

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 16 SEPTEMBER 2009

AT 3.00PM

**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
Jo Daly
Phone: 941 6601 DDI
Email: jo.daly@ccc.govt.nz

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

INDEX	PG NO	
PART C	3.	1. APOLOGIES
PART C	3.	2. CONFIRMATION OF MINUTES - 2 SEPTEMBER 2009
PART B	3.	3. DEPUTATIONS BY APPOINTMENT
PART B	3.	4. PRESENTATION OF PETITIONS
PART B	3.	5. NOTICE OF MOTION
PART B	3.	6. CORRESPONDENCE
PART B	3.	7. BRIEFINGS
PART A	11.	8. THE PROPOSED MADRAS STREET CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (MADRAS STREET, MOORHOUSE TO CASHEL) BYLAW 2009
PART A	27.	9. THE PROPOSED MADRAS STREET CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (MADRAS STREET, KILMORE TO SALISBURY) BYLAW 2009
PART A	44.	10. THE PROPOSED BARBADOES STREET CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (BARBADOES STREET) BYLAW 2009
PART C	51.	11. TORLESSE STREET RENEWAL PROJECT

PART C	70.	12.	SUMNER/REDCLIFFS WORKING PARTY ON DRAINAGE AND MAINTENANCE ISSUES – REQUEST FOR RE-ESTABLISHMENT
PART C	76.	13.	309 MT PLEASANT ROAD – PROPOSED NO STOPPING RESTRICTION
PART C	79.	14.	APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – EDMUND SAMUEL HINES
PART C	82.	15.	APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – CYRUS LLOYD EADE AND NINO NABONG
PART C	84.	16.	NEIGHBOURHOOD WEEK FUNDING
PART B	88.	17.	COMMUNITY BOARD ADVISER’S UPDATE
PART B	88.	18.	BOARD MEMBERS’ QUESTIONS
PART B	88.	19.	BOARD MEMBERS’ INFORMATION EXCHANGE

1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES - 2 SEPTEMBER 2009.

The minutes of the Board's ordinary meeting of 2 September 2009 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 2 September 2009 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 Nicola Woods from Sumner Community Pool Inc will address the Board regarding the reduction in grants funding.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

16. 9. 2009

- 4 -

ATTACHMENT TO CLAUSE 2

8. 10. 2009

**HAGLEY/FERRYMEAD COMMUNITY BOARD
2 SEPTEMBER 2009**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 2 September 2009 at 3pm in the Board Room,
Linwood Service Centre, 180 Smith Street, Linwood.**

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

APOLOGIES: Nil.

PART A - MATTERS REQUIRING A COUNCIL DECISION

**1. CAMBRIDGE TERRACE (BARBADOES STREET TO FITZGERALD AVENUE) KERB AND
CHANNEL RENEWAL AND LANDSCAPING PROJECTS**

The board considered a report seeking approval for the Cambridge terrace (Barbados Street to Fitzgerald Avenue) kerb and channel street renewal project and associated landscaping along the adjacent river bank to proceed to final design, tender and construction, clause 12 refers. A deputation on this matter was heard, refer clause 2.3.

The Board **resolved** to adopt the staff recommendation.

BOARD CONSIDERATION

The Board considered a deputation, clause 2.3 refers, the report on this matter, clause 12 refers, and past discussion regarding the undergrounding of this portion of Cambridge Terrace. Staff provided information that undergrounding was outside the scope and budget for the kerb and channel renewal and landscaping projects.

BOARD RECOMMENDATION

The Board **decided** to recommend to the Council that there be an exception to current undergrounding policy and the section of Cambridge Terrace from Churchill Street to Fitzgerald Avenue be undergrounded. The reason for this being the previous historical undertaking to underground this section of Cambridge Terrace (prior to policy change of the current Council) made to residents during the previous term of the Board, as recalled by some current members of the Board.

PART B - REPORTS FOR INFORMATION

2. DEPUTATION BY APPOINTMENT

2.1 MRS TOPSY RULE

Mrs Topsy Rule addressed the Board regarding a discretionary response fund grant of \$1,000 given to the Sumner-Redcliffs Historical Society in February 2007. She explained that she wished to seek the Board's support for the use of the money to have the War Medals cleaned and restored, and placed in a special heavy glass case for their protection.

The Chairperson thanked Mrs Rule for her deputation to the Board.

2 Cont'd

The Board **decided** to support the use of the grant of \$1,000 to the Sumner-Redcliffs Historical Society given in February 2007 for the purpose outlined.

2.2 MR IAN MCLEOD AND MR HUGH MATTHEWS

Mr Ian McLeod and Mr Hugh Matthews from the Heathcote Valley Community Association addressed the Board regarding the correspondence from the Association in relation to the Tunnel Road/Port Hills Road intersection.

The Chairperson thanked Mr McLeod and Mr Matthews for the deputation to the Board.

This matter was considered during clause 5.1 of these minutes.

2.3 MR BRIAN O'SULLIVAN

Mr Brian O'Sullivan addressed the Board regarding the undergrounding a section of overhead cables on Cambridge Terrace, as part of the kerb and channel renewal and landscaping projects. Mr O'Sullivan explained that the work on Cambridge Terrace, including undergrounding, was scheduled to be done in 2004. However, due to urgent work required to be carried out in Sullivan Avenue, the Board at that time agreed to swap the projects, resulting in the work on Cambridge Terrace being delayed until now.

The Chairperson thanked Mr O'Sullivan for his deputation to the Board.

This matter was considered during discussion on clauses 1 and 12 of these minutes.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

5.1 HEATHCOTE VALLEY COMMUNITY ASSOCIATION

The Board considered a letter from the Heathcote Valley Community Association regarding ongoing concerns for pedestrian safety at the Tunnel Road/Port Hills Road intersection. A deputation on this matter was heard, clause 2.2 refers.

The Board **decided** to write a letter to the New Zealand Transport Agency in support of the Heathcote Valley Community Association's request for pedestrian safety concerns to be addressed at the Tunnel Road/Port Hills Road intersection.

5.2 VICTORIA NEIGHBOURHOOD GROUP

The Board considered a letter from Victoria Neighbourhood Group in relation to an apparent overlap between the areas covered by ICON and the Victoria Neighbourhood Group.

The Board **decided** to request staff look into the comments regarding the overlapping areas, respond to the Victoria Neighbourhood Group and provide information back to the Board.

5 Cont'd

5.3 FRIENDS OF LINWOOD CEMETERY

The Board considered a letter from the Friends of Linwood Cemetery regarding pathways and signage, and a request for a grant of \$1,200 from the Board. Advice given was that the pathway names and signage request is best addressed as part of the Cemeteries Master Plan process.

The Board **decided** to request that staff provide a report on the Friends of Linwood Cemetery request for funding.

The Board also **decided** to send a letter to the Friends of Linwood Cemetery congratulating them on a successful spring celebration at the cemetery on 29 August 2009.

6. BRIEFINGS

Nil.

7. HAGLEY/FERRYMEAD COMMUNITY BOARD SMALL GRANTS FUND ASSESSMENT COMMITTEE - MINUTES OF 17 AUGUST 2009

The Board received the minutes of the Small Grants Fund Assessment Committee meeting of 17 August 2009, for information and record purposes.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board received updates from the Community Board Adviser on Board related activities. Specific mention was made to upcoming meetings, current Council consultations and the discretionary response fund balance.

9. BOARD MEMBERS' QUESTIONS

Nil.

10. BOARD MEMBERS' INFORMATION EXCHANGE

The Board discussed the recent correspondence to Board Chairpersons from the Christchurch Streets and Gardens and Awards Committee, and were advised that the issue will be considered at the Chairpersons' and Staff Forum on 4 September 2009.

The Board **decided** to make a submission to Environment Canterbury Metro Service Review 2009, North East Bus Routes.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING MINUTES - 19 AUGUST 2009

The Board **resolved** that the minutes of the Board's ordinary meeting of 19 August 2009 be confirmed.

12. CAMBRIDGE TERRACE (BARBADOES STREET TO FITZGERALD AVENUE) KERB AND CHANNEL RENEWAL AND LANDSCAPING PROJECTS

The Board considered a report seeking approval for the Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue) Kerb and Channel Street Renewal project and associated landscaping along the adjacent riverbank to proceed to final design, tender and construction. The Board also made recommendation to the Council, clause 1 refers, and a deputation on this matter was heard, clause 2.3 refers.

The Board **resolved** to approve:

- (a) That the Cambridge Terrace Street Renewal and Associated Landscaping Project proceed to detailed design, tender and construction as shown on the attached Plan for Board Approval.
- (b) Revocation of existing parking restrictions to take effect following completion of construction of the new kerb and channel in Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue):
 - (i) That any existing parking restrictions at any time on both sides of Cambridge Terrace (Salisbury to Fitzgerald) and both sides of Salisbury Street (Barbadoes to Cambridge) be revoked for its entire length.
 - (ii) That any existing Give Way controls on Cambridge Terrace (Salisbury to Fitzgerald) and Salisbury Street (Barbadoes to Cambridge) be revoked.
 - (iii) Proposed No Stopping Restrictions to take effect following completion of construction of the new kerb and channel in Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue):
 - (iv) That the stopping of vehicles be prohibited at any time on the west side of Cambridge Terrace commencing at its intersection with Salisbury Street and extending in a northerly direction for a distance of 39 metres.
 - (v) That the stopping of vehicles be prohibited at any time on the east side of Cambridge Terrace commencing at its intersection with Salisbury Street and extending in a northerly direction for a distance of 40 metres.
 - (vi) That the stopping of vehicles be prohibited at any time on the west side of Cambridge Terrace commencing at a point 102 metres north from its intersection with Salisbury Street and extending in a northerly direction for a distance of 26 metres.
 - (vii) That the stopping of vehicles be prohibited at any time on the east side of Cambridge Terrace commencing at a point 101 metres north from its intersection with Salisbury Street and extending in a northerly direction for a distance of 27 metres.
 - (viii) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at its intersection with Churchill Street and extending in a westerly direction for a distance of 9 metres.
 - (ix) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at a point 91 metres west from its intersection with Churchill Street and extending in a westerly direction for a distance of 26 metres.
 - (x) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at a point 154 metres west from its intersection with Churchill Street and extending in a westerly direction for a distance of 15.5 metres.
 - (xi) That the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at a point 90.5 metres west from its intersection with Churchill Street and extending in a westerly direction for a distance of 31.5 metres.

12 Cont'd

- (xii) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at its intersection with Churchill Street and extending in an easterly direction for a distance of 9 metres.
 - (xiii) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 16 metres.
 - (xiv) That the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 151 metres.
 - (xv) Proposed Parking Restrictions of a maximum period of 120 minutes to take effect following completion of construction of the new kerb and channel in Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue):
 - (xvi) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Cambridge Terrace commencing at a point 180 metres north from its intersection with Salisbury Street and extending in an easterly direction for a distance of 12 metres.
 - (xvii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Cambridge Terrace commencing at a point 207.5 metres north from its intersection with Salisbury Street and extending in an easterly direction for a distance of 12 metres.
 - (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Cambridge Terrace commencing at a point 171 metres north from its intersection with Salisbury Street and extending in an easterly direction for a distance of 49.5 metres.
 - (ixx) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Cambridge Terrace commencing at a point 9 metres west from its intersection with Churchill Street and extending in a westerly direction for a distance of 15 metres.
- (c) Give Way Sign:
- (i) Approve that a Give Way Sign be placed against Cambridge Terrace at its intersection with Fitzgerald Avenue.
 - (ii) Proposed No Stopping Restrictions to take effect on Salisbury Street following completion of construction of the new kerb and channel in Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue):
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point four metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 29 metres.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at a point 5.5 metres east from its intersection with Barbadoes Street and extending in an easterly direction for a distance of 35.5 metres.
- (d) Proposed No Stopping Restrictions to take effect on Churchill Street following completion of construction of the new kerb and channel in Cambridge Terrace (Barbadoes Street to Fitzgerald Avenue):

12 Cont'd

- (i) That the stopping of vehicles be prohibited at any time on the west side of Churchill Street commencing at its intersection with Cambridge Terrace and extending in a northerly direction for a distance of eight metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Churchill Street commencing at its intersection with Cambridge Terrace and extending in a northerly direction for a distance of eight metres.

13. 80 MAJOR HORNBROOK ROAD, MOUNT PLEASANT SCHOOL - PROPOSED P2 PARKING RESTRICTIONS

The Board considered a report seeking approval to change an existing P5 Loading Zone on Major Hornbrook Road outside Mt Pleasant Primary School to a P2 Loading Zone and to install an additional P2 Loading Zone.

The Board **resolved** that:

- (a) The existing loading zone on the western side of Major Hornbrook Road commencing 134 metres north from its intersection with Freeman Street and extending for 17.5 metres in a northerly direction be revoked.
- (b) A time limited loading zone (maximum period of two minutes) be installed on the western side of Major Hornbrook Road commencing at a point 134 metres north from its intersection with Freeman Street and extending in a northerly direction for a distance of 17.5 metres. The restriction is to apply from 8am to 9am and 2.30pm to 3.30pm Monday to Friday on school days, and the driver must remain in attendance with the vehicle while parked.
- (c) A time limited loading zone (maximum period of two minutes) be installed on the western side of Major Hornbrook Road commencing at a point 159 metres north from its intersection with Freeman Street and extending in a northerly direction for a distance of 24 metres. The restriction is to apply from 8am to 9am and 2.30pm to 3.30pm Monday to Friday on school days, and the driver must remain in attendance with the vehicle while parked.

14. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND - SUMNER RESIDENTS' ASSOCIATION

The Board considered a report presenting a funding request from the Sumner Residents' Association, for the reimbursement of a post office mail box rental fee. Additional information was provided by the Sumner Residents' Association.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board decline the retrospective request from the Sumner Residents' Association for the reimbursement of a post office mail box rental fee of \$135, as it falls outside the criteria for the Discretionary Response Fund.

BOARD CONSIDERATION

The Board discussed the Residents' Associations – Formation and Recognition Policy, and noted reference to official Residents' Groups being eligible for a small annual grant.

The Board **resolved** to approve funding of \$135 from the 2009/2010 Discretionary Response Fund to the Sumner Residents Association as a grant, as per the current residents policy.

(Note: John Freeman withdrew and took no part in the voting on this item.)

16. 9. 2009

- 10 -

15. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – SIMON J FALCONER

The Board considered a report seeking approval for an application for funding from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board approve the application and allocate \$500 from the 2009/10 Hagley/Ferrymead Community Board Youth Development Scheme to Simon J Falconer to take part in the Global Awareness Programme Vietnam and Cambodia in September and October 2009.

The staff recommendation was moved by John Freeman and seconded by Yani Johanson, when put to the meeting was declared **lost**.

John Freeman moved the following motion, seconded by Yani Johanson:

"That the Hagley/Ferrymead Community Board approve the application and allocate \$300 from the 2009/10 Hagley/Ferrymead Community Board Youth Development Scheme to Simon J Falconer to take part in the Global Awareness Programme Vietnam and Cambodia in September and October 2009."

When put to the meeting, this motion was declared **carried** on the Chairperson's casting vote.

The meeting concluded at 5.30pm.

CONFIRMED THIS 16TH DAY OF SEPTEMBER 2009

**BOB TODD
CHAIRPERSON**



8. **THE PROPOSED MADRAS STREET CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (MADRAS STREET, MOORHOUSE TO CASHEL) BYLAW 2009**

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

PURPOSE OF REPORT

1. The purpose of this report is to request that the Hagley/Ferrymead Community Board recommend to the Council that a special consultative procedure be commenced for the establishment of cycle lanes on both sides of Madras Street between Moorhouse Avenue and Cashel Street, and the amendment of the Christchurch City Council Traffic and Parking Bylaw 2008.

EXECUTIVE SUMMARY

2. This cycle lane proposal originates from the kerb and channel street renewal project being completed over the section of Madras Street between Moorhouse Avenue and Cashel Street.
3. Madras Street is a major arterial road. The City Plan (Volume 3: Part 8 Special Purpose Zones: Appendix 2 – Roading Hierarchy Standards) states that provision of cycle facilities shall be incorporated into the design and construction of arterial roads. The Infrastructure Design Standard (section 8.6) further reinforces the City plan and states “*provide continuous on-street cycle lanes on all collector and arterial roads.*”
4. A cycle lane is classed as a special vehicle lane and under the Transport Act 1962, special vehicle lanes must be specified in a bylaw. The most appropriate way for Christchurch City Council (CCC) to achieve this is to add it as an amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008.
5. The Local Government Act (2002) specifies that any alterations or additions to a bylaw may only be undertaken following the special consultative procedure.
6. Madras Street is a “major arterial road” with an average daily traffic count of approximately 13,500 vehicles.
7. The Land Transport Safety Crash Analysis System shows there have been 102 crashes recorded for the five year period between 2003 and 2008.
8. The section of Madras Street between Moorhouse Avenue and Cashel Street is dominated by business and commercial land use.
9. The proposed plan for this project has been developed in accordance with current Christchurch City Council policies, strategies and standards. The main documents that have influenced the proposed plan are:
 - (a) The Central City Revitalisation Strategy (2006)
 - (b) The Central City Street Trees and Gardens Master Plan (Draft version that is currently being operated under)
 - (c) Parking Strategy (2003)
 - (d) Cycling Strategy (2004)
 - (e) The Infrastructure Design Standard (2009)

8 Cont'd

10. Madras Street is identified as a "Priority Street for Tree Planting and Landscaping" in the Central City Revitalisation Strategy. The draft Central City Street Trees and Gardens Master Plan prescribes a high intensity of tree planting in this area of the city. All options considered had a high level of tree planting included, some options complied with both these plans, while others had slightly reduced plantings and only complied with Central City Revitalisation Strategy. The appropriate road space to include this tree planting is in the existing kerbside parking areas. This has meant that all options considered in relation to tree planting had a significant loss of parking included, when compared to the existing parking spaces available along this section of road.
11. Section 5 of the Parking Strategy (2003) covers parking on arterial roads. This section clearly states that the function of an arterial road is *"to give priority to the safe, efficient and sustainable movement of people and goods over the provision of parking."* Section 4.2.6 states that safety; traffic flow, pedestrian or cycle facilities and landscaping all have road space priority before the allocation of parking on arterial roads. Section 5.2 of the Parking Strategy (2003), states that *"activities located on arterial roads provide for their parking needs on site so that the need for parking on street is minimised."* Whilst the proposed plan reduces the amount of on street parking, this proposed loss of parking is consistent with the Parking Strategy, as described above. Section 4.2.6 of the Parking Strategy also states that *"decisions on the allocation of kerb space will still be undertaken by the relevant Community Board or Council Committee in consultation with the affected property owners/occupiers and community."*
12. The required cycle lanes can be incorporated on both side of Madras Street without any impact on parking ie there is sufficient road space to incorporate the traffic lanes and cycle lanes, without impacting the kerbside parking areas.
13. It is the inclusion of the trees that has caused the loss of parking but it is the inclusion of the cycle lanes that has meant this project must follow the special consultative procedure.
14. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009) and **Attachment 2** is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
15. The process for making the amendments to the Bylaw is as follows:
 - (a) The Council resolves that the amendments to the Bylaw are the most appropriate way to address the perceived problems (which are identified above) and that there are no inconsistencies with the New Zealand Bill of Rights Act (see recommendations below);
 - (b) The Council approves the statement of proposal and summary of information, publicises it to enable public submissions and appoints a hearings panel to hear submissions (see recommendations below);
 - (c) The special consultative procedure will be from 30 September to 30 October 2009;
 - (d) If any submitters wish to be heard, hearings will take place during the week of 23 November 2009;
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the amendments to the Bylaw (refer **Attachment 1a**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

16. Funding is provided in the Transport and Greenspace Capital Work Programme and covers all costs from design and consultation through to construction and implementation.

8 Cont'd

Do the Recommendations of this Report Align with the 2009 - 2019 Long Term Council Community Plan (LTCCP) budgets?

17. The recommendations of this report align with the 2009-2019 LTCCP budgets.

LEGAL CONSIDERATIONS/SECTION 155

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

Appropriate way to address problem

19. The following four options were considered for the street renewal project in Madras Street:

Option 1 – Do Minimum

20. Option 1 involves renewing the existing kerb and ditched with kerb and flat channel on its current alignment. No additional build-outs or landscaping are included. The roadway will remain in its current layout.

Benefits include:

- (a) The old kerb and ditched channel is replaced with new kerb and flat channel.

Shortfalls include:

- (a) It does not meet the project objectives.
(b) No improvements are made for pedestrians or cyclists.
(c) No landscaping is included.
(d) It does not meet the aforementioned policies and strategies.

Conclusion

21. Option 1 has not been selected as the preferred option, due to it not meeting the project objectives or complying with the aforementioned policies and strategies.

Option 2 – Inflow cycle lanes for the full length

22. Option 2 involves replacing the kerb and channel where there is dish channel and installing inflow cycle lanes along both sides of Madras Street from Moorhouse Avenue to Cashel Street. This option does not provide any off road cycle lanes. This option includes build-outs at the intersections and mid-block, where possible, to provide for street trees and landscaping.

Benefits include:

- (a) Enhanced streetscape by providing the opportunity for landscaping.
(b) Dedicated cycle lanes are expected to increase cycle safety and use.
(c) Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Madras Street and an area for landscaping.
(d) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
(e) Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

8 Cont'd

Shortfalls include:

- (a) Does not cater for the cycle access to Christchurch Polytechnic Institute of Technology (CPIT) that is against the flow of traffic
- (b) Significant loss of car parking (approximately 68 of the existing 98 car parks remain, ie a reduction of 30 car parks along this section).
- (c) Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

23. Option 2 has not been selected as the preferred option, because it does not cater for the two way flow of cyclists to CPIT.

Option 3 – Inflow Cycle Lanes, with Contra flow shared path outside CPIT

24. Option 3 involves replacing the kerb and channel where there is dish channel along the project length and installing inflow cycle lanes along both sides of Madras Street from St Asaph Street to Cashel Street. The section between Moorhouse Avenue and St Asaph Street would have an inflow cycle lane included on the west side and a 3.5 metre wide contra flow shared cycle/pedestrian path adjacent to the eastern property boundary outside CPIT.
25. The proposed plan will include build-outs at the intersections and two mid-block build-outs, where possible, to provide for street trees and landscaping. It will also include improved pedestrian crossing points by the addition of a signalised pedestrian crossing between CPIT and Countdown and additional pedestrian crossing build-outs near CPIT and at some intersections.

