information recorded in literature from the School's 25th, 50th, 75th and millennium celebrations. It contains information on Linwood house, the history of the four school houses – Woodham, Wilding, Ngarimu, and Porritt and the school through the years. The book also contains an excerpt from S.E. Summers.

FINANCIAL IMPLICATIONS

7. A quotation has been supplied with the letter of request from Croft Printing Limited at a total cost of \$7,225 for the printing of 1000 copies.
8. The cost of producing this 80 page A4 book equates to approximately \$8.20 per copy (GST inclusive). The Board of Trustees will underwrite the balance of expenditure and expect to recover funds invested through the sale of the book, at \$20 per copy, to attendees at the Centenary celebrations.

Linwood North School Centennial Book	
Expense	Cost (\$)
Plates	1,350
Plates and Proof	1,000
Printing	4,875
Total Quoted Cost	\$7,225
Underwriting from board of trustee -Expected recovery from book sales	4,725
Balance of funds required	2,500
Amount Requested from Community Board	\$2500

17. Cont'd

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

9. Yes. There is currently a balance of \$52,500 in the Hagley/Ferrymead Community Board 2008/09 Discretionary Response fund.

LEGAL CONSIDERATIONS

10. There are no legal issues to be considered.

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

11. Yes. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Yes.

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

13. Yes.
Aligns with community outcomes:
- A city of inclusive and diverse communities
 - A city of lifelong learning
 - A city for recreation, fun and creativity

Aligns with Hagley Ferrymead Community 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.
8. Advocate for adequate resourcing for diverse communities.
11. Support/advocate for initiatives that support lifelong learning.

ALIGNMENT WITH STRATEGIES

14. Yes.

Do the recommendations align with the Council's strategies?

15. Aligns with the Strengthening Communities Strategy:
Goal 4
Helping build a Sense of Local Community.

CONSULTATION FULFILMENT

16. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board agree to allocate \$2,500 from its 2008/09 Discretionary Response Fund to The Linwood North School Centenary Committee as a contribution toward the printing cost of the Linwood North School Centennial Book.