Benefits include:

- (a) Enhanced streetscape by providing the opportunity for landscaping.
- (b) Dedicated cycle lanes are expected to increase cycle safety and use.
- (c) Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Madras Street and an area for landscaping.
- (d) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- (e) Improved road markings by installing cycle lanes will delineate and give guidance to all road users.
- (f) Complies with all the aforementioned policies, strategies and plans.

Shortfalls include:

- (a) Significant loss of car parking (57 of the existing 98 car parks remain, a loss of 41 car parks along this section).

Conclusion

26. This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. It also complies with the respective strategies and plans to provide the desired level of landscaping in this part of the city. Option 3 is the preferred option.

Option 4 – Inflow Cycle Lanes

27. Option 4 has exactly the same traffic lane layout as option 3. The only difference is number of build-outs and trees that have been included along the length. Option 4 includes build-outs at the intersections and only one mid-block build-out, where possible, to provide for street trees and landscaping.

8 Cont'd

Benefits include:

- (a) Enhanced streetscape by providing the opportunity for landscaping.
- (b) Dedicated cycle lanes are expected to increase cycle safety and use.
- (c) Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Madras Street and an area for landscaping.
- (d) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- (e) Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

Shortfalls include:

- (a) Significant loss of car parking (approximately 68 of the existing 98 car parks remain, a loss of 30 car parks along this section).
- (b) Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

28. This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. Whilst it complies with the Central City Revitalisation Strategy, it does not comply with the draft Central City Street Trees and Gardens Master Plan. It is for this reason that it has not been selected as the preferred option.

Appropriate form of bylaw

29. The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 (refer **Attachment 1a**).
30. If a greater level of detail was specified then, if any changes were made to the road in the future which required the alteration of the special vehicle lane, then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The Second Schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

New Zealand Bill of Rights Act (NZBORA) 1990

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

8 Cont'd

Legal requirements of a special consultative procedure

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

“(a) as the case may be,—

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

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

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

Decisions that are inconsistent with Council policies

35. If the Council decides to pursue an option that is significantly inconsistent with any of its adopted policies or strategies, it is required to comply with section 80 of the Local Government Act 2002. This section requires the Council to identify the inconsistency, the reasons for it and any intention to amend the policy to accommodate the decision.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

36. Yes.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

37. Yes.

ALIGNMENT WITH STRATEGIES

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

- (a) Central City Revitalisation Strategy.
- (b) Central City Street Trees and Gardens Master Plan (Draft).
- (c) The City Council's Cycle Strategy 2004.
- (d) Parking Strategy and the Infrastructure Design Standard.
- (e) New Zealand Land Transport Strategy.
- (f) National Walking and Cycling Strategy.
- (g) Metro Strategy.
- (h) Sustainable Energy Strategy.
- (i) Physical Recreation and Sport Strategy.
- (j) Road Safety Strategy.

8 Cont'd

39. Under the Central City Revitalisation Strategy, Madras Streets are identified as "*Priority Streets for Tree Planting and Landscaping*". The Central City Street Trees and Gardens Master Plan specifies that small leaved limes, spaced approximately 25 metres apart, are to be included on these streets. It is the combination of these plans which has led to the proposed tree planting. The impact of this level of tree planting is a significant loss of car parking along this section of road.
40. Section 5 of the Parking Strategy (2003) covers parking on arterial roads. This section clearly states that the function of an arterial road is "*to give priority to the safe, efficient and sustainable movement of people and goods over the provision of parking.*" Section 4.2.6 states that safety, traffic flow, pedestrian or cycle facilities and landscaping all have road space priority before the allocation of parking on arterial roads. Section 5.2 of the Parking Strategy (2003), states that "*activities located on arterial roads provide for their parking needs on site so that the need for parking on street is minimised.*" Whilst the proposed plan reduces the amount of on street parking, this proposed loss of parking is consistent with the Parking Strategy, as described above. Section 4.2.6 of the Parking Strategy also states that "*decisions on the allocation of kerb space will still be undertaken by the relevant Community Board or Council Committee in consultation with the affected property owners/occupiers and community.*"
41. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch. Enhancing the physical environment is a key method of achieving the Strategy's objectives.
42. Provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes. Priority (of provision) is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

CONSULTATION FULFILMENT

43. Internal consultation has taken place between relevant units. Details of the proposed Madras Street improvements were presented as a seminar to the Hagley/Ferrymead Community Board on 5 August 2009. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

STAFF RECOMMENDATION

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

- (a) Resolve that the proposed Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009, amending the CCC Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Madras Street, is the most appropriate way to address the perceived problems identified in this report.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.
- (c) Resolve that the Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009) and the Summary of Information be adopted for consultation and made available for public inspection at selected Council Service Centres, Council libraries and on the Council's website.

8 Cont'd

- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets as shown on the distribution plan within the summary of information, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups in the distribution area.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009.

That the Hagley/Ferrymead Community Board note that this report is to be included in the Council agenda of 24 September 2009.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

- 44. This project was initiated in January 2008.
- 45. An internal survey was completed to determine the likely issues on Madras Street and to identify other works being completed in this area. Initial consultation was also held with some of the main stakeholders, for example CPIT and some property developers along the route.
- 46. The Hagley/Ferrymead Community Board received a seminar on 5 August 2009.

THE OBJECTIVES

- 47. The objectives for the project are as follows:
 - (a) To replace the kerb and channel.
 - (b) To maintain or improve safety for all road users.
 - (c) To ensure adequate drainage is provided.
 - (d) To complete the project within the allocated budget.
 - (e) To complete construction of the project in the 2010/11 financial year.
 - (f) To minimise whole of life costs.
 - (g) To include blackspot remedial works identified on the Madras/Kilmore intersection.
- 48. Key features of the proposed plan are as follows:
 - (a) Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel.
 - (b) Two 3.2 - 3.4 metre wide northbound traffic lanes.
 - (c) A continuous 1.5 - 1.8 metre wide northbound cycle lane on the west side of Madras Street between Moorhouse Avenue and Cashel Street and a northbound cycle lane on the east side of Madras Street between St Asaph Street and Cashel Street.
 - (d) A 3.5 metre wide contra flow shared cycle/pedestrian path adjacent to the eastern property boundary outside CPIT, between Moorhouse Avenue and St Asaph Street.
 - (e) Parking is kept adjacent to the kerbs where possible on both sides of Madras Street.
 - (f) Inclusion of a number of mid-block build-outs to accommodate increased tree planting and landscaping.
 - (g) Reduction of 41 of the existing car parking spaces spread along the length of the project, due to the inclusion of the build-outs for trees.
 - (h) Improved pedestrian crossing points by the addition of a signalised pedestrian crossing between CPIT and Countdown. Additional pedestrian crossing build-outs have also been included near CPIT and at some intersections.

ATTACHMENT 1 TO CLAUSE 8

STATEMENT OF PROPOSAL FOR THE PROPOSED MADRAS STREET CYCLE LANE EXTENSION AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT(MADRAS STREET, MOORHOUSE TO CASHEL) BYLAW 2009

1. DETAILS OF THE PROPOSAL

As part of the Madras Street (Moorhouse to Cashel) Kerb and Channel Renewal Project, the Council proposes to install a cycle lane on Madras Street between Moorhouse Avenue and Cashel Street, and to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 ("the Bylaw") by including the Madras Street (Moorhouse to Cashel) cycle lane in Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Madras Street is a "major arterial road" with an average traffic volume of approximately 13,500 vehicles per day.

The Madras Street kerb and channel street renewal project is currently being completed. The City Plan and Council Infrastructure Design Standard state that cycle lanes must be included for all street works on arterial roads. Due to this requirement, northbound cycle lanes are proposed on both the east and west sides of Madras Street.

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

The objectives for the project are as follows:

- a) To replace the kerb and channel
- b) To maintain or improve safety for all road users
- c) To ensure adequate drainage is provided
- d) To complete the project within the allocated budget
- e) To complete construction of the project in the 2010/11 financial year
- f) To minimise whole of life costs

Key Features of the proposed plan are as follows:

- a) Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel
- b) Two 3.2 -3.4m wide northbound traffic lanes
- c) A continuous 1.5-1.8m wide northbound cycle lane on the west side of Madras Street between Moorhouse Avenue and Cashel Street and a northbound cycle lane on the east side of Madras Street between St Asaph Street and Cashel Street.
- d) A 3.5m wide contra flow shared cycle/pedestrian path adjacent to the eastern property boundary outside CPIT, between Moorhouse Avenue and St Asaph Street.
- e) Parking is kept adjacent to the kerbs where possible on both sides of Madras Street
- f) Inclusion of a number of mid-block build-outs to accommodate increased tree planting and landscaping.
- g) Reduction of 41 of the existing car parking spaces spread along the length of the project, due to the inclusion of the build-outs for trees.
- h) Improved pedestrian crossing points by the addition of a signalised pedestrian crossing between CPIT and Countdown. Additional pedestrian crossing build-outs have also been included near CPIT and at some intersections.

3. SECTION 155 CONSIDERATIONS

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

The proposed plan is considered the most appropriate way to include cycle lanes as part of the proposed street renewal work on Madras Street. This provides the opportunity to install a cycle lane in Madras Street (between Moorhouse Avenue and Cashel Street) which would become part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

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

The following four options were considered for the street renewal project in Madras Street:

(a) Option 1 – Do Minimum

Option 1 involves renewing the existing kerb and ditched with kerb and flat channel on its current alignment. No additional build-outs or landscaping are included. The roadway will remain in its current layout.

Benefits include:

- The old kerb and ditched channel is replaced with new kerb and flat channel.

Shortfalls include:

- It does not meet the project objectives
- No improvements are made for pedestrians or cyclists
- No landscaping is included
- It does not meet the aforementioned policies and strategies.

Conclusion

Option 1 has not been selected as the preferred option, due to it not meeting the project objectives or complying with the aforementioned policies and strategies.

(b) Option 2 – Inflow cycle lanes for the full length

Option 2 involves replacing the kerb and channel where there is ditch channel and installing inflow cycle lanes along both sides of Madras Street from Moorhouse Avenue to Cashel Street. This option does not provide any off road cycle lanes. This option includes build-outs at the intersections and mid-block, where possible, to provide for street trees and landscaping.

Benefits include:

- Enhanced streetscape by providing the opportunity for landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Madras Street and an area for landscaping.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

ATTACHMENT 1 TO CLAUSE 8 Cont'd

Shortfalls include:

- Does not cater for the cycle access to CPIT that is against the flow of traffic
- Significant loss of car parking (approximately 68 of the existing 98 car parks remain ie a loss of 30 car parks along this section).
- Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

Option 2 has not been selected as the preferred option, because it does not cater for the two way flow of cyclists to CPIT.

(c) Option 3- Inflow Cycle Lanes, with Contra flow shared path outside CPIT

Option 3 involves replacing the kerb and channel where there is dish channel along the project length and installing inflow cycle lanes along both sides of Madras Street from St Asaph Street to Cashel Street. The section between Moorhouse Avenue and St Asaph Street would have an inflow cycle lane included on the west side and a 3.5m wide contra flow shared cycle/pedestrian path adjacent to the eastern property boundary outside CPIT.

The proposed plan will include build-outs at the intersections and two mid-block build-outs, where possible, to provide for street trees and landscaping. It will also include improved pedestrian crossing points by the addition of a signalised pedestrian crossing between CPIT and Countdown and additional pedestrian crossing build-outs near CPIT and at some intersections.

Benefits include:

- Enhanced streetscape by providing the opportunity for landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Madras Street and an area for landscaping.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.
- Complies with all the aforementioned policies, strategies and plans.

Shortfalls include:

- Significant loss of car parking (57 of the existing 98 car parks remain ie a loss of 41 car parks along this section).

Conclusion

This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. It also complies with the respective strategies and plans to provide the desired level of landscaping in this part of the city. Option 3 is the preferred option.

(d) Option 4- Inflow Cycle Lanes

Option 4 has exactly the same traffic lane layout as option 3. The only difference is number of build-outs and trees that have been included along the length. Option 4 includes build-outs at the intersections and only one mid-block build-out, where possible, to provide for street trees and landscaping.

ATTACHMENT 1 TO CLAUSE 8 Cont'd

Benefits include:

- Enhanced streetscape by providing the opportunity for landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Madras Street and an area for landscaping.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

Shortfalls include

- Significant loss of car parking (approximately 68 of the existing 98 car parks remain ie a loss of 30 car parks along this section).
- Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. Whilst it complies with the Central City Revitalisation Strategy, it does not comply with the draft Central City Street Trees and Gardens Master Plan. It is for this reason that it has not been selected as the preferred option.

Appropriate form of bylaw

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

New Zealand Bill of Rights Act (NZBORA) 1990

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

3. PROPOSED AMENDMENT (MADRAS STREET) BYLAW

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

ATTACHMENT 1 TO CLAUSE 8 Cont'd

4. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will be from 30 September 2009 to 30 October 2009.
- (c) If any submitters wish to be heard, then the hearing of submissions will take place during the week of the 23rd of November 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

5. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

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

The summary of information and this statement of proposal, including the proposed amendment bylaw are available as follows:

- Through the "Have your Say" link on the following Council web page www.ccc.govt.nz, or
- From selected Council Service Centres and Libraries, or
- By ringing the Council on 941 8999.

The special consultative procedure for this proposal will be from 30 September 2009 to 30 October 2009. An informal Project Information meeting will be held on Wednesday the 14th of October, between 2.00pm and 4.00pm at CPIT, Room L202, (immediately inside the main entrance Atrium, opposite Countdown). This will be an opportunity for people to drop in, if they wish to discuss any aspect of the project. Project Information will be on display and staff available to assist.

Written submissions should be submitted either through:

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

Please note: a similar consultation process is occurring at the same time for the section of Madras Street, between Kilmore Street and Salisbury Street. Please be careful when obtaining documents and providing submissions to ensure they relate to the appropriate section.

ATTACHMENT 1a TO CLAUSE 8

CHRISTCHURCH CITY COUNCIL

TRAFFIC AND PARKING AMENDMENT (MADRAS STREET, MOORHOUSE TO CASHEL)
BYLAW 2009

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

1. SHORT TITLE

This Bylaw is the Christchurch City Council Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009.

2. COMMENCEMENT

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

3. PRINCIPAL BYLAW AMENDED

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

4. SCHEDULE 2 AMENDED

Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is amended by inserting the following table after "Lyttelton Street", and before "Madras Street (Chester Street East - Kilmore Street, On the west side in a northerly direction)"

Road Name	Location	Special Vehicle Lanes	
		Bus Lane	Cycle Lane
Madras Street	On the west side in a northerly direction		
	Moorhouse Avenue to Cashel Street		X
	On the east side in a northerly direction		
	St Asaph Street to Cashel Street		X

The initial resolution to make this Bylaw was passed by the Christchurch City Council at an ordinary meeting of the Council held on 24 September 2009 and was confirmed, following consideration of submissions received during the special consultative procedure by a resolution at a subsequent meeting of the Council on the [day month year].

Key features of the proposed Madras Street (Moorhouse to Cashel) Cycle Lane are:

- Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel
- Two 3.2-3.4m wide northbound traffic lanes.
- A continuous 1.5-1.8m wide northbound cycle lane on the west side of Madras Street between Moorhouse Avenue and Cashel Street and a northbound cycle lane on the east side of Madras Street between St Asaph Street and Cashel Street.
- A 3.5m wide contra flow shared cycle/pedestrian path adjacent to the eastern property boundary outside CPIT, between Moorhouse Avenue and St Asaph Street.
- Parking is kept adjacent to the kerbs where possible on both sides of Madras Street.
- Inclusion of a number of mid block build outs to accommodate increased tree planting and landscaping.
- Reduction of 41 of the existing car parking spaces spread along the length of the project, due to the inclusion of the buildouts for trees.
- Improved pedestrian crossing points by the addition of a signalised pedestrian crossing between CPIT and Countdown. Additional pedestrian crossing build outs have also been included near CPIT and at some intersections.

Attached is a plan providing further information on the proposed plan.

Report On Section 155 Of The Local Government Act 2002

Appropriate way to address problem

The Council has the power under the Transport Act 1962 to create special vehicle lanes (which includes cycle lanes) but it must do so by specifying the road on which the lane is on in a bylaw. Under section 155 of the Local Government Act 2002 the Council has considered a number of options and has determined that making an Amendment Bylaw to add this cycle lane to the second schedule of the Traffic and Parking Bylaw 2008 is the most appropriate way to create a legally enforceable cycle lane along this section of road.

Appropriate form of bylaw

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

New Zealand Bill of Rights Act 1990

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

Proposed Draft Amendment (Madras Street, Moorhouse to Cashel) Bylaw

The full amendment bylaw is included in the Statement of Proposal but the proposed amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw is to specify a cycle lane on Madras Street, on the west side travelling in a northerly direction between Moorhouse Avenue and Cashel Street and on the east side travelling in a northerly direction between St Asaph Street and Cashel Street.

Draft Amendment Bylaw and Copies of Documents

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

- Through the "Have your Say" link on the Council website www.ccc.govt.nz, or
- From Council Service Centres and Libraries, or
- By ringing the Council on 941 8999.

If you would like any further information or assistance regarding this project, please contact the consultation leader shown in the panel below



www.ccc.govt.nz/haveyoursay


Attention: Peter Barnes
 Consultation Leader
 Christchurch City Council
 PO Box 237
 Christchurch Mail Centre
 Christchurch 8140



have your say *September 2009*

Christchurch City Council
Proposed Madras Street (Moorhouse to Cashel)
Street Renewal Project

Summary of Information for the Statement of Proposal for the Proposed Madras Street (Moorhouse to Cashel) Cycle Lane and the Christchurch City Council Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009



Artist impression of completed street



Detail and Reasons for the Proposal:

The Madras Street (Moorhouse to Cashel) Street Renewal Project proposes to provide an improved streetscape along Madras Street between Moorhouse Avenue to Cashel Street. The level of service for the traffic flow is expected to be maintained and the level of service for cyclists and pedestrians is expected to be improved. One key feature of improving the streetscape is the inclusion of trees and landscaping as set out in the Central City Revitalisation Strategy. This will result in the loss of 41 existing car parks.

As part of this project, the Council proposes to replace the old kerb and dish channel and install cycle lanes on both sides of Madras Street between Moorhouse Avenue to Cashel Street. The Second Schedule of the Traffic and Parking Bylaw 2008 is proposed to be amended.

Madras Street is a "major arterial road" with an average traffic volume of approximately 13,500 vehicles per day.



www.ccc.govt.nz/haveyoursay

Period For Consultation
 The special consultative procedure for this proposal will be from **Wednesday 30 September 2009 to Friday 30 October 2009.**

Project Information Drop In Session
 An informal Project Information meeting will be held:

- **Wednesday 14 October, between 2.00pm and 4.00pm** at CPIT, Room L202, (immediately inside the main entrance Atrium, opposite Countdown)

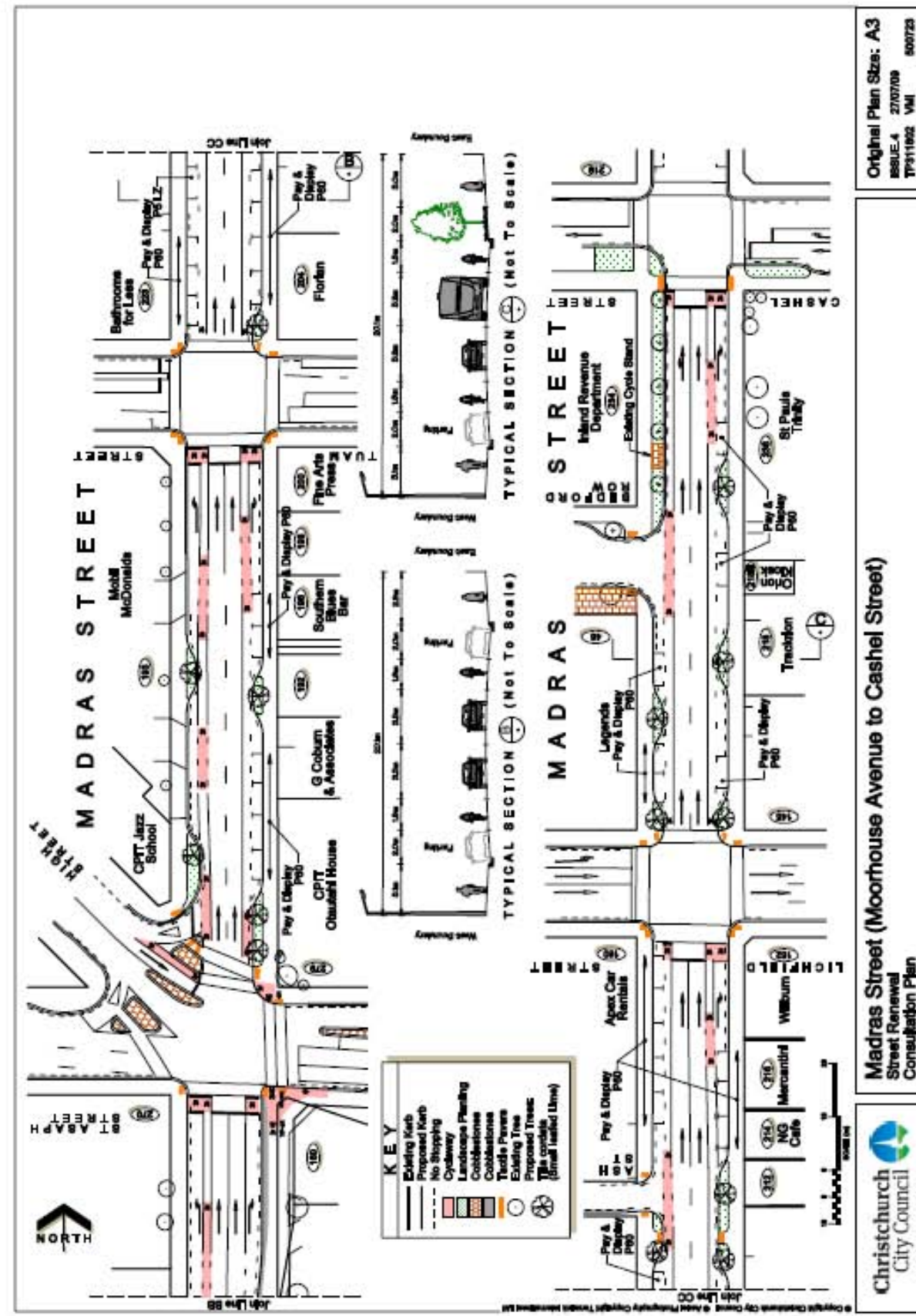
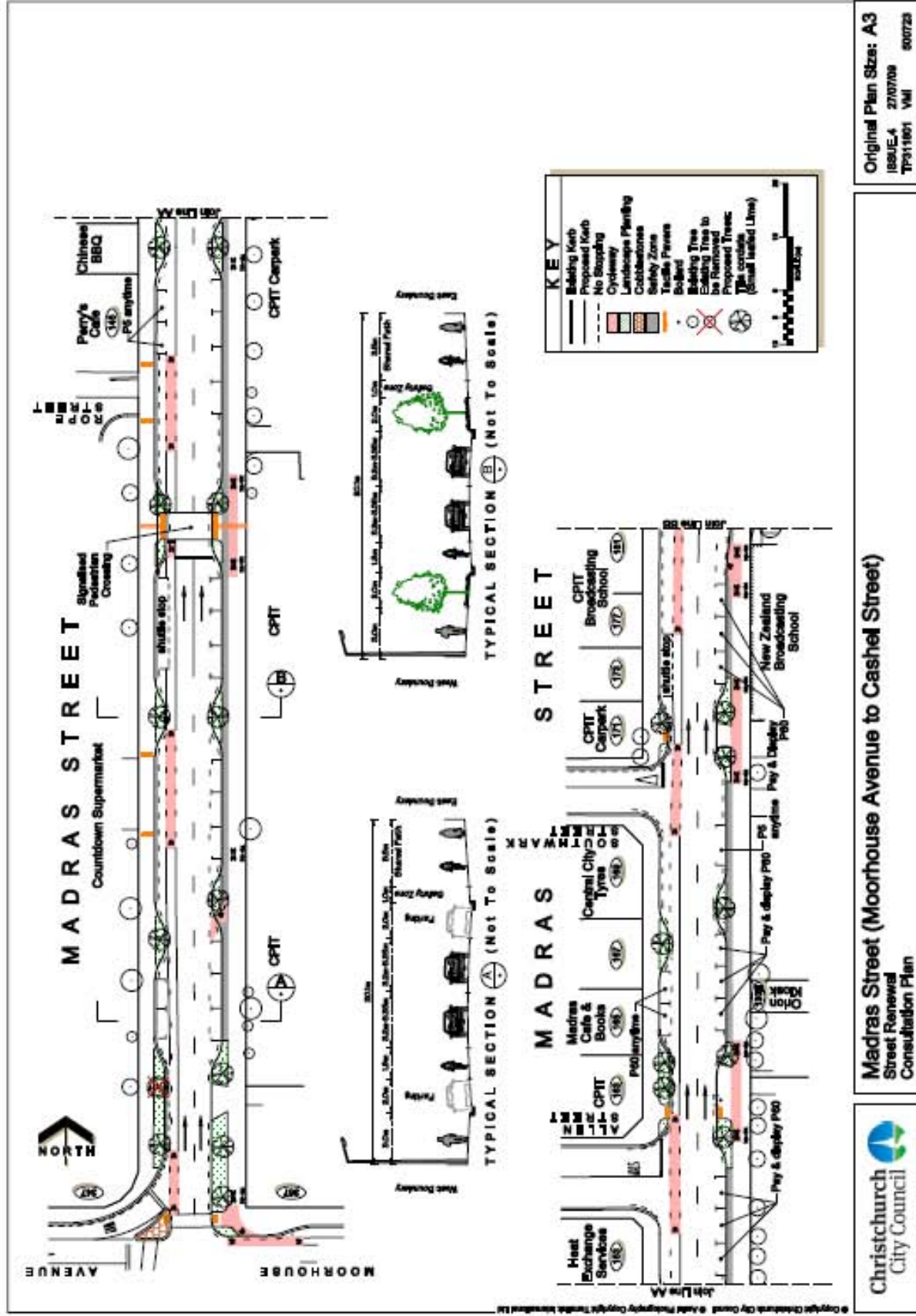
This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project information will be on display and staff available to assist.

You can submit in the following ways:

- return the enclosed freepost form
- visit the website at www.ccc.govt.nz/HaveYourSay
- email cyclelane@ccc.govt.nz please write **Madras Street, Moorhouse to Cashel** in the subject line)
- Post to Freepost 178, Madras Street, Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

Please note: a similar consultation process is occurring at the same time for the section of Madras St, between Kilmore St and Salisbury St. Please be careful when obtaining documents and providing submissions to ensure they relate to the appropriate section.

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





9. **THE PROPOSED MADRAS STREET CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (MADRAS STREET, KILMORE TO SALISBURY) BYLAW 2009**

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

PURPOSE OF REPORT

1. The purpose of this report is to request that the Hagley/Ferrymead Community Board recommend to the Council that a special consultative procedure be commenced for the establishment of cycle lanes on both sides of Madras Street between Kilmore Street and Salisbury Street, and the amendment of the Christchurch City Council Traffic and Parking Bylaw 2008.

EXECUTIVE SUMMARY

2. This cycle lane proposal originates from the kerb and channel street renewal project being completed over the section of Madras Street between Kilmore Street and Salisbury Street.
3. Madras Street is a major arterial road. The City Plan (Volume 3: Part 8 Special Purpose Zones: Appendix 2 – Roading Hierarchy Standards) states that provision of cycle facilities shall be incorporated into the design and construction of arterial roads. The Infrastructure Design Standard (section 8.6) further reinforces the City plan and states “*provide continuous on-street cycle lanes on all collector and arterial roads.*”
4. A cycle lane is classed as a special vehicle lane and under the Transport Act 1962, special vehicle lanes must be specified in a bylaw. The most appropriate way for Christchurch City Council (CCC) to achieve this is to add it as an amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008.
5. The Local Government Act (2002) specifies that any alterations or additions to a bylaw may only be undertaken following the special consultative procedure.
6. Madras Street is a “major arterial road” with an average daily traffic count of approximately 13,500 vehicles.
7. The Land Transport Safety Crash Analysis System shows there have been 30 crashes recorded for the five year period between 2003 and 2008.
8. The section of Madras Street between Kilmore Street and Salisbury Street is typically residential.
9. The proposed plan for this project has been developed in accordance with current CCC policies, strategies and standards. The main documents that have influenced the proposed plan are:
 - (a) The Central City Revitalisation Strategy (2006);
 - (b) The Central City Street Trees and Gardens Master Plan (Draft version that is currently being operated under);
 - (c) Parking Strategy (2003);
 - (d) Cycling Strategy (2004);
 - (e) The Infrastructure Design Standard (2009)

9 Cont'd

10. Madras Street is identified as a "Priority Street for Tree Planting and Landscaping" in the Central City Revitalisation Strategy. The draft Central City Street Trees and Gardens Master Plan prescribes a high intensity of tree planting in this area of the city. All options considered had a high level of tree planting included, some options complied with both these plans, while others had slightly reduced plantings and only complied with Central City Revitalisation Strategy. The appropriate road space to include this tree planting is in the existing kerbside parking areas. This has meant that all options considered in relation to tree planting had a significant loss of parking included, when compared to the existing parking spaces available along this section of road.
11. Section 5 of the Parking Strategy (2003) covers parking on arterial roads. This section clearly states that the function of an arterial road is *"to give priority to the safe, efficient and sustainable movement of people and goods over the provision of parking."* Section 4.2.6 states that safety, traffic flow, pedestrian or cycle facilities and landscaping all have roadspace priority before the allocation of parking on arterial roads. Section 5.2 of the Parking Strategy (2003), states that *"activities located on arterial roads provide for their parking needs on site so that the need for parking on street is minimised."* Whilst the proposed plan reduces the amount of on street parking, this proposed loss of parking is consistent with the Parking Strategy, as described above. Section 4.2.6 of the Parking Strategy also states that *"decisions on the allocation of kerb space will still be undertaken by the relevant Community Board or Council Committee in consultation with the affected property owners/occupiers and community."*
12. The required cycle lanes can be incorporated on both side of Madras Street without any impact on parking, for example there is sufficient road space to incorporate the traffic lanes and cycle lanes, without impacting the kerbside parking areas.
13. It is the inclusion of the trees that has caused the loss of parking but it is the inclusion of the cycle lanes that has meant this project must follow the special consultative procedure.
14. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Madras Street, Kilmore to Salisbury) Bylaw 2009) and **Attachment 2** is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
15. The process for making the amendments to the Bylaw is as follows:
 - (a) The Council resolves that the amendments to the Bylaw are the most appropriate way to address the perceived problems (which are identified above) and that there are no inconsistencies with the New Zealand Bill of Rights Act (see recommendations below);
 - (b) The Council approves the statement of proposal and summary of information, publicises it to enable public submissions and appoints a hearings panel to hear submissions (see recommendations below);
 - (c) The special consultative procedure will be from 30 September to 30 October 2009;
 - (d) If any submitters wish to be heard, hearings will take place during the week of 23 November 2009;
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the amendments to the Bylaw (refer **Attachment 1a**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

16. Funding is provided in the Transport and Greenspace Capital Work Programme and covers all costs from design and consultation through to construction and implementation.

9 Cont'd

Do the Recommendations of this Report Align with the 2009 - 2019 Long Term Council Community Plan (LTCCP) budgets?

17. The recommendations of this report align with the 2009 - 2019 LTCCP budgets.

LEGAL CONSIDERATIONS/SECTION 155

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

Appropriate way to address problem

19. The following four options were considered for the street renewal project in Madras Street:

Option 1 – Do Minimum

- 20 Option 1 involves renewing the existing kerb and ditched with kerb and flat channel on its current alignment. No additional build-outs or landscaping are included. The roadway will remain in its current layout.

Benefits include:

- (a) The old kerb and ditched channel is replaced with new kerb and flat channel.

Shortfalls include:

- (a) It does not meet the project objectives;
(b) No improvements are made for pedestrians or cyclists;
(c) No landscaping is included;
(d) It does not meet the aforementioned policies and strategies.

Conclusion

21. Option 1 has not been selected as the preferred option, due to it not meeting the project objectives or complying with the aforementioned policies and strategies.

Option 2 – Inflow cycle lane on west side and contra-flow shared pedestrian/cycle path on east side

22. Option 2 involves replacing the kerb and channel where there is dish channel and installing an inflow cycle lane along the west side of Madras Street from Kilmore Street to Salisbury Street and a contra-flow shared pedestrian/cycle shared path on the eastern footpath. This option includes build-outs at the intersections and mid-block, where possible, to provide for street trees and landscaping.

Benefits include:

- (a) Enhanced streetscape by providing build-outs for trees and landscaping;
(b) Dedicated cycle lanes are expected to increase cycle safety and use;
(c) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs;
(d) Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

9 Cont'd

Shortfalls include

- (a) No link to or from the contra flow section, particularly for cyclists;
- (b) Significant loss of car parking (approximately 30 of the existing 38 car parks remain, a loss of approximately eight car parks along this section);
- (c) Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

23. Option 2 has not been selected as the preferred option, due to the limitations of the contra-flow section.

Option 3- Inflow Cycle Lanes

24. Option 3 involves replacing the kerb and channel where there is dish channel along the project length and installing inflow cycle lanes along both sides of Madras Street from Kilmore Street to Salisbury Street.
25. The proposed plan will include build-outs at the intersections and two mid-block build-outs, where possible, to provide for street trees and landscaping. It will also include improved pedestrian crossing points by the addition of a pedestrian build-out at the Kilmore Street intersections.

Benefits include:

- (a) Enhanced streetscape by providing build-outs for trees and landscaping;
- (b) Dedicated cycle lanes are expected to increase cycle safety and use;
- (c) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs;
- (d) Improved road markings by installing cycle lanes will delineate and give guidance to all road users;
- (e) Complies with all the aforementioned policies, strategies and plans.

Shortfalls include

- (a) Significant loss of car parking (20 of the existing 38 car parks remain, a loss of 18 car parks along this section).

Conclusion

26. This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. It also complies with the respective strategies and plans to provide the desired level of landscaping in this part of the city. **Option 3** is the preferred option.

Option 4- Inflow Cycle Lanes

27. Option 4 has exactly the same traffic lane layout as option 3. The only difference is number of build-outs and trees that have been included along the length. Option 4 includes build-outs at the intersections and only one mid-block build-out, where possible, to provide for street trees and landscaping.

9 Cont'd

Benefits include:

- (a) Enhanced streetscape by providing build-outs for trees and landscaping;
- (b) Dedicated cycle lanes are expected to increase cycle safety and use;
- (c) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs;
- (d) Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

Shortfalls include

- (a) Significant loss of car parking (approximately 30 of the existing 38 car parks remain, a loss of approximately 8 car parks along this section);
- (b) Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

28. This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. Whilst it complies with the Central City Revitalisation Strategy, it does not comply with the draft Central City Street Trees and Gardens Master Plan. It is for this reason that it has not been selected as the preferred option.

Appropriate form of bylaw

29. The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 (refer **Attachment 1a**).
30. If a greater level of detail was specified then, if any changes were made to the road in the future which required the alteration of the special vehicle lane, then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The Second Schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

New Zealand Bill of Rights Act (NZBORA) 1990

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

9 Cont'd

Legal requirements of a special consultative procedure

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

“(a) *as the case may be,—*

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

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

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

Decisions that are inconsistent with Council policies

35. If the Council decides to pursue an option that is significantly inconsistent with any of its adopted policies or strategies, it is required to comply with section 80 of the Local Government Act 2002. This section requires the Council to identify the inconsistency, the reasons for it and any intention to amend the policy to accommodate the decision.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

36. Yes.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

37. Yes.

ALIGNMENT WITH STRATEGIES

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

- (a) Central City Revitalisation Strategy;
- (b) Central City Street Trees and Gardens Master Plan (Draft);
- (c) The City Council's Cycle Strategy 2004;
- (d) Parking Strategy and the Infrastructure Design Standard;
- (e) New Zealand Land Transport Strategy;
- (f) National Walking and Cycling Strategy;
- (g) Metro Strategy;

9 Cont'd

- (h) Sustainable Energy Strategy;
- (i) Physical Recreation and Sport Strategy;
- (j) Road Safety Strategy.

- 39 Under the Central City Revitalisation Strategy, Madras Streets are identified as "Priority Streets for Tree Planting and Landscaping". The Central City Street Trees and Gardens Master Plan specifies that small leafed limes, spaced approximately 25 metres apart, are to be included on these streets. It is the combination of these plans which has led to the proposed tree planting. The impact of this level of tree planting is a significant loss of car parking along this section of road.
40. Section 5 of the Parking Strategy (2003) covers parking on arterial roads. This section clearly states that the function of an arterial road is "to give priority to the safe, efficient and sustainable movement of people and goods over the provision of parking." Section 4.2.6 states that safety, traffic flow, pedestrian or cycle facilities and landscaping all have roadspace priority before the allocation of parking on arterial roads. Section 5.2 of the Parking Strategy (2003), states that "*activities located on arterial roads provide for their parking needs on site so that the need for parking on street is minimised.*" Whilst the proposed plan reduces the amount of on street parking, this proposed loss of parking is consistent with the Parking Strategy, as described above. Section 4.2.6 of the Parking Strategy also states that "*decisions on the allocation of kerb space will still be undertaken by the relevant Community Board or Council Committee in consultation with the affected property owners/occupiers and community.*"
41. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch. Enhancing the physical environment is a key method of achieving the Strategy's objectives.
42. Provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on road and off-road cycle routes. Priority (of provision) is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

CONSULTATION FULFILMENT

43. Internal consultation has taken place between relevant units. Details of the proposed Madras Street improvements were presented as a seminar to the Hagley/Ferrymead Community Board on 5 August 2009. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

STAFF RECOMMENDATION

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

- (a) Resolve that the proposed Traffic and Parking Amendment (Madras Street, Kilmore to Salisbury) Bylaw 2009, amending the CCC Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Madras Street, is the most appropriate way to address the perceived problems identified in this report.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.

9 Cont'd

- (c) Resolve that the Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Madras Street, Kilmore to Salisbury) Bylaw 2009) and the Summary of Information be adopted for consultation and made available for public inspection at selected Council Service Centres, Council libraries and on the Council's website.
- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets as shown on the distribution plan within the summary of information, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups, including Spokes, Taxi Federation, Transport Groups, and any business/resident groups in the distribution area.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Madras Street, Kilmore to Salisbury) Bylaw 2009.

That the Hagley/Ferrymead Community Board note that this report is to be included in the Council agenda of 24 September 2009.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

- 44. This project was initiated in January 2008.
- 45. An internal survey was completed to determine the likely issues on Madras Street and to identify other works being completed in this area. Initial consultation was also held with some of the main stakeholders and property developers along the route.
- 46. The Hagley/Ferrymead Community Board received a seminar on 5 August 2009.

THE OBJECTIVES

- 47. The objectives for the project are as follows:
 - (a) To replace the kerb and channel;
 - (b) To maintain or improve safety for all road users;
 - (c) To ensure adequate drainage is provided;
 - (d) To complete the project within the allocated budget;
 - (e) To complete construction of the project in the 2010/11 financial year;
 - (f) To minimise whole of life costs.

Key Features of the proposed plan are as follows:

- (a) Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel;
- (b) Two 3.2 -3.4 metre wide northbound traffic lanes;
- (c) Continuous 1.5 - 1.8 metre wide northbound cycle lanes included on both the east and west sides of Madras Street;

9 Cont'd

- (d) Parking is retained adjacent to the kerbs where possible on both sides of Madras Street;
- (e) Inclusion of a number of mid-block build-outs to accommodate increased tree planting and landscaping;
- (f) Reduction of 18 of the existing car parking spaces spread along the length of the project, due to the inclusion of the build-outs for trees.

ATTACHMENT 1 TO CLAUSE 9

STATEMENT OF PROPOSAL FOR THE PROPOSED MADRAS STREET CYCLE LANE EXTENSION AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT(MADRAS STREET, KILMORE TO SALISBURY) BYLAW 2009

1. DETAILS OF THE PROPOSAL

As part of the Madras Street (Kilmore to Salisbury) Kerb and Channel Renewal Project, the Council proposes to install a cycle lane on Madras Street between Kilmore Street and Salisbury Street, and to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 ("the Bylaw") by including the Madras Street (Kilmore to Salisbury) cycle lane in Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Madras Street is a "major arterial road" with an average traffic volume of approximately 13,500 vehicles per day.

The Madras Street (Kilmore to Salisbury) kerb and channel street renewal project is currently being completed. The City Plan and Council Infrastructure Design Standard state that cycle lanes must be included for all street works on arterial roads. Due to this requirement, northbound cycle lanes are proposed on both the east and west sides of Madras Street.

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

The objectives for the project are as follows:

- a) To replace the kerb and channel
- b) To maintain or improve safety for all road users
- c) To ensure adequate drainage is provided
- d) To complete the project within the allocated budget
- e) To complete construction of the project in the 2010/11 financial year
- f) To minimise whole of life costs

Key Features of the proposed plan are as follows:

- a) Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel
- b) Two 3.2 -3.4 metre wide northbound traffic lanes
- c) Continuous 1.5 - 1.8 metre wide northbound cycle lanes included on both the east and west sides of Madras Street
- d) Parking is retained adjacent to the kerbs where possible on both sides of Madras Street
- e) Inclusion of a number of mid-block build-outs to accommodate increased tree planting and landscaping.
- f) Reduction of 18 of the existing car parking spaces spread along the length of the project, due to the inclusion of the build-outs for trees.

Attached is a plan providing further information on the proposed plan.

ATTACHMENT 1 TO CLAUSE 9 Cont'd

3. SECTION 155 CONSIDERATIONS

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

The proposed plan is considered the most appropriate way to include cycle lanes as part of the proposed street renewal work on Madras Street. This provides the opportunity to install a cycle lane in Madras Street (between Kilmore Street and Salisbury Street) which would become part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

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

The following four options were considered for the street renewal project in Madras Street:

(a) Option 1 – Do Minimum

Option 1 involves renewing the existing kerb and ditched with kerb and flat channel on its current alignment. No additional build-outs or landscaping are included. The roadway will remain in its current layout.

Benefits include:

- The old kerb and ditched channel is replaced with new kerb and flat channel.

Shortfalls include:

- It does not meet the project objectives
- No improvements are made for pedestrians or cyclists
- No landscaping is included
- It does not meet the aforementioned policies and strategies.

Conclusion

Option 1 has not been selected as the preferred option, due to it not meeting the project objectives or complying with the aforementioned policies and strategies.

(b) Option 2 – Inflow cycle lane on west side and contra-flow shared pedestrian/cycle path on east side

Option 2 involves replacing the kerb and channel where there is a ditch channel and installing an inflow cycle lane along the west side of Madras Street from Kilmore Street to Salisbury Street and a contra-flow shared pedestrian/cycle shared path on the eastern footpath. This option includes build-outs at the intersections and mid-block, where possible, to provide for street trees and landscaping.

Benefits include:

- Enhanced streetscape by providing build-outs for trees and landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

ATTACHMENT 1 TO CLAUSE 9 Cont'd

Shortfalls include:

- No link to or from the contra flow section, particularly for cyclists.
- Significant loss of car parking (approximately 30 of the existing 38 car parks remain ie a loss of approximately 8 car parks along this section).
- Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

Option 2 has not been selected as the preferred option, due to the limitations of the contra-flow section.

(c) Option 3- Inflow Cycle Lanes

Option 3 involves replacing the kerb and channel where there is dish channel along the project length and installing inflow cycle lanes along both sides of Madras Street from Kilmore Street to Salisbury Street.

The proposed plan will include build-outs at the intersections and two mid-block build-outs, where possible, to provide for street trees and landscaping. It will also include improved pedestrian crossing points by the addition of a pedestrian build-out at the Kilmore Street intersections.

Benefits include:

- Enhanced streetscape by providing build-outs for trees and landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.
- Complies with all the aforementioned policies, strategies and plans.

Shortfalls include:

- Significant loss of car parking (20 of the existing 38 car parks remain ie a loss of 18 car parks along this section).

Conclusion

This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. It also complies with the respective strategies and plans to provide the desired level of landscaping in this part of the city. Option 3 is the preferred option.

(d) Option 4- Inflow Cycle Lanes

Option 4 has exactly the same traffic lane layout as option 3. The only difference is number of build-outs and trees that have been included along the length. Option 4 includes build-outs at the intersections and only one mid-block build-out, where possible, to provide for street trees and landscaping.

Benefits include:

- Enhanced streetscape by providing build-outs for trees and landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

ATTACHMENT 1 TO CLAUSE 9 Cont'd

Shortfalls include:

- Significant loss of car parking (approximately 30 of the existing 38 car parks remain ie a loss of approximately eight car parks along this section).
- Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. Whilst it complies with the Central City Revitalisation Strategy, it does not comply with the draft Central City Street Trees and Gardens Master Plan. It is for this reason that it has not been selected as the preferred option.

Appropriate form of bylaw

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

New Zealand Bill of Rights Act (NZBORA) 1990

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

3. PROPOSED AMENDMENT (MADRAS STREET) BYLAW

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

4. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will be from 30 September 2009 to 30 October 2009.
- (c) If any submitters wish to be heard, then the hearing of submissions will take place during the week of 23 November 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

ATTACHMENT 1 TO CLAUSE 9 Cont'd

5. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

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

The summary of information and this statement of proposal, including the proposed amendment bylaw are available as follows:

- Through the "Have your Say" link on the following Council web page www.ccc.govt.nz, or
- From selected Council Service Centres and Libraries, or
- By ringing the Council on 941 8999.

The special consultative procedure for this proposal will be from 30 September 2009 to 30 October 2009. An informal Project Information meeting will be held on Tuesday 13 October, between 5pm and 7pm at The Oxford Terrace Baptist Church, corner Madras Street / Oxford Terrace (next to the Fire Station). This will be an opportunity for people to drop in, if they wish to discuss any aspect of the project. Project Information will be on display and staff available to assist.

Written submissions should be submitted either through:

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

Please note: a similar consultation process is occurring at the same time for the section of Madras Street, between Moorhouse Avenue and Cashel Street. Please be careful when obtaining documents and providing submissions to ensure they relate to the appropriate section.

ATTACHMENT 1A TO CLAUSE 9

CHRISTCHURCH CITY COUNCIL

TRAFFIC AND PARKING AMENDMENT (MADRAS STREET, KILMORE TO SALISBURY)
BYLAW 2009

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

1. SHORT TITLE

This Bylaw is the Christchurch City Council Traffic and Parking Amendment (Madras Street, Kilmore to Salisbury) Bylaw 2009.

2. COMMENCEMENT

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

3. PRINCIPAL BYLAW AMENDED

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

4. SCHEDULE 2 AMENDED

Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is amended by replacing the existing "Madras Street (Chester Street East - Kilmore Street, On the west side in a northerly direction)" entry, with the following:

Road Name	Location	Special Vehicle Lanes	
		Bus Lane	Cycle Lane
Madras Street	On the west side traveling in a northerly direction		
	Between Chester Street East and Salisbury Street		X
	On the east side traveling in a northerly direction		
	Between Chester Street East and Salisbury Street		X

The initial resolution to make this Bylaw was passed by the Christchurch City Council at an ordinary meeting of the Council held on 24 September 2009 and was confirmed, following consideration of submissions received during the special consultative procedure by a resolution at a subsequent meeting of the Council on the [day month year].

Key features of the proposed plan are:

- Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel. Two 3.2 - 3.4m wide northbound traffic lanes.
- Continuous 1.5 - 1.8m wide northbound cycle lanes included on both the east and west sides of Madras Street.
- Parking is retained adjacent to the kerbs where possible on both sides of Madras Street.
- Inclusion of a number of mid block build outs to accommodate increased tree planting and landscaping.
- Reduction of 18 of the existing car parking spaces spread along the length of the project, due to the inclusion of the buildouts for trees.

Report On Section 155 Of The Local Government Act 2002**Appropriate way to address problem**

The Council has the power under the Transport Act 1962 to create special vehicle lanes (which includes cycle lanes) but it must do so by specifying the road on which the lane is on in a bylaw. Under section 155 of the Local Government Act 2002 the Council has considered a number of options and has determined that making an Amendment Bylaw to add this cycle lane to the second schedule of the Traffic and Parking Bylaw 2008 is the most appropriate way to create a legally enforceable cycle lane along this section of road.

Appropriate form of bylaw

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

New Zealand Bill of Rights Act 1990

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

Proposed Draft Amendment (Madras Street, Kilmore to Salisbury) Bylaw

The full Amendment Bylaw is included in the Statement of Proposal but the proposed amendment made to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 to specify a cycle lane on Madras Street, on the west side travelling in a northerly direction between Kilmore Street and Salisbury Street, and on the east side travelling in a northerly direction between Kilmore Street and Salisbury Street.

Draft Amendment Bylaw and Copies of Documents

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

- Through the "Have your Say" link on the Council website www.ccc.govt.nz, or
- From Council Service Centres and Libraries, or
- By ringing the Council on 941 8999.

If you would like any further information or assistance regarding this project, please contact the consultation leader shown below

haveyoursay
www.ccc.govt.nz/haveyoursay

Attention: Peter Barnes
Consultation Leader
Christchurch City Council
PO Box 237
Christchurch Mail Centre
Christchurch 8140

Christchurch
City Council 

have your say

September 2009

Christchurch City Council
**Proposed Madras Street (Kilmore to Salisbury)
Street Renewal Project**

Summary of Information for the Statement of Proposal for the Proposed Madras Street Cycle Lane and the Christchurch City Council Traffic and Parking Amendment (Madras Street, Kilmore Street to Salisbury Street) Bylaw 2009

Christchurch
City Council 

Artists impression of completed street**Detail and Reasons for the Proposal:**

The Madras Street (Kilmore to Salisbury) Street Renewal Project proposes to provide an improved streetscape along Madras Street between Kilmore Street and Salisbury Street. The level of service for the traffic flow is expected to be maintained and the level of service for cyclists and pedestrians is expected to be improved. One key feature of improving the streetscape is the inclusion of trees and landscaping as set out in the Central City Revitalisation Strategy. This will result in the loss of 18 existing car parks.

As part of this project, the Council proposes to replace the old kerb and dish channel and to install cycle lanes on both sides of Madras Street between Kilmore Street and Salisbury Street. The Second Schedule of the Traffic and Parking Bylaw 2008 is proposed to be amended.

Madras Street is a "major arterial road" with an average traffic volume of approximately 13,500 vehicles per day.

haveyoursay

www.ccc.govt.nz/haveyoursay

Period For Consultation

The special consultative procedure for this proposal will be from **Wednesday 30 September 2009 to Friday 30 October 2009**.

Project Information Drop In Session

An informal Project Information meeting will be held:

- **Tuesday 13 October, between 5.00pm and 7.00pm** at Oxford Terrace Baptist Church, on the corner of Madras St and Oxford Tce (next to Fire Station).

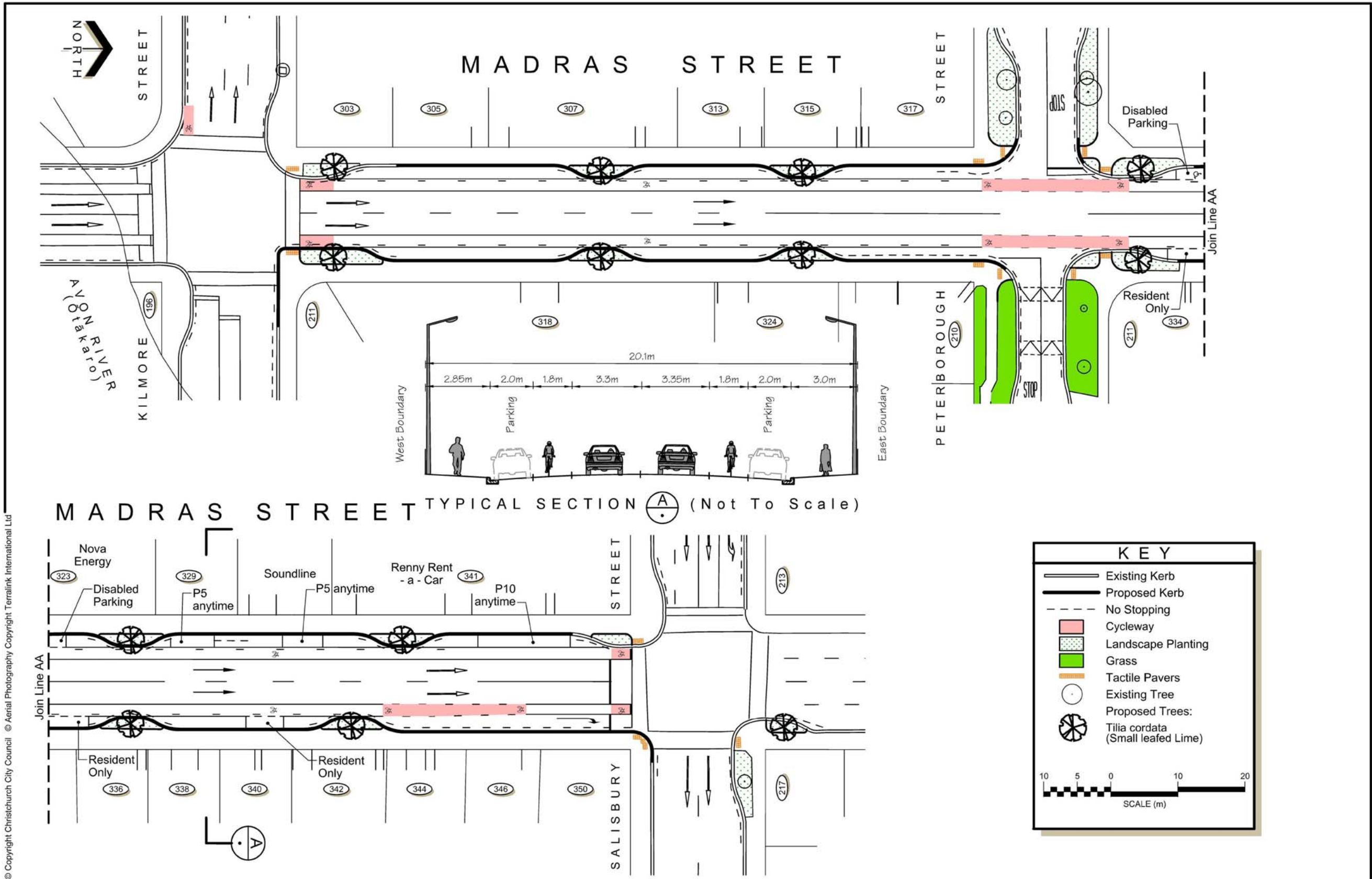
This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project information will be on display and staff available to assist.

You can submit in the following ways:

- return the enclosed freepost form
- visit the website at www.ccc.govt.nz/HaveYourSay
- email cyclelane@ccc.govt.nz please write **Madras Street, Kilmore to Salisbury** in the subject line)
- Post to Freepost 178, Madras Street, Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

Please note: a similar consultation process is occurring at the same time for the section of Madras St between Moorhouse Ave and Cashel St. Please be careful when obtaining documents and providing submissions to ensure they relate to the appropriate section.

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



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Madras Street (Kilmore Street to Salisbury Street)
 Street Renewal
 Consultation Plan

Original Plan Size: A3
 ISSUE.4 27/07/09
 TP311901 VMI 500713



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

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

PURPOSE OF REPORT

1. The purpose of this report is to request that the Hagley/Ferrymead Community Board recommend to the Council that a special consultative procedure be commenced for the establishment of cycle lanes on both sides of Barbadoes Street between Kilmore Street and Lichfield Street, and the amendment of the Christchurch City Council Traffic and Parking Bylaw 2008.

EXECUTIVE SUMMARY

2. This cycle lane proposal originates from the kerb and channel street renewal project being completed over the section of Barbadoes Street between Kilmore Street and Lichfield Street.
3. Barbadoes Street is a major arterial road. The City Plan (Volume 3: Part 8 Special Purpose Zones: Appendix 2 – Roading Hierarchy Standards) states that provision of cycle facilities shall be incorporated into the design and construction of arterial roads. The Infrastructure Design Standard (section 8.6) further reinforces the City plan and states “provide continuous on-street cycle lanes on all collector and arterial roads”.
4. A cycle lane is classed as a special vehicle lane and under the Transport Act 1962, special vehicle lanes must be specified in a bylaw. The most appropriate way for Christchurch City Council (CCC) to achieve this is to add it as an amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008.
5. The Local Government Act (2002) specifies that any alterations or additions to a bylaw may only be undertaken following the special consultative procedure.
6. Barbadoes Street is a “major arterial road” with an average daily traffic count of approximately 13,500 vehicles.
7. The Land Transport Safety Crash Analysis System shows there have been 205 crashes recorded for the 10 year period between 1998 and 2007. Of which, 23 of the accidents were at the Kilmore and Barbadoes Street intersection, which is listed as an accident blackspot.
8. The northern section of Barbadoes Street between Kilmore Street and Cashel Street is largely residential and contains several infilled sections. The southern section of Barbadoes Street between Cashel Street and Lichfield Street is primarily commercial.
9. The proposed plan for this project has been developed in accordance with current CCC policies, strategies and standards. The main documents that have influenced the proposed plan are:
 - (a) The Central City Revitalisation Strategy (2006)
 - (b) The Central City Street Trees and Gardens Master Plan (Draft version that is currently being operated under)
 - (c) Parking Strategy (2003)
 - (d) Cycling Strategy (2004)
 - (e) The Infrastructure Design Standard (2009)

10 Cont'd

10. Barbadoes Street is identified as a "Priority Street for Tree Planting and Landscaping" in the Central City Revitalisation Strategy. The draft Central City Street Trees and Gardens Master Plan prescribes a high intensity of tree planting in this area of the city. All options considered had a high level of tree planting included, some options complied with both these plans, while others had slightly reduced plantings and only complied with Central City Revitalisation Strategy. The appropriate road space to include this tree planting is in the existing kerbside parking areas. This has meant that all options considered in relation to tree planting had a significant loss of parking included, when compared to the existing parking spaces available along this section of road.
11. Section 5 of the Parking Strategy (2003) covers parking on arterial roads. This section clearly states that the function of an arterial road is *"to give priority to the safe, efficient and sustainable movement of people and goods over the provision of parking."* Section 4.2.6 states that safety, traffic flow, pedestrian or cycle facilities and landscaping all have roadspace priority before the allocation of parking on arterial roads. Section 5.2 of the Parking Strategy (2003), states that *"activities located on arterial roads provide for their parking needs on site so that the need for parking on street is minimised."* Whilst the proposed plan reduces the amount of on street parking, this proposed loss of parking is consistent with the Parking Strategy, as described above. Section 4.2.6 of the Parking Strategy also states that *"decisions on the allocation of kerb space will still be undertaken by the relevant Community Board or Council Committee in consultation with the affected property owners/occupiers and community."*
12. The required cycle lanes can be incorporated on both sides of Barbadoes Street without any impact on parking ie there is sufficient road space to incorporate the traffic lanes and cycle lanes, without impacting the kerbside parking areas.
13. It is the inclusion of the trees that has caused the loss of parking but it is the inclusion of the cycle lanes that has meant this project must follow the special consultative procedure.
14. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Barbadoes Street) Bylaw 2009) and Attachment 2 is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
15. The process for making the amendments to the Bylaw is as follows:
 - (a) The Council resolves that the amendments to the Bylaw are the most appropriate way to address the perceived problems (which are identified above) and that there are no inconsistencies with the New Zealand Bill of Rights Act (see recommendations below);
 - (b) The Council approves the statement of proposal and summary of information, publicises it to enable public submissions and appoints a hearings panel to hear submissions (see recommendations below);
 - (c) The special consultative procedure will be from 30 September to 30 October 2009;
 - (d) If any submitters wish to be heard, hearings will take place during the week of 23 November 2009;
 - (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the amendments to the Bylaw (refer **Attachment 1a**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

16. Funding is provided in the Transport and Greenspace Capital Work Programme and covers all costs from design and consultation through to construction and implementation.

10 Cont'd

Do the Recommendations of this Report Align with the 2009 - 2019 Long Term Council Community Plan (LTCCP) budgets?

17. The recommendations of this report align with the 2009 - 2019 LTCCP budgets

LEGAL CONSIDERATIONS/SECTION 155

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

Appropriate way to address problem

19. The following four options were considered for the street renewal project in Barbadoes Street:

Option 1 - Contra-Flow (Crossing into Designated Cycle Lane with median at Intersection)

20. Option 1 involves renewing the kerb and channel where dish channel is present and provides designated contra-flow and inflow cycle lanes. An inflow cycle lane is proposed on the east side of Barbadoes Street and a contraflow cycle lane on the west side of Barbadoes Street. The inflow cyclist will follow the motorist's direction of travel. The inflow cycle lane will be between the parking lane and the 'live' traffic lane.

Benefits include:

- (a) Contra-flow cycle lane for residents living at the north end of Barbadoes Street and working at the south end of the street will provide good access to their destination.
- (b) Enhanced streetscape by providing the opportunity for landscaping.
- (c) Dedicated cycle lanes are expected to increase cycle safety and use.
- (d) Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for street trees and landscaping.

Shortfalls include:

- (a) The contra-flow cycle lane will run from Lichfield Street to Kilmore Street.
- (b) There will be no link from Moorhouse Avenue to the start of the contra flow cycle lane at Lichfield Street.
- (c) Motorists and contra-flow cyclists may be confused by the intersection layout especially those turning right.
- (d) Conflict points between contra-flow cyclists and pedestrians as the two dedicated areas are located adjacent to each other.
- (e) Residents may not look for contra flow cyclists.
- (f) Additional maintenance for contra-flow medians due to the location between the through and right turning traffic lanes. These medians will be mountable and larger turning vehicles will run them over.
- (g) Significant loss of car parking (approximately 75 of the existing 104 car parks remain, a loss of approximately 29 car parks along this section).
- (h) Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

- 21 Option 1 has not been selected as the preferred option, due to potential safety concerns and the close proximity of other options for cyclists wishing to travel north, for example Madras Street.

10 Cont'd

Option 2 – Contra-Flow (Cross onto Footpath at Intersection)

22. Option 2 involves renewing the kerb and channel where dish channel is present, and provides designated contra-flow and inflow cycle lanes as outlined in option 1. This option requires a cyclist north bound on the contra flow cycle lane crossing the intersections to a lane directly adjacent to the footpath. This is different to option 1 where a cyclist would cross to a lane positioned between the left through and right turning traffic lanes on the north side of the intersection.

Benefits Include

- (a) Contra-flow cycle lane for residents living at the north end of Barbadoes Street and working at the south end of the street will provide good access to their destination.
- (b) Enhanced streetscape by providing the opportunity for landscaping.
- (c) Dedicated cycle lanes are expected to increase cycle safety and use.
- (d) Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for landscaping.

Shortfalls include

- (a) The contra-flow cycle lane will run from Lichfield Street to Kilmore Street.
- (b) There will be no link from Moorhouse Avenue to the start of the contra flow cycle lane at Lichfield Street.
- (c) Motorists and contra-flow cyclists may be confused by the intersection layout especially those turning right.
- (d) Conflict points between contra-flow cyclists and pedestrians as the two dedicated areas are located adjacent to each other.
- (e) Significant loss of car parking (approximately 75 of the existing 104 car parks remain, a loss of approximately 29 car parks along this section).
- (f) Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

23. Option 2 has not been selected as the preferred option, due to potential safety concerns and the close proximity of other options for cyclists wishing to travel north , for example Madras Street.

Option 3 - Inflow Cycle Lanes

24. Option 3 involves replacing the kerb and channel where there is dish channel and installing inflow cycle lanes along both sides of Barbadoes Street from Kilmore Street to Lichfield Street. This option does not provide any off road cycle lanes.
25. Inflow cycle lanes are proposed on the east and west side of Barbadoes Street. The inflow cyclist will follow the motorist's direction of travel. The inflow cycle lanes will be between the parking lane and the 'live' traffic lane. The proposed plan will include build-outs at the intersections and two mid-block build-outs, where possible, to provide for street trees and landscaping.

Benefits include:

- (a) Enhanced streetscape by providing the opportunity for landscaping.
- (b) Dedicated cycle lanes are expected to increase cycle safety and use.
- (c) Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for landscaping.
- (d) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- (e) Improved road markings by installing cycle lanes will delineate and give guidance to all road users.
- (f) Complies with all the aforementioned policies, strategies and plans.

10 Cont'd

Shortfalls include

- (a) Significant loss of car parking (58 of the existing 104 car parks remain, a loss of 46 car parks along this section).

Conclusion

- 26. This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. It also complies with the respective strategies and plans to provide the desired level of landscaping in this part of the city. **Option 3** is the preferred option.

Option 4- Inflow Cycle Lanes

- 27. Option 4 is exactly the same traffic lane layout as option 3. The only difference is number of build-outs and trees that have been included along the length. Option 4 includes build-outs at the intersections and only one mid-block build-out, where possible, to provide for street trees and landscaping.

Benefits include:

- (a) Enhanced streetscape by providing the opportunity for landscaping.
- (b) Dedicated cycle lanes are expected to increase cycle safety and use.
- (c) Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for landscaping.
- (d) New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- (e) Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

Shortfalls include

- (a) Significant loss of car parking (approximately 75 of the existing 104 car parks remain, a loss of approximately 29 car parks along this section).
- (b) Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

- 28. This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. Whilst it complies with the Central City Revitalisation Strategy, it does not comply with the draft Central City Street Trees and Gardens Master Plan. It is for this reason that it has not been selected as the preferred option.

Appropriate form of bylaw

- 29. The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 (refer **Attachment 1a**).
- 30. If a greater level of detail was specified then, if any changes were made to the road in the future which required the alteration of the special vehicle lane, then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The Second Schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

10 Cont'd

New Zealand Bill of Rights Act (NZBORA) 1990

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

Legal requirements of a special consultative procedure

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

“(a) *as the case may be,—*

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

33. The Act also requires the Council to determine the form of the summary of information. Section 89(c) requires that it be distributed "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*" Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.
34. The proposed amendment to the Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the summary of information be distributed to all properties and businesses along the route and nearby properties in adjacent streets and any absentee owners identified within the distribution area. The summary of information will also be sent to other relevant stakeholders, including the Police, transport groups, and any business/resident groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and selected Council service centres and libraries.

Decisions that are inconsistent with Council policies

35. If the Council decides to pursue an option that is significantly inconsistent with any of its adopted policies or strategies, it is required to comply with section 80 of the Local Government Act 2002. This section requires the Council to identify the inconsistency, the reasons for it and any intention to amend the policy to accommodate the decision.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

36. Yes.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

37. Yes.

10 Cont'd

ALIGNMENT WITH STRATEGIES

38. The proposed cycle lane is aligned to the following strategies:
- (a) Central City Revitalisation Strategy.
 - (b) Central City Street Trees and Gardens Master Plan (Draft).
 - (c) The City Council's Cycle Strategy 2004.
 - (d) Parking Strategy (2003) and the Infrastructure Design Standard (2009).
 - (e) New Zealand Land Transport Strategy.
 - (f) National Walking and Cycling Strategy.
 - (g) Metro Strategy.
 - (h) Sustainable Energy Strategy.
 - (i) Physical Recreation and Sport Strategy.
 - (j) Road Safety Strategy.
39. Under the Central City Revitalisation Strategy, Barbadoes Streets are identified as "Priority Streets for Tree Planting and Landscaping". The Central City Street Trees and Gardens Master Plan specifies that small leafed limes, spaced approximately 25 metres apart, are to be included on these streets. It is the combination of these plans which has led to the proposed tree planting. The impact of this level of tree planting is a significant loss of car parking along this section of road.
40. Section 5 of the Parking Strategy (2003) covers parking on arterial roads. This section clearly states that the function of an arterial road is "*to give priority to the safe, efficient and sustainable movement of people and goods over the provision of parking.*" Section 4.2.6 states that safety, traffic flow, pedestrian or cycle facilities and landscaping all have roadspace priority before the allocation of parking on arterial roads. Section 5.2 of the Parking Strategy (2003), states that "*activities located on arterial roads provide for their parking needs on site so that the need for parking on street is minimised.*" Whilst the proposed plan reduces the amount of on street parking, this proposed loss of parking is consistent with the Parking Strategy, as described above. Section 4.2.6 of the Parking Strategy also states that "*decisions on the allocation of kerb space will still be undertaken by the relevant Community Board or Council Committee in consultation with the affected property owners/occupiers and community.*"
41. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch. Enhancing the physical environment is a key method of achieving the Strategy's objectives.
42. Provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes. Priority (of provision) is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

CONSULTATION FULFILMENT

43. Internal consultation has taken place between relevant units. Details of the proposed Barbadoes Street improvements were presented as a seminar to the Hagley/Ferrymead Community Board on 5 August 2009. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

10 Cont'd

STAFF RECOMMENDATION

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

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

That the Hagley/Ferrymead Community Board note that this report is to be included in the Council agenda of 24 September 2009.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

44. This project was initiated in January 2008.
45. An internal survey was completed to determine the likely issues on Barbadoes Street and to identify other works being completed in this area.
46. The Hagley/Ferrymead Community Board received a seminar on 5 August 2009.

THE OBJECTIVES

47. The objectives for the project are as follows:
 - (a) To replace the kerb and channel.
 - (b) To maintain or improve safety for all road users.
 - (c) To ensure adequate drainage is provided.
 - (d) To complete the project within the allocated budget.
 - (e) To complete construction of the project in the 2010/11 financial year.
 - (f) To minimise whole of life costs.
 - (g) To include blackspot remedial works identified on the Barbadoes/Kilmore intersection.

10 Cont'd

Key Features of the proposed plan are as follows:

- (a) Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel.
- (b) Two 3.2 - 3.5 metre wide Southbound traffic lanes.
- (c) Continuous 1.5 - 1.8 metre wide southbound cycle lanes included on both the east and west sides of Barbadoes Street.
- (d) Parking is kept adjacent to the kerbs where possible on both sides of Barbadoes Street.
- (e) Inclusion of a number of mid-block build-outs to accommodate increased tree planting and landscaping.
- (f) Reduction of 46 of the existing car parking spaces spread along the length of the project, due to the inclusion of the build-outs for trees.
- (g) Improved pedestrian crossing points by the addition of build-outs at some intersections.

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

1. DETAILS OF THE PROPOSAL

As part of the Barbadoes Street Kerb and Channel Renewal Project, the Council proposes to install a cycle lane on Barbadoes Street between Kilmore Street and Lichfield Street, and to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 ("the Bylaw") by including the Barbadoes Street cycle lane in Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Barbadoes Street is a "major arterial road" with an average traffic volume of approximately 13,500 vehicles per day.

The Barbadoes Street kerb and channel street renewal project is currently being completed. The City Plan and Council Infrastructure Design Standard state that cycle lanes must be included for all street works on arterial roads. Due to this requirement, southbound cycle lanes are proposed on both the east and west sides of Barbadoes Street.

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

The objectives for the project are as follows:

- a) To replace the kerb and channel
- b) To maintain or improve safety for all road users
- c) To ensure adequate drainage is provided
- d) To complete the project within the allocated budget
- e) To complete construction of the project in the 2010/11 financial year
- f) To minimise whole of life costs
- g) To include blackspot remedial works identified on the Barbadoes/Kilmore intersection.

Key Features of the proposed plan are as follows:

- a) Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel
- b) Two 3.2 - 3.5 metre wide Southbound traffic lanes
- c) Continuous 1.5 - 1.8 metre wide southbound cycle lanes included on both the east and west sides of Barbadoes Street
- d) Parking is kept adjacent to the kerbs where possible on both sides of Barbadoes Street
- e) Inclusion of a number of mid-block build-outs to accommodate increased tree planting and landscaping.
- f) Reduction of 46 of the existing car parking spaces spread along the length of the project, due to the inclusion of the build-outs for trees.
- g) Improved pedestrian crossing points by the addition of build-outs at some intersections.

ATTACHMENT 1 TO CLAUSE 10 Cont'd

3. SECTION 155 CONSIDERATIONS

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

The proposed plan is considered the most appropriate way to include cycle lanes as part of the proposed street renewal work on Barbadoes Street. This provides the opportunity to install a cycle lane in Barbadoes Street (between Kilmore Street and Lichfield Street) which would become part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

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

The following four options were considered for the street renewal project in Barbadoes Street:

(a) Option 1 - Contra-Flow (Crossing into Designated Cycle Lane with median at Intersection)

Option 1 involves renewing the kerb and channel where dish channel is present and provides designated contra-flow and inflow cycle lanes. An inflow cycle lane is proposed on the east side of Barbadoes Street and a contra-flow cycle lane on the west side of Barbadoes Street. The inflow cyclist will follow the motorist's direction of travel. The inflow cycle lane will be between the parking lane and the 'live' traffic lane.

Benefits include:

- Contra-flow cycle lane for residents living at the north end of Barbadoes Street and working at the south end of the street will provide good access to their destination.
- Enhanced streetscape by providing the opportunity for landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for street trees and landscaping.

Shortfalls include:

- The contra flow cycle lane will run from Lichfield Street to Kilmore Street.
- There will be no link from Moorhouse Avenue to the start of the contra flow cycle lane at Lichfield Street.
- Motorist and contra-flow cyclist may be confused by the intersection layout especially those turning right.
- Conflict points between contra-flow cyclist and pedestrians as the two dedicated areas are located adjacent to each other.
- Residents may not look for contra flow cyclists.
- Additional maintenance for contra-flow medians due to the location between the through and right turning traffic lanes. These medians will be mountable and larger turning vehicles will run them over.
- Significant loss of car parking (approximately 75 of the existing 104 car parks remain ie a loss of approximately 29 car parks along this section).
- Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

ATTACHMENT 1 TO CLAUSE 10 Cont'd

Conclusion

Option 1 has not been selected as the preferred option, due to potential safety concerns and the close proximity of other options for cyclists wishing to travel north eg Madras Street.

(b) Option 2 – Contra-Flow (Cross onto Footpath at Intersection)

Option 2 involves renewing the kerb and channel where dish channel is present, and provides designated contra-flow and inflow cycle lanes as outlined in option 1. This option requires a cyclist north bound on the contra flow cycle lane crossing the intersections to a lane directly adjacent to the footpath. This is different to option 1 where a cyclist would cross to a lane positioned between the left through and right turning traffic lanes on the north side of the intersection.

Benefits Include

- Contra-flow cycle lane for residents living at the north end of Barbadoes Street and working at the south end of the street will provide good access to their destination.
- Enhanced streetscape by providing the opportunity for landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for landscaping.

Shortfalls include

- The contra flow cycle lane will run from Lichfield Street to Kilmore Street.
- There will be no link from Moorhouse Avenue to the start of the contra flow cycle lane at Lichfield Street.
- Motorist and contra-flow cyclist may be confused by the intersection layout especially those turning right.
- Conflict points between contra-flow cyclist and pedestrians as the two dedicated areas are located adjacent to each other.
- Significant loss of car parking (approximately 75 of the existing 104 car parks remain ie a loss of approximately 29 car parks along this section).
- Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

Option 2 has not been selected as the preferred option, due to potential safety concerns and the close proximity of other options for cyclists wishing to travel north eg Madras Street.

(c) Option 3- Inflow Cycle Lanes

Option 3 involves replacing the kerb and channel where there is dish channel and installing inflow cycle lanes along both sides of Barbadoes Street from Kilmore Street to Lichfield Street. This option does not provide any off road cycle lanes.

Inflow cycle lanes are proposed on the east and west side of Barbadoes Street. The inflow cyclist will follow the motorist's direction of travel. The inflow cycle lanes will be between the parking lane and the 'live' traffic lane. The proposed plan will include build-outs at the intersections and two mid-block build-outs, where possible, to provide for street trees and landscaping.

ATTACHMENT 1 TO CLAUSE 10 Cont'd

Benefits include:

- Enhanced streetscape by providing the opportunity for landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for landscaping.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

Shortfalls include

- Significant loss of car parking (58 of the existing 104 car parks remain ie a loss of 46 car parks along this section).

Conclusion

This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. It also complies with the respective strategies and plans to provide the desired level of landscaping in this part of the city. Option 3 is the preferred option.

(d) Option 4- Inflow Cycle Lanes

Option 4 is exactly the same traffic lane layout as option 3. The only difference is number of build-outs and trees that have been included along the length. Option 4 includes build-outs at the intersections and only one mid-block build-out, where possible, to provide for street trees and landscaping.

Benefits include:

- Enhanced streetscape by providing the opportunity for landscaping.
- Dedicated cycle lanes are expected to increase cycle safety and use.
- Mid-block pedestrian crossing points will provide an opportunity for pedestrians to cross Barbadoes Street and an area for landscaping.
- New kerb and flat channel will enhance the streetscape and reduce maintenance/cleaning costs.
- Improved road markings by installing cycle lanes will delineate and give guidance to all road users.

Shortfalls include

- Significant loss of car parking (approximately 75 of the existing 104 car parks remain ie a loss of approximately 29 car parks along this section).
- Tree planting does not comply with the draft Central City Street Trees and Gardens Master Plan.

Conclusion

This option follows proven and accepted design principles and maintains current practices already within the City to provide for cyclists. Whilst it complies with the Central City Revitalisation Strategy, it does not comply with the draft Central City Street Trees and Gardens Master Plan. It is for this reason that it has not been selected as the preferred option.

Appropriate form of bylaw

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

ATTACHMENT 1 TO CLAUSE 10 Cont'd

New Zealand Bill of Rights Act (NZBORA) 1990

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

3. PROPOSED AMENDMENT (BARBADOES STREET) BYLAW

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

4. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will be from 30 September 2009 to 30 October 2009.
- (c) If any submitters wish to be heard, then the hearing of submissions will take place during the week of 23 of November 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

5. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

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

The summary of information and this statement of proposal, including the proposed amendment bylaw are available as follows:

- Through the "Have your Say" link on the following Council web page www.ccc.govt.nz, or
- From selected Council Service Centres and Libraries, or
- By ringing the Council on 941 8999.

The special consultative procedure for this proposal will be from 30 September 2009 to 30 October 2009. An informal Project Information meeting will be held on Thursday the 15th of October, between 2.00pm and 4.00pm at the Oxford Terrace Baptist Church, on the corner of Madras Street and Oxford Terrace (next to Fire Station). This will be an opportunity for people to drop in, if they wish to discuss any aspect of the project. Project Information will be on display and staff available to assist.

Written submissions should be submitted either through:

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

ATTACHMENT 1a TO CLAUSE 10

CHRISTCHURCH CITY COUNCIL

TRAFFIC AND PARKING AMENDMENT (BARBADOES STREET) BYLAW 2009

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

1. SHORT TITLE

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

2. COMMENCEMENT

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

3. PRINCIPAL BYLAW AMENDED

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

4. SCHEDULE 2 AMENDED

Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is amended by adding the following between Avonside Drive and Barrington Street in schedule 2.

Road Name	Location	Special Vehicle Lanes	
Barbadoes Street			Cycle Lane
	On the west side in a southerly direction		
	Kilmore Street to Lichfield Street		X
	On the east side in a southerly direction		
	Kilmore Street to Lichfield Street		X

The initial resolution to make this Bylaw was passed by the Christchurch City Council at an ordinary meeting of the Council held on 24 September 2009 and was confirmed, following consideration of submissions received during the special consultative procedure by a resolution at a subsequent meeting of the Council on the [day month year].

Key features of the proposed Barbadoes Cycle Lane are as follows:

- Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel
- Two 3.2-3.5m wide Southbound traffic lanes .
- Continuous 1.5-1.8m wide southbound cycle lanes included on both the east and west sides of Barbadoes Street.
- Parking is kept adjacent to the kerbs where possible on both sides of Barbadoes Street.
- Inclusion of a number of mid block build outs to accommodate increased tree planting and landscaping.
- Reduction of 46 of the existing car parking spaces spread along the length of the project, due to the inclusion of the buildouts for trees.
- Improved pedestrian crossing points by the addition of build outs at some intersections.

See diagrams attached providing further information on the location of the cycle lane and other features.

Report On Section 155 Of The Local Government Act 2002

Appropriate way to address problem

The Council has the power under the Transport Act 1962 to create special vehicle lanes (which includes cycle lanes) but it must do so by specifying the road on which the lane is on in a bylaw. Under section 155 of the Local Government Act 2002 the Council has considered a number of options and has determined that making an Amendment Bylaw to add this cycle lane to the second schedule of the Traffic and Parking Bylaw 2008 is the most appropriate way to create a legally enforceable cycle lane along this section of road

Appropriate form of bylaw

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

New Zealand Bill of Rights Act 1990

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

Proposed Draft Amendment (Barbadoes Street) Bylaw

The full Amendment Bylaw is included in the Statement of Proposal but the proposed amendment made to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is to specify a cycle lane on Barbadoes Street, on the west side travelling in a southerly direction between Kilmore Street and Lichfield Street, and on the east side travelling in a southerly direction between Kilmore Street and Lichfield Street.

Draft Amendment Bylaw and Copies of Documents

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

- Through the "Have your Say" link on the Council website www.ccc.govt.nz, or
- From Council Service Centres and Libraries, or
- By ringing the Council on 941 8999.

If you would like any further information or assistance regarding this project, please contact the consultation leader shown in the panel below

<p>haveyoursay www.ccc.govt.nz/haveyoursay</p>	<p>Attention: Peter Barnes Consultation Leader Christchurch City Council PO Box 237 Christchurch Mail Centre Christchurch 8140</p>
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have your say

September 2009

Christchurch City Council Proposed Barbadoes Street (Kilmore to Lichfield) Street Renewal Project

Summary of Information for the Statement of Proposal for the Proposed Barbadoes Street Cycle Lane and the Christchurch City Council Traffic and Parking Amendment (Barbadoes Street) Bylaw 2009



Artist impression of the completed street



Detail and Reasons for the Proposal:

The Barbadoes Street (Kilmore to Lichfield) Street Renewal Project proposes to provide an improved streetscape along Barbadoes Street between Kilmore Street and Lichfield Street. The level of service for the traffic flow is expected to be maintained and the level of service for cyclists and pedestrians is expected to be improved. One key feature of improving the streetscape is the inclusion of trees and landscaping as set out in the Central City Revitalisation Strategy. This will result in the loss of 46 existing car parks.

As part of this project, the Council proposes to replace the old kerb and dish channel and install cycle lanes on both sides of Barbadoes Street between Kilmore Street and Lichfield Street. The Second Schedule of the Traffic and Parking Bylaw 2008 is proposed to be amended.

Barbadoes Street is a "major arterial road" with an average traffic volume of approximately 13,500 vehicles per day.

haveyoursay

www.ccc.govt.nz/haveyoursay

Period For Consultation

The special consultative procedure for this proposal will be from **Wednesday 30 September 2009 to Friday 30 October 2009**.

Project Information Drop In Session

An informal Project Information meeting will be held:

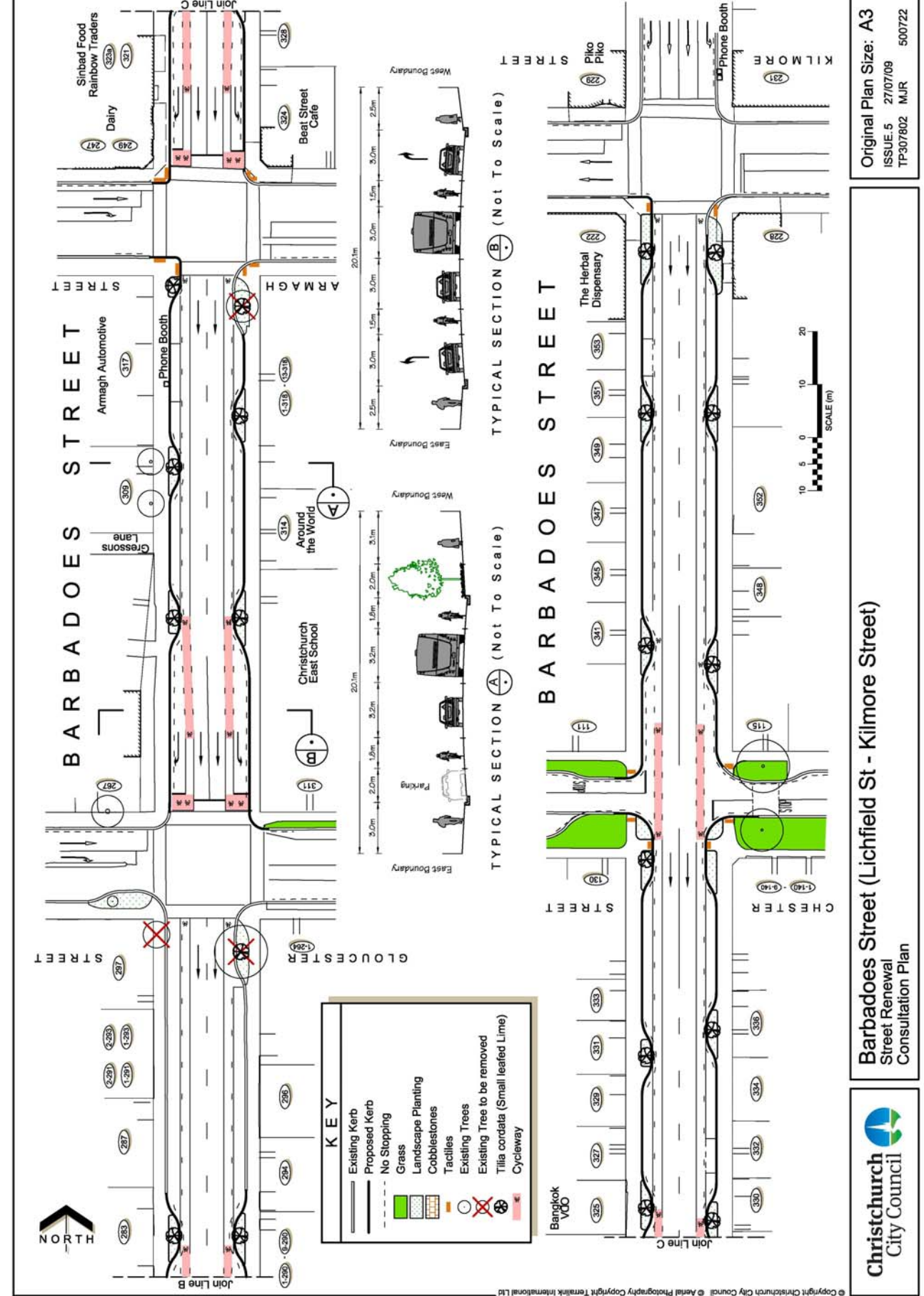
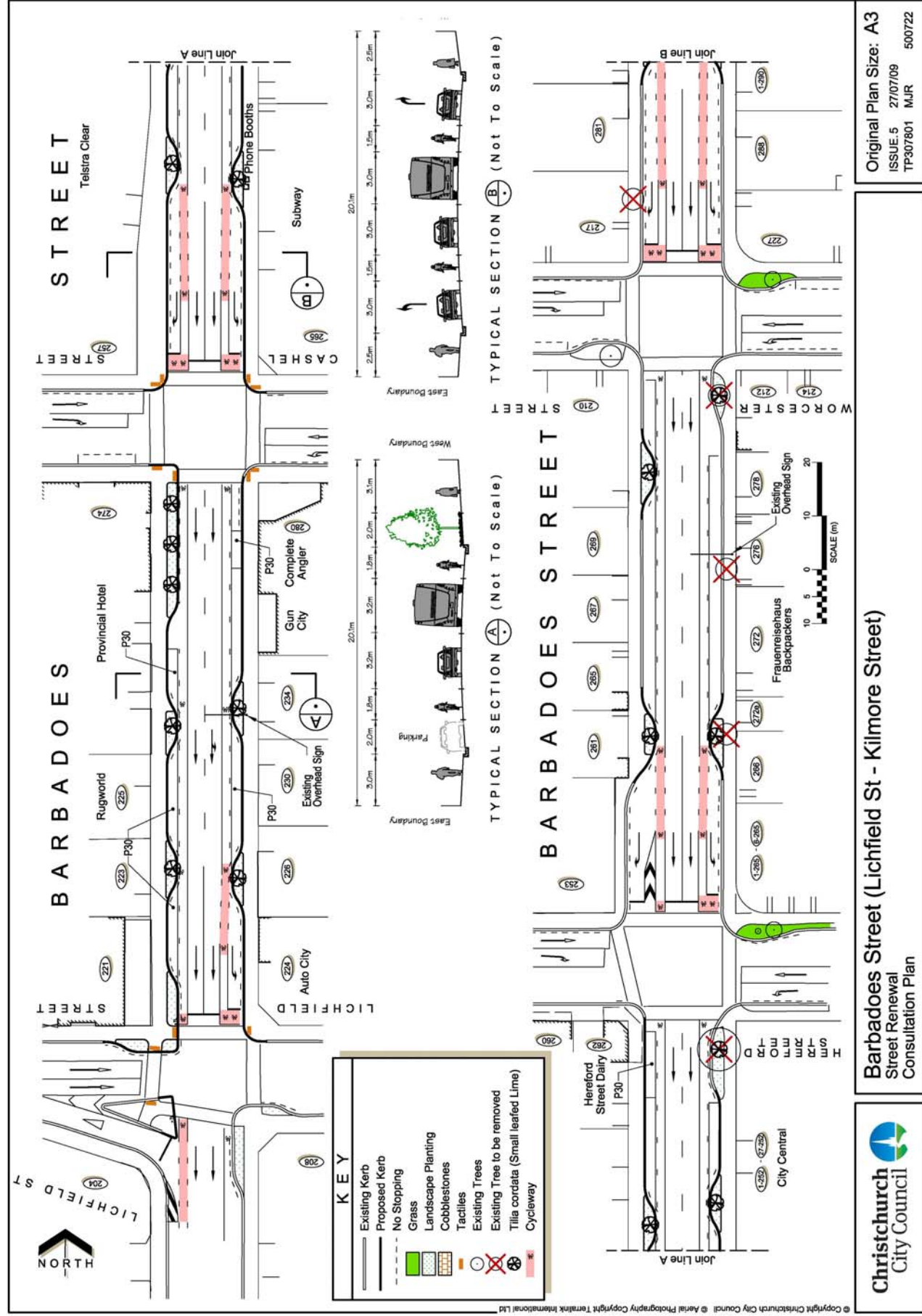
- **Thursday 15 October between 2.00pm and 4.00pm** at Oxford Terrace Baptist Church, on the corner of Madras st and Oxford Tce (next to Fire Station).

This will be an opportunity for people to drop in if they wish to discuss any aspect of the project. Project information will be on display and staff available to assist.

You can submit in the following ways:

- return the enclosed freepost form
- visit the website at www.ccc.govt.nz/HaveYourSay
- email cyclelane@ccc.govt.nz (please write **Barbadoes Street** in the subject line)
- Post to Freepost 178, Barbadoes Street Cycle Lane Consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

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



11. TORLESSE STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Philippa Upton, Transport and Greenspace Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board approval for the Torlesse Street renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. This project was initiated as a Capital Programme kerb and channel renewal, due for construction in the 2010/2011 financial year. Torlesse Street extends from Avonside Drive to Kerrs Road in a residential area where the closest features are Avonside Park to the north and the Avon River to the west and north. Access to Mabel Howard Council Housing is from Torlesse Street to the north and a Housing New Zealand complex is located to the south off Dunarnan Street. A bus route travels along Holland Street, via Torlesse Street to Avonside Drive.
3. Torlesse Street is approximately 450 metre long and eight metres wide apart from a redundant cul de sac. Existing kerb and flat channel is in poor condition and requires replacement. Additional project objectives are to maintain or improve road safety for all users, ensure adequate drainage, and complete within allocated budget and timeframe, minimising whole of life costs. Storm water discharge into the Avon River means care will be taken during construction to ensure silt levels meet Environment Canterbury requirements.
4. Concerns about speeding boy racers, and short cutting from Avonside Drive to Kerrs Road since 2004 led to community meetings with the Community Board and Council staff. A safety improvement plan was developed in 2006, however it was decided the best way to deal with the issues was to address them at the same time as the street renewal. Although a recent (2008) speed survey results show slower overall traffic speeds, there does appear to be an issue when combined with accident data and acknowledged short cutting. Aspects of the safety improvement plan were incorporated into the plan for consultation.
5. Options considered for Torlesse Street included maintenance work only, including a mini round-about, modified threshold treatments at all intersections, (except Avonside Drive), speed humps or mid-block platforms, and changing the priority at Mabel Howard/Torlesse Street intersection.
6. The preferred plan for consultation met all the objectives and included replacement of the kerb and channel on the same alignment, modified threshold treatments at all intersections except Avonside Drive, three 4.5 metre narrowings between Holland Street and Kerrs Road, (including replacement of the redundant cul-de-sac), implementing four way stop traffic controls at the Torlesse Street/Mabel Howard Place intersection, and upgrading the storm water system. An arborist tree assessment in May 2009 recommended replacement of all existing street trees in with new flowering cherries, owing to poor condition.
7. Although feedback suggested overall community support for the plan for consultation, there was conflicting feedback regarding the proposed narrowing in the section of street between Braemar Place and Kerrs Road. Residents adjacent to the proposed platform did not see that speeding was an issue at their end of the street. The plan was subsequently modified to replace the narrowing with a type B threshold treatment at the Kerrs Road intersection, which does not compromise the objective of speed reduction along the street and provides the additional advantage of slowing vehicles at the intersection.

11 Cont'd

FINANCIAL IMPLICATIONS

8. Funding for the proposed kerb and channel renewal for Torlesse Street is programmed in the 2009 – 19 LTCCP Street Renewal Programme.
9. The current project cost estimates indicate there is sufficient budget allocated in the 2009 – 2019 LTCCP to implement the project. Construction is programmed for completion in the 2010-2011 financial year.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

10. As above.

LEGAL CONSIDERATIONS

11. New Community Board resolutions are required to revoke the existing parking restrictions and approve the proposed parking restrictions.

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, pg 245 of the 2009 - 20019 LTCCP.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. This project is consistent with key Council strategies including Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy and is consistent with requirements for arterial and local roads as defined in the City Plan.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Initial issues have been gathered through previous Council staff contact with the local community including a public meeting and input resulting in the development of a plan for safety improvements in the street. Recent feedback from residents in Torlesse Street during consultation on the proposed Dunarnan Street renewal plan reinforced these earlier concerns, therefore a standard initial issues survey was not considered necessary.
18. A seminar was held with the Hagley/Ferrymead Community Board in June 2009 and community consultation was undertaken on the preferred option from 22 June to 8 July 2009. Approximately 184 households and other interested groups including external and internal stakeholders were provided with a standard publicity pamphlet. An informal project information evening was held on 1 July at the Dallington Bowling Club.
19. The majority of the 24 respondents were either in full (10) or general (8) support of the project, with a number of positive comments praising the improved environment and the proposed street-calming. Two respondents made a comment or suggestion only and two did not support the project.

11 Cont'd

20. Key concerns raised during consultation were loss of parking owing to the proposed platform between Braemar Place and Kerrs Road. Several residents living in this vicinity felt strongly that the level of through traffic and speeding did not justify this treatment; other residents disagreed, and also cited the Kerrs Road intersection as a safety issue. As a result the project team recommends replacing the mid-block platform with a type B platform at the Torlesse Street Kerrs Road intersection. Concerns were also raised about speeding along the section of street between Mabel Howard Place and Avonside Drive; however the project team was unable to mitigate this situation with a raised speed hump or platform owing to the presence of a bus route from Holland Street to Avonside Drive.
21. Although there was general agreement about the need to slow traffic in the street, a number of residents did not see a need for the proposed four way stop at the Mabel Howard Place/Holland Street/Torlesse Street intersection, noting possible confusion and the need to police the change. Further consideration by the project team now recommends the installation of Stop signs on Torlesse Street only, with appropriate signage installed.
22. A request for seating and for fruit trees along the street has resulted in a proposal to install a seat and fruit tree in the redundant cul de-sac.
23. Several requests were made for undergrounding (primarily during the project evening) of overhead services however the 2009-19 LTCCP contains no provision for undergrounding during the next three years.
24. In summary, the following changes were made to the plan as a result of consultation feedback:
 - (a) Implementing a type B threshold treatment with 90 millimetre raised platform at the intersection of Torlesse Street and Kerrs Road.
 - (b) Removal of one proposed road narrowing previously located outside number 51 Torlesse Street.
 - (c) Adding a seat and a fruit tree at the redundant cul-de-sac outside property number 31 Torlesse Street.
 - (d) Installation of stop signs on Torlesse Street only, with appropriate signage to indicate the change in priority.

STAFF RECOMMENDATION

25. It is recommended that the Hagley/Ferrymead Community Board approve:
 - (a) That the Torlesse Street Renewal Project proceeds to detailed design, tender and construction as shown on the Plan for Board Approval (TP314001) (refer **attached**).
 - (b) The following parking restrictions need to be resolved by the Community Board.

Revocation of existing parking restrictions:

- (i) That any existing parking restrictions at any time on the north side of Torlesse Street commencing at its intersection with Kerrs Road and extending in a westerly direction to Avonside Drive be revoked.
- (ii) That any existing parking restrictions at any time on the south side of Torlesse Street commencing at its intersection with Kerrs Road and extending in a westerly direction to Avonside Drive be revoked.
- (iii) That any existing parking restrictions at any time on the west side of Kerrs Road commencing at its intersection with Torlesse Street and extending in a southerly direction for 16 metres is revoked.

11 Cont'd

- (iv) That any existing parking restrictions at any time on the west side of Kerrs Road commencing at its intersection with Torlesse Street and extending in a northerly direction for 16 metres is revoked.
- (v) That any existing parking restrictions at any time on the east side of Braemar Place commencing at its intersection with Torlesse Street and extending in a northerly direction for 15 metres is revoked.
- (vi) That any existing parking restrictions at any time on the west side of Braemar Place commencing at its intersection with Torlesse Street and extending in a northerly direction for 60 metres is revoked.
- (vi) That any existing parking restrictions at any time on the east side of Holland Street commencing at its intersection with Torlesse Street and extending in a southerly direction for 25 metres is revoked.
- (vii) That any existing parking restrictions at any time on the west side of Holland Street commencing at its intersection with Torlesse Street and extending in a southerly direction for 25 metres is revoked.
- (viii) That any existing parking restrictions at any time on the east side of Mabel Howard Place commencing at its intersection with Torlesse Street and extending in a northerly direction for 25 metres be revoked.
- (ix) That any existing parking restrictions at any time on the west side of Mabel Howard Place commencing at its intersection with Torlesse Street and extending in a northerly direction for 25 metres be revoked.
- (x) That any existing parking restrictions at any time on the east side of Avonside Drive commencing at its intersection with Torlesse Street and extending in a southerly direction for 20 metres is revoked.
- (xi) That any existing parking restrictions at any time on the east side of Avonside Drive commencing at its intersection with Torlesse Street and extending in a northerly direction for 15 metres is revoked.

New no stopping:

- (i) That the stopping of vehicles be prohibited at any time on the west side of Kerrs Road commencing at its intersection with Torlesse Street and extending 10 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Kerrs Road commencing at its intersection with Torlesse Street and extending 10 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Torlesse Street commencing at its intersection with Kerrs Road and extending 16 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Torlesse commencing at its intersection with Kerrs Road and extending 16 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Torlesse Street commencing at its intersection with Braemar Place and extending 13 metres in a north-easterly direction.

11 Cont'd

- (vi) That the stopping of vehicles be prohibited at any time on the north side of Torlesse Street commencing at its intersection with Braemar Place and extending 16 metres in a south-westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Torlesse Street commencing at a point 56.5 metres west of its intersection with Kerrs Road and extending 18 metres in a south-westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Braemar Place commencing at its intersection with Torlesse Street and extending 12 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Braemar Place commencing at its intersection with Torlesse Street and extending 12 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Torlesse Street commencing at a point 200 metres east of its intersection with Holland Street and extending 17 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Torlesse Street commencing at a point 200 metres east of its intersection with Mabel Howard Place and extending 16 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Torlesse Street commencing at a point 100 metres east of its intersection with Holland Street and extending 16 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Torlesse Street commencing at a point 100 metres east of its intersection with Mabel Howard Place and extending 16 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Torlesse Street commencing at its intersection with Holland Street and extending 20 metres in an easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the north side of Torlesse Street commencing at its intersection with Mabel Howard Place and extending 18 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Torlesse Street commencing at its intersection with Holland Street and extending 17.5 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the north side of Torlesse Street commencing at its intersection with Holland Street and extending 21 metres in a westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the east side of Holland Street at its intersection with Torlesse Street and extending 10 metres in a southerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the west side of Holland Street commencing at its intersection with Torlesse Street and extending 10 metres in a southerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the east side of Mabel Howard Place commencing at its intersection with Torlesse Street and extending 12 metres in a northerly direction.

11 Cont'd

- (xxiii) That the stopping of vehicles be prohibited at any time on the west side of Mabel Howard Place commencing at its intersection with Torlesse Street and extending 12.5 metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Torlesse Street commencing at its intersection with Avonside Drive and extending 15 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the north side of Torlesse Street commencing at its intersection with Avonside Drive and extending 22 metres in an easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south-east side of Avonside Drive commencing at its intersection with Torlesse Street and extending 18 metres in a south-westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south-east side of Avonside Drive commencing at its intersection with Torlesse Street and extending 22 metres in a north-easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

26. See Executive Summary (Paragraphs 2 and 7) and Consultation Fulfilment (Paragraphs 17-24).

THE OBJECTIVES

27. The project objectives are as follows:

- (a) To replace the kerb and channel.
- (b) To maintain or improve safety for all road users.
- (c) To ensure adequate drainage is provided.
- (d) To complete the project within the allocated budget.
- (e) To complete the construction within the 2010-2011 financial year.
- (f) To minimise whole of life costs.

THE OPTIONS

Option One

28. Maintenance Only.

- (a) This option was not chosen because it does not meet key project objectives, and deteriorating pavement condition could result in increased costs if replacement is delayed.

11 Cont'd

Option Two

29. Replacement of existing deteriorating kerb and flat channel, including full pavement reconstruction, modified threshold treatments at all intersections except Avonside Drive, with tightened corner radii and traffic approaches at all intersections, road narrowing at the redundant cul de sac including seating and landscaping as budget allows, raised platforms at the Torlesse Street intersections with Holland/Mabel Howard and Braemar Place, implementing reserve priority where Torlesse Street intersects Holland Street through an intermediate four way stop stage, replacement of sumps and leads at the Braemar Place intersection where there is a low spot on the street and water tends to accumulate, Tactile pavers are added at all reinstated intersection cut-downs, some maintenance work to be carried out, including tree planting.
- (a) Kerb and channel renewal is seen as the most cost-effective long term option. To calm traffic a four way stop option is seen as preferable to giving priority to Mabel Howard Place as a minor road. The plan is consistent with treatments approved for Dunarnan Street, in line with Board suggestions to consider a cluster approach to street renewals in this area.
- (b) This scheme was further developed to become the preferred option.

Option Three

30. The same as option two but speed humps are proposed. Platforms are consistent with the treatments approved in Dunarnan Street, which runs parallel to Torlesse Street.
- (a) This option was not chosen because residents have requested no speed humps in their street, and these are not consistent with the treatment in adjacent Dunarnan Street.
31. Additional options considered included the recommendation of a mini roundabout at Braemar Place but this was not chosen as it was confirmed that it could be driven over and ignored by motorists. A threshold treatment tightens the curve radius, more effectively slowing vehicles at the intersection while still improving sightlines for drivers

THE PREFERRED OPTION

32. The preferred option meets all project objectives and includes the following key features:
- (a) Replacement of existing kerb and flat channel, implementing full pavement reconstruction, for the full length of Torlesse Street, except at the Avonside Drive end. Footpaths are replaced only where road alignment is altered as existing paths were resurfaced in 2007.
- (b) Modified threshold treatments at all intersections except Avonside Drive, tightening curve radii and approaches for turning traffic.
- (c) Two road narrowings or kerb build-outs with raised platforms between Holland Street and Kerrs Road, temporarily narrowing the road to 4.5 metres. One of the build-outs will replace the current redundant cul de sac.
- (d) Stop signs where Torlesse Street intersects Holland Street and Mabel Howard Place, reversing priority at this intersection. Removal of the give way signs and markings at the Holland and Mabel Howard approaches.
- (e) Upgrading the storm water system to enhance capacity and prevent flooding. This will involve approximately 370m of various diameter piping, and extra sumps where necessary.

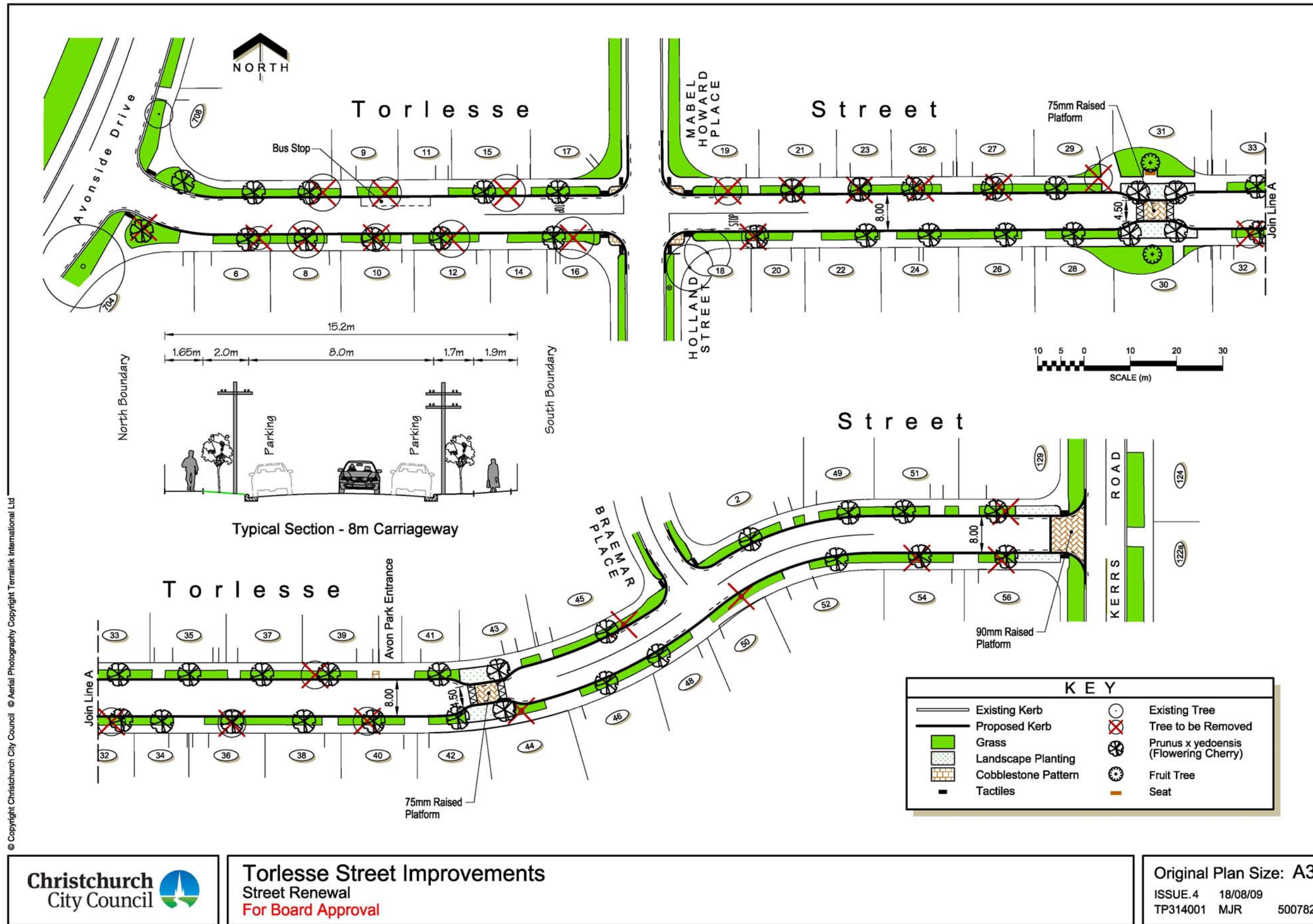
11 Cont'd

(f) Tactile pavers are added at all reinstated intersection cut downs (including existing Avonside Drive intersection).

33. The street renewal also includes replacing the street trees, street lighting upgrades, plus minor maintenance works.

THE FINAL SELECTED OPTION

34. The Final Selected Option comprises the preferred option including the changes made as a result of consultation (See paragraphs 17 to 24 Consultation Fulfilment).



Torlesse Street Improvements
Street Renewal
For Board Approval

Original Plan Size: A3
ISSUE.4 18/08/09
TP314001 MJR 500782

12. SUMNER/REDCLIFFS WORKING PARTY ON DRAINAGE AND MAINTENANCE ISSUES – REQUEST FOR RE-ESTABLISHMENT

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Owen Southen, Contract and Operations Team and Jo Daly, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present information to the Hagley/Ferrymead Community Board to assist in consideration of a request for the re-establishment of a Sumner/Redcliffs Working Group on drainage and maintenance issues.

EXECUTIVE SUMMARY

2. In July 2008 the Sumner Residents Association wrote to the Board requesting the Board give its support to the re-establishment of a working party to meet on a regular basis to discuss local problems and issues, with a focus on infrastructure (refer **attachment 1**).
3. The Board considered this correspondence at a meeting in August 2008 and agreed that no decision would be made on the request from the Sumner Residents Association until after advice had been received from staff on this matter. Advice was supplied in September 2008 primarily regarding the purpose and focus of a working party, and at that time no decision was made. Members have since requested that staff progress this matter.
4. The Sumner/Redcliffs working party was initially established in 2000 following issues relating to stormwater and roading as direct result of a storm in October 2000. When first established the working party met on a fortnightly basis, then monthly, then annually. The working party has not met since 2005. In response to a question asked at a Board Meeting in June 2007, the Board received advice that it was not recommended that a similar working party be re-established as there have been other arrangements in place since 2000 to resolve issues of this nature (refer **attachment 2**).
5. Since 2000, systems have been put in place to resolve issues and concerns relating to drainage and maintenance throughout the city. The Council's request for service system is well established and issues and work undertaken are tracked through the system. Information can be sourced to investigate and resolve ongoing or reoccurring issues. During the year ended 30 June 2009, 37 requests for service relating to Stormwater and Land Drainage were received from the Sumner area and a further 10 from the Moncks Bay Area. The majority of these were of a minor nature and dealt with within the required timeframes. (Source of Data CSR WWE, WWI, WWU and WWG.)
6. Where it has been necessary or helpful staff from the appropriate Council unit attend community or resident group meetings in Sumner and Redcliffs to discuss current operational issues with drainage and maintenance. Staff will continue to work with the local residents or representatives on operational issues as they are identified. For example, in response to the recent slip on Whitewash Head Road a residents groups was established. This group worked with the Council to ensure that issues relating to access and repair of the slip were managed in a collaborative and informed way and the needs of the residents were taken into account. Groups of this nature which are focussed on an outcome can be set up readily on a case by case basis.
7. Capital works undertaken in Christchurch are subject to a detailed planning process which includes consultation, as required by Council policy and statutory obligations. Local affected residents, stakeholders and resident and community groups are consulted for capital works. Issues relating to sub division and new development are addressed through consent processes.
8. Working parties can be an appropriate way to deal with issues relating to a particular event or events, and ongoing issues. As there are currently effective Council systems in place to ensure that operational issues can be addressed in a positive efficient manner, staff advice is that there is no necessity for an ongoing working party to address drainage and maintenance issues in the Sumner/Redcliffs area to be established.

12 Cont'd

9. Historically special interest groups have been established in other areas of the City to cater for a specific need. Examples of these would be Friends of the Styx, The Styx Living Laboratory and Avon Loop Planning Association. Recent amendments to the Transport and Greenspace Volunteer Policy would make establishment of new groups of this nature unlikely. Staff are not aware of any other groups where staff are accessible on an ongoing basis for the day to day operational issues.

FINANCIAL IMPLICATIONS

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

10. Establishment of a working party will largely involve staff member time.

LEGAL CONSIDERATIONS

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

11. There are no direct legal issues involved.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

12. Yes.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

13. Community Outcome - By providing inviting, pleasant and well cared-for environments, and by ensuring the drainage network allows the city to function during rainfall.
14. Strategic Direction – Manage water and land drainage systems efficiently, and contribute towards landscape, ecology, recreation, heritage and cultural values.

CONSULTATION FULFILMENT

15. The Sumner Residents Association has approached the Board requesting re-establishment of this working party. Staff have received no other request from the public or community for this group to be re-established.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board do not establish a working party for drainage and maintenance issues in the Sumner/Redcliffs area, and that staff work with the public, resident and community groups to address any drainage issues as and when they arise.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

16. A working party on Sumner/Redcliffs drainage and maintenance issues was established following issues arising from the storm in October 2000. Any resident could attend and meetings were coordinated by the Community Secretary and attended by a staff representative from City Streets and City Water and Waste as the issues were related to storm water and roading as a direct result of the storm. One board member attended and then withdrew once the working party was underway.

12 Cont'd

17. After a question asked at a Board Meeting in June 2007, the Board received advice that it was not recommended that a similar working party be re-established as there have been other arrangements in place since 2000 to resolve these issues.
18. The request for service system is now well established and anyone contacting the Council with a request can get a reference number which can be checked up on to ensure progress and completion. Members of the public can make an application for a deputation to the Board to raise issues of concern.
19. Start work notices are provided now for residents and board members and this information provides the contact details for both the contractor and the project manager from the Council should any issues arise.
20. The working party was set up to deal with specific issues relating to the storm in October 2000. Initially it met every two weeks then monthly then annually. It has not met since 2005 and until 2008 there was not a request to staff from the residents for another meeting.

THE OBJECTIVES

21. To align with Council Community Outcomes and Strategic Direction regarding the level of service for drainage and maintenance issues.

THE OPTIONS

22. Option one is to establish a working party of staff with residents, community representatives or residents groups for ongoing discussion of operational drainage and maintenance issues in the Sumner/Redcliffs area.
23. Option two is to continue working within the current Council systems to manage and resolve any operational drainage and maintenance issues in the Sumner/Redcliffs area.

THE PREFERRED OPTION

24. Option two is the preferred option given the factors outlined in paragraph 18 and 19 above.



SUMNER RESIDENTS ASSOCIATION

**P.O. BOX 17-608
SUMNER**

10 July 2008

The Secretary,
Hagley/Ferrymead Community Board,
Linwood Service Centre,
180 Smith Street,
Linwood,
Christchurch

Dear Sir/Madam,

Some time ago, a working party of the Association, other interested local residents, locally elected representatives and Council officers met on a regular basis to discuss local problems and issues, with a focus on the local infrastructure. We believe that these meetings served a very useful purpose and helped to build a positive working relationship with the relevant Council staff.

We feel that there is still a place for a working party of this nature, and that we have the support of the locally elected representatives. It appears however that Council officers do not see the need, and believe that adequate mechanisms are in place for liaison and consultation with the local community. The Association has real concerns that this is not the case.

The Association requests that the Board give its support to the setting up of a working party of this nature. We do not anticipate that this would be a major commitment for staff, and that perhaps twice a year would be sufficient.

I look forward to hearing the Board's comments.

Yours faithfully,

John Goodrich
Secretary

**Christchurch City Council
Democracy Services Unit**

Memorandum

Date: 29 August 2007

From: CLARE SULLIVAN

To: **Hagley Ferrymead Community Board**

Cc: Michael Aitken, Transport and Greenspace Manager

Marion Gillanders, Acting Community Engagement Adviser

Tony McKendry, Acting Community Board Adviser

Owen Southen

Response to question regarding re-establishing the Sumner/Redcliffs working party on drainage and maintenance issues

Introduction

This memorandum is to provide a response to a question asked at a board meeting in June asking if the Board can re-establish the Sumner Redcliffs working party on drainage and maintenance issues.

The working party was established following issues arising from the October 2000 storm. Any resident could attend and meetings were co-ordinated by the Community Secretary and attended by a staff representative from City Streets and City Water and Waste as the issues were related to stormwater and roading as a direct result of the storm. One board member attended and then withdrew once the working party was underway.

It is not recommended that a similar working party be re-established as there have been other arrangements put in place since 2000 to resolve these issues.

The request for service system is now well established and anyone contacting the Council with a request can get a reference number which can be checked up on to ensure progress and completion. Members of the public can make application for a deputation to the board to raise issues of concern.

Start work notices are provided now for residents and board members and this information provides the contact details for both the contractor and the project manager from the council should any issues arise.

ATTACHMENT 2 TO CLAUSE 12 CONT'D

The purpose of the working party was not and should not be a general meeting to question policy, levels of service etc – there are other forums and processes for this - eg the LTCCP submission process.

The working party was set up to deal with specific issues relating to the storm in October 2000. Initially it met every two week, then monthly then annually. It has not met since 2005 and there has not been a request to staff from the residents for another meeting.

Clare Sullivan
Community Board Adviser

13. 309 MT PLEASANT ROAD – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Traffic Engineer; Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time on the north side of Mt Pleasant Road outside number 309.

EXECUTIVE SUMMARY

2. Council staff have received a request from a member of the public that a No Stopping restriction be installed on a narrow section of Mt Pleasant Road (refer **attached**).
3. Mt Pleasant Road is classified as a Minor Arterial Road and runs from Main Road up to the Summit Road. The only traffic count data available was taken near its intersection with Main Road in August 2001 when the seven day average was 1,741. Since that date there has been a considerable number of subdivisions built towards the top or Southern end of Mt Pleasant Road.
4. Number 309 Mt Pleasant Road is on the northern side between Longridge Drive and Moncks Spur Road. It is a relatively new property. When the vehicle entrance into the property was constructed, 90 metres of new kerb and channel was installed downhill (West) of the vehicle entrance and 21 metres installed uphill (East) of the vehicle entrance.
5. The width of Mt Pleasant Road at the intersection with Longridge Drive, which is 42 metres downhill (westward) of the vehicle entrance, is 9.5 metres. At the vehicle entrance into number 309 Mt Pleasant Road, the road width is reduced to 8.5 metres. This further reduces to 7 metres at the end of the kerb and channel 21 metres uphill (east) of the vehicle entrance. Immediately above the end of the kerb and channel there is both an area of grass and shingle where vehicles can park off the roadway, and a 90 degree blind corner.
6. If a normal sized car is parked adjacent to the kerb and channel at the eastern end of the new kerb, the width of the uphill carriageway is reduced around 1.8 metres. To safely get past a vehicle parked against the kerb, a vehicle travelling up the road has to cross into the opposing traffic lane at the start of the bend and has no visibility of any oncoming traffic. If there is a downhill bound vehicle approaching, there is insufficient time or distance for either vehicle to take evasive action. There has been an occasion recently where an uphill bound cyclist, passing a vehicle parked in this location, had to go over the bank to prevent a collision.
7. The proposed installation of No Stopping restriction (broken yellow lines) from a point 6 metres uphill (east) of the vehicle entrance to 309 Mt Pleasant Road, and extending for 15 metres to the end of the new kerb and channel will allow parking for 1 vehicle above the vehicle entrance. This will prevent vehicles from parking in the narrowest part of the roadway immediately before the blind corner but in conjunction with the parking below the vehicle entrance provide sufficient parking for visitors.
8. The only property affected by this proposal is 309 Mt Pleasant Road. The owner has no objection to the proposed no stopping restrictions.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$75.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

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

13 Cont'd

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
13. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

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 Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

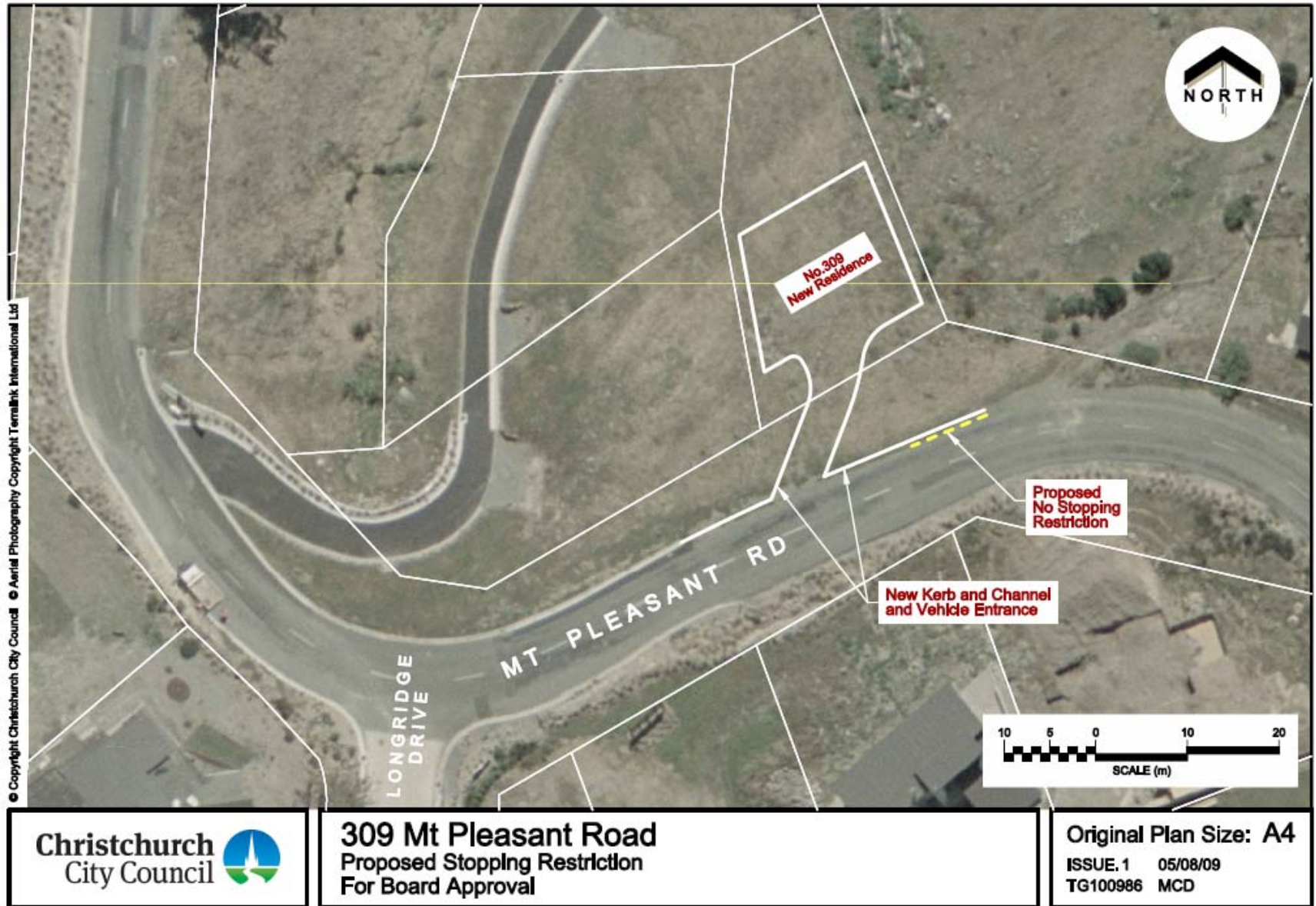
19. The residents of 309 Mt Pleasant Road have been consulted. They have no objection to this proposal.
20. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve that the stopping of vehicles be prohibited at any time on the north side of Mt Pleasant Road commencing at a point 48 metres east from its intersection with Longridge Drive and extending in a easterly direction for a distance of 15 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Christchurch
City Council



309 Mt Pleasant Road
Proposed Stopping Restriction
For Board Approval

Original Plan Size: A4
ISSUE. 1 05/08/09
TG100986 MCD

14. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – EDMUND SAMUEL HINES

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

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant, Edmund Hines, is an 18 year old resident of Sumner who attends Allenvale Special School. Edmund is seeking support from the Hagley/Ferrymead Community Board to represent Allenvale Special School in basketball at the 2009 Special Olympics NZ National Summer Games in Palmerston North from 2 to 6 December 2009.
3. Edmund is one of eight players who has been selected from an after-school basketball squad of 21. This selection is based on a number of attributes including skill level, team sportsmanship and ability to be away from home. Edmund is a senior student at Allenvale school and given the games are held once every four years this will be a once in a lifetime opportunity for him to represent his school. It is also the first time that schools have been invited to participate in the Special Olympics NZ National Summer Games. There are eight schools from throughout New Zealand attending, including four from the South Island.
4. Edmund is a keen sportsman and involved in a number of sports. He is a very capable gymnast. Unfortunately gymnastics is not being supported by the National Special Olympics body so Edmund has joined the basketball team where he has picked up the necessary skills to make the representative team to compete at Nationals. He also enjoys athletics and is an avid user of the gym for physical fitness and strength that also contributes to his ability to do well in his chosen sports.
5. In preparation for the games the selected players are training intensively at QEII with a leading coach from Canterbury Basketball. Individual skill levels have improved significantly and team skills will be developed further leading up to the games. Edmund is a keen supporter of the Cougars.
6. The event promotes a healthy lifestyle and the importance of fitness and health. The players will all receive health checks for teeth, ears, eyes and feet as part of the registration fee.
7. Playing sport is encouraged by Allenvale Special School as an important skill for life. Through developing a passion and skills required to play chosen sports the aim is to prepare students so that they become involved in sports clubs once they have left school. Edmund will be well equipped to participate and excel in sport and this experience will be highly rewarding and motivating for him. It will also be an incredible experience taking part in such a noteworthy event and contribute significantly to his social and educational development.
8. Representing Allenvale Special School at the games is also a benefit for the community. This is an important event that raises public awareness and promotes a positive view on people with a disability.

14 Cont'd

FINANCIAL IMPLICATIONS

9. The following table provides a breakdown of the registration and airfare costs for each team member plus the shared cost of sending two teachers to accompany the team.

Edmund Hines	
EXPENSES	Cost (\$)
Registration fee per participant. This fee is made up of the following: Accommodation, catering, venue hire, transport, safety, healthy athlete programme, telecommunications, media services, volunteer services, competition costs, awards, event management, administration costs, cleaning and waste management, accreditation, equipment and ceremony costs.	400.00
Return airfares to Palmerston North per participant	354.00
Accompanying teacher costs \$754 (as above) x 2 teachers divided by 8 team members	188.50
Total cost per team member	942.50

10. This is the first time that the applicant has applied to the Hagley/Ferrymead Community Board for financial support.
11. Given the ongoing financial demands on families with children with disabilities the funding required to participate in the games must be raised by the school for each player plus two teachers required to accompany the team. There are also limited funding options for the school to apply to given the demand by other teams on funding bodies.
12. Fundraising efforts include a grant of \$500 per team member from Mainland Foundation plus Edmund is currently raising funds through chocolate sales and will be helping with a sausage sizzle at Bunning's in September.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

13. This application is seeking funding from the Community Board's 2009/10 Youth Development Scheme which was established as part of the Board's 2009/10 Discretionary Funding. There is currently \$8,000 unallocated in the Board's 2009/10 Youth Development Scheme.

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the LTCCP, regarding Community Board Project funding.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

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

14 Cont'd

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the application and allocate \$200 funding from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme to Edmund Samuel Hines to represent Allenvale Special School in basketball at the 2009 Special Olympics NZ National Summer Games in Palmerston North, December 2009.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

15. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME – CYRUS LLOYD EADE AND NINO NABONG

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

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding two applicants from the Hagley/Ferrymead Community Board's 2009/10 Youth Development Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by Cyrus Lloyd Eade, a 14 year old of Woolston and Nino Nabong, a 25 year old of Bealey Avenue. Both have been selected to represent Canterbury Philippine Culture and Sports Club in basketball at the Annual Filipino Reunion in Wellington 23 to 26 October 2009.
3. Cyrus Lloyd Eade, a 14 year old of Woolston has been selected to compete in the under 15 basketball tournament. Cyrus has been with Philippine Cultural and Sports Club since he was six years old and has been playing basketball for three years. He trains at least twice a week. This is his first time competing in the tournament. Cyrus is a year 10 student at Linwood College. A very keen sportsman, he also plays futsal for Linwood College and soccer for Woolston Technical AFC. He is looking forward to joining the school basketball team as well.
4. Nino has been selected to compete in the men's basketball team. He is also responsible for coaching both the men's team and the under 15 team. Nino is a dedicated leader within his sport. He enjoys helping younger players gain fundamental skills and is responsible for coaching numerous teams including juniors, seniors, women's and men's team plus after school basketball programmes at Cowles and Pioneer Recreation and Sports Centres. Nino has also been captain of many of the teams he has played for over the years and is currently playing for Gameface Wolverines Premier Men's basketball team. He has trialed for a professional team in the Philippines, and although he was unsuccessful he received a lot of positive feedback from coaches and he is still working towards fulfilling this dream. Nino works part time in a gym and as required for Council basketball programmes at Pioneer and Cowles Recreation and Sport Centres.
5. Cyrus and Nino are part of a group of Christchurch youth selected to compete in a wide variety of sport (basketball, badminton, billiards, bowling, golf, table tennis and volleyball) and cultural competitions at the Annual Filipino Reunion. Successful competitors are selected for their skill level, team attributes and the ability to be excellent ambassadors for Philippine Culture and Sports Club. The theme for this year's event is 'Fiesta sa Wellington 2009' and is being coordinated by the Wellington International Filipino Society in collaboration with other Filipino groups in the greater Wellington region. The reunion brings together Filipinos and their families (including other cultures) for three days over labour weekend on an annual basis and is open to anyone interested in attending the event. The purpose of the event is to celebrate and strengthen cultural ties and identity, provide opportunities for skill and leadership development and provide all attendees with a stimulating and competitive cultural and sporting experience.
6. All participants have been meeting weekly over past months to train intensively in their chosen sport, develop leadership skills and increase cultural awareness to enable them to excel as representatives of Canterbury Philippine Culture and Sports Club. Both Cyrus and Nino are actively involved in raising the funds required to attend the event. This includes a social night, a singing contest, a garage sale, selling of food and selling raffle tickets.

15 Cont'd

FINANCIAL IMPLICATIONS

6. Total expenses per applicant is \$300. Each applicant is requesting \$150 from the Hagley/Ferrymead Youth Development Scheme.

EXPENSES PER APPLICANT	Cost (\$)
Airfares	100.00
Registration	50.00
Accommodation	60.00
Van hire	40.00
Uniforms	50.00
Total Cost per applicant	\$300.00

7. This is the second time Nino has applied to the Hagley/Ferrymead Youth Development Scheme. In 2007 he received a grant of \$100 to attend the Annual Filipino Reunion in Rotorua. This is the first time that Cyrus has applied to the Community Board for financial support.

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH 2009 - 19 LTCCP BUDGETS?

8. This application is seeking funding from the Community Board's 2009/10 Youth Development Scheme which was established as part of the Board's 2009/10 Discretionary Funding. There is currently \$8,000 unallocated in the Board's 2009/10 Youth Development Scheme.

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 the LTCCP, regarding Community Board Project funding.

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

11. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve the application and allocate \$100 to Cyrus Lloyd Eade and \$100 to Nino Nabong from the Hagley/Ferrymead Community Board 2009/10 Youth Development Scheme to compete in basketball competitions at the Annual Filipino Reunion in Wellington, October 2009.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

16. NEIGHBOURHOOD WEEK FUNDING

General Manager responsible:	General Manager Community Services, DDI 941 8607
Officer responsible:	Community Support Manager
Author:	Andrew Hensley, Community Engagement Adviser Hagley/Ferrymead

PURPOSE OF REPORT

1. The purpose of this report is for the Board to consider applications to the Hagley/Ferrymead Community Board Neighbourhood Week 2009/10 fund and allocate funds according.

EXECUTIVE SUMMARY

2. Local community groups, including residents' associations and neighbourhood support groups will be sent information inviting them to apply for the Neighbourhood Week Funding that has been set aside by the Board.
3. Neighbourhood Week is a dedicated week in which individuals and groups are encouraged to get together to know one another locally. Neighbourhood Week 2009 is to be held from 31 October to 8 November 2009. Applications for funding close on 4 September 2009.
4. In some previous years where the demand for Neighbourhood Week funds has exceeded the funds set aside, the Board has allocated additional funds out of the Board's Discretionary Funding towards Neighbourhood Week to enable more groups to receive funding towards their event. This has happened when there has been an increase in the number of groups applying for Neighbourhood Week funds. Should this be the case, the Board may wish to allocate a set amount of its Discretionary Funds as a contingency towards the above situation with the proviso that those funds not required go back into the Board's Discretionary Fund.
5. A seminar with Board members was held on 19 August 2009, to discuss and establish local guidelines to assist in decision making.
6. A matrix outlining the applications received and staff recommendations has been prepared (refer **attached**).

FINANCIAL IMPLICATIONS

7. The Board has set aside \$3,500 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. Those applying for funding are expected to partially resource events themselves either financially or through supply of materials.

Do the Recommendations of this Report Align with 2009 - 19 LTCCP budgets?

8. Page 172 of the LTCCP under Community support – Strengthening communities and page 176 of the LTCCP under Community support – Community grants.

LEGAL CONSIDERATIONS

9. Under Council Standing Orders 2.10.1 a sub committee may be appointed and given powers of delegation to consider and decide on these applications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Page 172 of the LTCCP under Community support – Strengthening communities and page 176 of the LTCCP under Community support – Community grants.

16 Cont'd

Do the recommendations of this report support a level of service or project in the 2009 - 19 LTCCP?

11. As above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Funding for Neighbourhood Week activities aligns with the Council's Strong Communities strategic outcomes.

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Consider the applications as set out in the circulated matrix and allocate Neighbourhood Week funds accordingly.
- (b) Consider allocating a set contingency amount from the Board's Discretionary Response Fund should the demand for money exceed the Board's money set aside for Neighbourhood Week, and that the number of applications received warrants applying extra funding.

CHAIRPERSON'S RECOMMENDATION

For discussion.

HAGLEY FERRYMEAD NEIGHBOURHOOD WEEK 2009 APPLICATIONS

Appl No.	Contact Name	Organisation	Location of Activity	Type of Activity	Date of Activity	No of People	Amount Requested	Staff Proposal	Comments
1	Danitta Findlay		Gala Lane.	Invitations to all residents within the lane and hold a Gala Lane BBQ to get to know everyone.	31 October, 4pm	30 invited	\$100.00	\$100.00	
2	Gary Charmley		341 Mt Pleasant Road.	BBQ.	TBC, 12pm	21	\$60.00	\$60.00	Includes novelty items for the children attending.
3	Ellen Yule	2Ways Co Ltd.	25 Digby Place.	Neighbourhood Lunch for residents and their family members who are living in Digby Place.	7 November, 12pm	40 - 60	\$300.00	\$100.00	
4	Amalia Drain	Mt Pleasant Neighbourhood Watch.	202 Major Hornbrook Road.	As per 2008, BBQ picnic at the local park.	31 October, 4.30pm	20 - 30	\$90.00	\$90.00	
5	Jean Nicholls		Beachville Road. (grass verge by the sea wall).	Picnic lunch for residents of Beachville Road.	1 November, 12pm	200 homes invited	\$50.00	\$50.00	Cost for printing of invitations.
6	Karen Dowling	Perth Street Neighbourhood Support Group.	Perth Street.	Street party for all residents/members consisting of BBQ and Clown for the children.	1 November, 11am	40 - 60	\$300.00	\$100.00	\$200 - BBQ \$100 - Clown
7	Jill Boanas		15 Muritai Terrace.	BBQ for the residents of Muritai Terrace and to welcome new residents.	22 November, 12pm	35	\$100.00	\$100.00	
8	Jane Cowan-Harris	Kinsey Terrace Neighbourhood Committee.	28 Kinsey Terrace.	All residents of Kinsey Terrace are invited including residents off Kinsey Terrace.	8 November, 4.30pm	60 plus	\$100.00	\$100.00	
9	Rachel Gibson		16 Silvester Street. (Woolston Bowls Club)	BBQ for residents of Silvester Street.	1 November, 3pm	40 - 50	\$100.00	\$100.00	
10	Ann Griffiths	Wakatu Avenue Neighbourhood Watch.	64 Wakatu Avenue.	BBQ for all Wakatu Avenue Residents.	1 November, 4pm	65	\$100.00	\$100.00	
11	Amanda Condon		166 Salisbury Street.	Neighbourhood afternoon BBQ for all residents of units 1-8/166 Salisbury Street and surrounding neighbours (eg: Units 1-6/160 Salsbury Street, 349 and 353 Manchester Streets, and Units 1-8/155 Peterborough Street).	25 October, 4pm	40	\$300.00	\$100.00	Comment from applicant: "We are aware the date for this BBQ is just outside of the official Neighbourhood Week dates, we selected this date to ensure all owners of the properties at 166 Salisbury Street were in Christchurch and available to enjoy the get together". NOTE: Alcohol at this event will not be funded.
12	Cor Van Eyk	Our Youth Our Community Charitable Trust.	Linwood Baptist Community Church Hall.	Community BBQ.	4 November, 5.30pm	150	\$200.00	\$200.00	Total cost of event \$300.00.
13	Esther Hayes	Sumner Bays Union Trust.	87 Nayland Street.	Community BBQ.	7 November, 11am	50	\$100.00	\$100.00	
14	Donna Harvey	Keswick Street Neighbourhood Support Group.	26 Keswick Street.	BBQ get together.	8 November, 3.30pm	40	\$100.00	\$100.00	
15	Maxine Tupe		Cutler Park.	BBQ, Noddy Train, Bouncy Castle and Face painting for residents from Clydesdale Street, Shetland Street, Cob Crescent, Lomond Street, Dunoon Street and Claymore Street.	6 or 8 November, 4pm	70 - 120	\$500.00	\$120.00	\$120 - BBQ \$160 - Train \$100 - Castle \$20 - Face Painting
16	Karen Theobald		Morgan's Valley 'Reserve'.	Neighbourhood gathering on local reserve.	5 November, 2pm	150	\$130.00	\$100.00	\$120 - Castle \$10 - Photocopying flyers plus lollies Suggest \$100 funded for entertainment as all food and drink is provided by residents.
17	Jennifer Steele	Flinders Road Neighbourhood Group.	Heathcote Valley Domain.	BBQ picnic for members of the Flinders Road Neighbourhood Group.	31 October, 12pm	40	\$80.00	\$80.00	

Appl No.	Contact Name	Organisation	Location of Activity	Type of Activity	Date of Activity	No of People	Amount Requested	Staff Proposal	Comments
18	Linda Rutland	Mt Pleasant Community Centre and Ratepayers.	McCormack's Bay Reserve.	BBQ in the park with music.	7 November, 4.30pm	80 - 100	\$200.00	\$100.00	Sausages etc and Bouncy Castle Hire.
19	Libby Boyd	Friends of Beverley Park Heritage Rose Garden.	Beverley Park Heritage Rose Garden.	Neighbourhood Picnic for all neighbours and people in our neighbourhood.	7 November, 5.30pm	20 - 30	\$75.00	\$75.00	
20	Bill Newsom		Property on Moncks Spur. TBC.	BBQ on one of the residents property.	1 November, 5pm	25	\$70.00	\$70.00	
21	Alana Faimalo	Housing New Zealand.	Medina Crescent / Bolero Place,	Fun day - and chance to meet your neighbour.	7 November, 10am	100	\$386.68	\$60.00	\$60.68 - Sausage Sizzle \$326.00 - Bouncy Castle
22	Anne Hollaway	Friends of Linwood Cemetery.	Linwood Cemetery.	Cemetery tour and sausage sizzle for local residents and interested people.	7 November, 11am	40	\$117.00	\$100.00	
23A			Linwood Resource Centre.	Community lunch in partnership with Linwood Avenue Community Corner Trust. This is an opportunity for collaborative and collective work to increase neighbourliness.	4 November, 1pm	90	\$275.00	\$225.00	\$90 - Dessert at \$1 per person \$60 - Drinks \$200 - Advertising and Photocopying \$50 - Entertainment
23B	Mona Contractor	Te Whare Taonga O Nga iwi Katoa Linwood Resource.	Linwood Resource Centre.	Games on the Lawn.	6 November, 10am	70	\$55.00	\$55.00	\$30 - Drinks \$35 - Morning tea at 0.50c per person
23C			Linwood Avenue Community Corner Trust.	Youth talent competition in partnership with Linwood Avenue Community Corner Trust who will host the event.	6 November, 6pm	200	\$300.00	\$300.00	\$100 - Advertising and Photocopying \$200 - Refreshments \$100 - Decorations \$50 - Prizes
24	Mary Morrison		17a Wildberry Street.	BBQ for neighbours in Wildberry Street.	1 November, 12.30pm	20	\$60.00	\$60.00	
25	Peter Taylor		516A Armagh Street.	Street BBQ/Sausage Sizzle for residents of Armagh St (from Trent Street to England Street including near neighbours).	31 October, 12pm	30 - 50	\$260.00	\$100.00	
26	Alexandra Gilbert	Neighbourhood Support Group.	45 Rudds Road.	Afternoon tea to launch new neighbourhood Support Group. Inviting residents who live in Rudds Road and Cypress Street plus Kearney's.	8 November, 3pm	40	\$75.00	\$75.00	
27	Allison Nichols -Dunsmuir	Church of the Most Holy Trinity Parish of Avonside.	168 Stanmore Road.	Church/community fair, with food, music, books etc.	24 October, 9am	Up to 400	\$300.00	\$190.00	Application is for help to pay for sausages and Bouncy Castle. \$130 - Castle \$200 - Sausages
28	Lesley McMillan	Avebury House Community Trust.	Avebury Park, 9 Evelyn Couzins Avenue.	Neighbourhood BBQ for neighbours of Avebury House.	1 November, 5pm	30 plus	\$90.00	\$90.00	
29	Sally Ogilvie	Lower Glendevera Neighbourhood Watch.	Upper Balmoral Hill Park.	Street BBQ for lower Glendevera Terrace neighbourhood residents.	8 November, 12pm	25 - 30	\$100.00	\$100.00	
30	Judy Stack	Heathcote Mt Pleasant Anglican Parish.	Grounds of the Church of St Mary, Heathcote.	Octoberfest - a community fair and fun time held in the Valley for the community run by members of the parish. The main objective is to provide the Heathcote and adjoining communities with a low cost community event.	31 October, 11am	500 plus	\$331.88	\$200.00	All food for the event is prepared by the Church Parishioners. Staff suggest funding for entertainment/signage as all food and drink is provided. \$286.88 - Signage \$168.75 - Castle NOTE: Supporting information is available. Application from this group for Community Grant Funding was deemed ineligible as it was seen to be a fundraising event. Staff suggested at the time they apply to Neighbourhood Week funding.

\$5,105.56 \$3,500.00

NOTE:

- All applications \$100 and under received full amount requested.
- Those applications requesting over \$100 considered on case by case basis.
- Additional breakdown of costings/information available on request.

17. COMMUNITY BOARD ADVISER'S UPDATE

17.1 August update of current Projects (refer **attached**).

18. BOARD MEMBERS' QUESTIONS

19. BOARD MEMBERS' INFORMATION EXCHANGE

council UPDATE

AUGUST UPDATE OF CURRENT PROJECTS FOR ELECTED MEMBERS FROM CHIEF EXECUTIVE TONY MARRYATT

GENERAL INFORMATION

New Christchurch Civic Building

The ground floor fit out including the construction of walls is well underway and mechanical plant is starting to be installed.

Bus Priority

Construction of Christchurch's first major bus priority project began on 17 August 2009. The project along Papanui Road and Main North Road will be completed by the end of November 2009. The first section between Bealey Avenue and Innes Road will be operational on 21 September 2009. This is one of 10 priority routes planned across Christchurch over the next nine years. The route along Colombo Street from Cashmere Road to Moorhouse Avenue will be completed by June 2010, while bus priority measures in New Brighton Road, Shirley Road and Hills Road will be completed by the end of the year.

Ferrymead Bridge widening and strengthening project

Work continues on the detailed design and is expected to be finished next month. A Registration of Interest has been completed and three qualified contractors have been shortlisted. Only these three contractors will be invited to tender on the construction of the bridge. Construction will start in February 2010 and at this stage is expected to take around 18 months. We are distributing an information leaflet to businesses in the area to update them on progress and invite them to submit their contact details to the Council if they want to be kept regularly informed. The New Zealand Transport Agency announced funding for this project last week.

Transport Interchange

A series of workshops with directly affected parties and immediate neighbours is planned for the end of September/beginning of October. The workshops will introduce the concept plans to these parties so that key issues of concern can be taken into consideration and, if possible, mitigated during refinement of the Interchange plans.

Project City Mall

Project City Mall is on track to be completed by November 30 this year. Work is progressing well in all three open work areas. The rail around to Oxford Terrace has been put in place at the intersection of Cashel and Oxford Terrace and the area is now being paved in Timaru bluestone. Paving in Cashel Street near Ballantynes will begin in two weeks as the last of the rail construction occurs in the area. Work at the intersection of Cashel and High streets and the installation of the custom-made track crossover has gone very well over the past two weeks and the last of the rail for 2009 was welded in place last week. Retailers on High Street, between Cashel and Hereford streets, have been informed that the team will lay rails in High Street on the existing foundations early next year as part of the tram project. Feedback from retailers and landowners in the mall area is very positive about the new look pedestrian mall. A recently completed survey of retailers showed an overall satisfaction rating of 83% with the project itself and communication with the retailers.

Ocean Outfall

Weather conditions in August have resulted in reasonable progress on the remaining marine works. Contractors have installed five of the 13 diffuser riser structures and overtrawl protection rings, and backfilling is due to start at the end of August along with installation of the anti-scour mat. Although work on the diffusers still depends on sea conditions, the weather window required to fit off each diffuser is relatively short and this section of the pipeline is less susceptible to sand filling the excavation.

ATTACHMENT TO CLAUSE 17 CONT'D

The remaining work to complete the inshore end of the microtunnel-marine pipeline connection only 500m off-shore requires slightly longer weather windows and is more susceptible to sand infill into the 6m deep trench. This then requires re-excavation.

McConnell Dowell is continuing its efforts to overcome the issue that arose at this connection, before they can pressure-test the microtunnel pipeline and remove the blanking plate between the two pipe sections.

Although about only six weeks of physical works remain to complete the outfall, completion will not be achieved before the estuary discharge consent expiry on 30 September. The Council has advised ECan accordingly, and a special meeting was held with the DAG (Discharge Audit Group) and other interested parties on 13 August to update the status of the project and advise them of the course of action. ECan and the DAG understand the current situation and do not want health and safety or the end result to be compromised by the pressure to complete.

ECan is proposing to issue an abatement notice on 30 September but will use its discretionary power so to not take any enforcement action. A meeting is planned with ECan towards the end of September to update the status at that time, establish a revised forecast completion date, and set a later date with some 'buffer' added for which the non-enforcement will apply. Discharge into the estuary and monitoring of the receiving environment will continue until the outfall is complete and commissioned.

Press releases and a newsletter update are being prepared for publication shortly.

Biosolids Drying Facility

Manufacture of the drying process plant in Germany remains on target for shipping in late November. Installation is scheduled to start in early February 2010.

Tenders for the building, services and civil works contract closed two weeks ago and these are currently being evaluated. Although two tenderers pulled out, four good tenders were received, and initial assessment is that the tenders are extremely close. The target is to award a contract by mid-September and to start construction in early October.

The contract documents for the Energy Centre DBO (design-build-operate) contract with Energy for Industry (EFI) have now been finalised and it is planned to execute these by the end of August. EFI has begun confirming their plant supply contracts. The separate contract with CityCare for the initial earthworks has proceeded well and this work is nearly finished.

The Stage 3 LFG (landfill gas) pipeline from the treatment plant into the central business district, is now 85% complete with about 7km laid to date (of 8.3km). Work is now nearly complete along Tuam Street, and work is now underway on the north side of the Montreal Street bridge to drill the pipe under the river back to Tuam Street. The pipeline remains on target to complete in November. Manufacture of the gas compressor and design for the Art Gallery plant modifications is progressing.

UDS and Central City South Concept and Master Plan

The Greater Christchurch Urban Development Strategy (UDS) will be the focus of an exhibition at Our City O-Tautahi opening in September. The exhibition will start with a look at the Central City South Concept and Master Plan as an example of central city revitalisation, a key action point under the UDS.

The wider exhibition will feature installations, listening posts and information displays to bring the UDS off the page and into real life, providing examples of projects and issues around the greater city. These include, urban planning, Central City revitalisation, school travel plans, the Rangiora district centre, art in public places and the Styx Vision.

- *Greater Christchurch - there is a plan, we're on our way*, at Our City O-Tautahi, corner Worcester Street and Oxford Terrace, 22 September – 24 October, 10am – 4pm, Monday – Saturday. Admission is free.

Water Supply Strategy

The Water Supply Strategy document will be published later this month.

Draft Surface Water Strategy

The Draft Surface Water Strategy finished public consultation on 14 August. The Strategy establishes goals and objectives for surface water (including stormwater) management in Christchurch and proposes a programme which focuses on improving the water quality of Christchurch's rivers and tributaries. The hearings are being held in the week of 7 September.

Botanic Gardens Visitor Centre

Staff met with chosen architects Pattersons last week to go through the internal spaces detailed brief and to look at linkages between spaces and the external garden areas. This was the second internal staff briefing and feedback session to allow the architects to receive staff input.

Christchurch Art Gallery Te Puna O Waiwhetu

All but a few gems from the Gallery's permanent collections are now packed away while the galleries are refreshed and reshaped. Those 10 gems form **Gembox**, a small exhibition that will be open from 29 August until the permanent collection galleries re-open in November. **Gembox** includes some indisputable collection favourites and some lesser known works that deserve to be better known.

Also opening that weekend is **Cloud9**, the fourth in Christchurch Art Gallery's emerging artist series. The nine artists featured in the exhibition are all recent graduates in painting and explore a wide range of styles.

Still open are the three major contemporary exhibitions: Who goes there featuring the work of Christchurch-born and Melbourne-based artist Ronnie van Hout; and exhibitions featuring the work of Seraphine Pick and the et al collective.

Our City O-Tautahi

He rau Tipuna – leaves of our ancestors and the Christchurch Arts Festival's Guardians of the Stream attracted 2,200 visitors with 200 students attending from nine school groups. Our City O-Tautahi now welcomes **Shelved Memories**: Celebrating 150 years of Public Libraries in Christchurch. Christchurch City Libraries first opened its doors to the public of Christchurch when the Mechanics Institute opened in a small room in 1859. In the intervening 150 years the library has grown from a small collection of several hundred books to the present-day collection of over one million items. Along the way the library has acquired some treasured examples of the publishing heritage of New Zealand. A selection of these valued texts and memorabilia form the basis of this exhibition. Our City O-Tautahi also hosts The Combined Patchwork Society of Canterbury's Two In One Exhibition from 27-30 August.

Planned upgrades to water and waste water schemes on Banks Peninsula:

Wainui: The current sea outfall consent expires in October 2009, with the Long Term Council Community Plan budget for the new plant and reticulation not starting until 2012- 2013. An application has been lodged for a consent to cover the time gap. The option of applying the existing treated effluent to land at an already purchased site is being explored.

Lyttelton: The Council has adopted the recommended pump wastewater to the city treatment plant option for which design is budgeted to start 2016 -2017. Consents will need to be applied for to cover the interim years for Governors Bay and Diamond Harbour outfalls.

Charteris Bay: The Council is planning new water and wastewater systems for Charteris Bay, which will extend the Diamond Harbour/Church Bay system through to Charteris Bay. It will collect domestic wastewater and transport it to the wastewater treatment plant at Diamond Harbour via new, small pump stations. A new drinking water supply will also be installed. Surveying of the area has begun and a design concept is complete. Alternative pumping options will be explored to determine if cost savings are available. Physical works for these projects are planned for 2011.

ATTACHMENT TO CLAUSE 17 CONT'D

Little River: It is planned to upgrade the old water supply treatment plant to supply water that meets the Drinking Water Standards, with completion in 2012. This will also include improvements to security of supply which means we will be able to connect existing houses. Reticulation extension is planned for 2013- 2014.

Akaroa: An integrated three water approach to wastewater, drinking water and stormwater is underway. A working party has short-listed options for the wastewater plant for further study, and a model has been created to accurately study ways to improve water supply security, with an emphasis on the use of rainwater tanks. Water supply upgrade to meet Drinking Water Standards is planned to be completed in 2012- 2013.

Regional Policy Statement (RPS) – Environment Canterbury hearings

After 20 weeks of hearings, the public submissions part of the RPS process will be completed on 2 September and the hearing commissioners will begin their deliberations. The Regional Policy Statement Proposed Change No 1 is the first step in setting the Greater Christchurch Urban Development Strategy into the Resource Management Act. Council staff have been involved in preparing evidence and providing information into the process. Mike Theelen and Paul Anderson gave evidence for the council as part of a joint officers report lead by Environment Canterbury. Decisions are expected in early December. The three commissioners are Ron Crosby (Chair), Sylvia Allan and Alan Withy.

Canterbury Regional Economic Development Strategy (CREDS) Review

Work is underway on reviewing CREDS supervised by the regional economic development governance group, Canterbury Economic Development Company Ltd (CED Co. Ltd). A draft strategy was presented to the CED Co. Ltd board meeting on 25 August 2009. The CED Co. Ltd board has asked for the strategy to be more closely focused around the five areas it believes can have most impact on the Canterbury economy. These are the use of water to improve productivity (irrigation), commercialising intellectual property/innovation, increasing exports through a trade alliance, improving broadband and tourism.

Kind regards

Tony

See Appendix attached for capital projects by ward area

Appendix:**CAPITAL PROJECT STATUS FOR WARD AREAS****(Those not mentioned in the roundup of major projects).****Hagley/Ferrymead**

• Bus Priority Project (Colombo Street)	Detailed design
• Bus Priority Project (Sumner Route)	Scheme assessment
• Bus Priority Project (New Brighton Route)	Scheme assessment
• Charleston Cluster	Construction
• Ferrymead Bridge	Detailed design
• Dorset Street Renewal	Complete
• Hereford Street upgrade	Detailed design.
• Dunarnon Street Renewal	Detailed design
• Kilmore Street Cycleway	Consultation - SCP
• Stanmore Road Cycleway	Consultation - SCP
• Linwood Avenue Cycleway	Consultation - SCP
• Linwood High School Cycle Bubble	Scheme assessment
• Oxford Terrace Improvements	Planning
• Glasgow, Newcastle Streets	Complete
• Ryan Street	Detailed design
• Brownlee Reserve	Planting
• Avebury Park Toilets	Construction
• Kenneway Reserve	Complete
• Washington Park	Consent
• Botanic Gardens Centre	Design
• Parnham Reserve Playground	Detailed design
• Linfield Park Car Park	Construction
• Heathcote Saltmarsh Control	Tender
• Sumner Surf Club Toilets	Complete
• Sumner/Redcliffs Youth Facility	Consultation
• Friendship Corner	Construction
• Sumner Croquet	Construction
• Botanic Gardens Toilet	Consent
• Isabella Place piping	Complete
• Art Gallery Permanent collection Rehang	Construction
• Western Interceptor Stage 1	Construction –expected completion August 2009
• Western Interceptor Stage 2a	Construction –expected Completion March 2010
• Balmoral Lane water	Complete
• Clifton Terrace sewer	Design
• Rangatira Terrace sewer	Construction
• Seamont Terrace sewer	Construction

Riccarton/Wigram

• Church Corner cluster	Construction
• Picton Avenue	Tender let
• Bus Priority Project (Riccarton Road)	Scheme assessment
• Mandeville Reserve	Construction
• Brynley Street	Detailed design
• Harakeke Street (Island removal)	Construction
• Douglas Clifford Pond	Construction
• Halswell Domain Car Park	Detailed design
• Haytons Drain Culvert	Detailed design
• Riccarton Main Drain (Wainui to Matipo)	Detailed design
• Owaka/Awatea Link	Design

ATTACHMENT TO CLAUSE 17 CONT'D

- Awatea Basin Detailed design
- Titoki Street water Complete

Shirley/Papanui

- Bus Priority Project (Papanui Road) Construction
- Quinns/Hammersley/Orion Scheme design
- Grassmere Street Complete
- Gosset Street Complete
- Railway North Cycleway Construction
- Bellvue Avenue Tender
- Rutland Street Detailed design
- Bretts Road (boundary road with F/W) Detailed design
- Weston Road (Bretts-Jameson) Detailed design
- Courtenay, Westminster streets Scheme Des/Consents
- Kruses Drain Construction
- Murchison Park Toilets Detailed design
- Murchison Park Car Park and Paths Detailed design
- Petrie Park Detailed design
- Petrie Park Playground Design
- Graham Condon Leisure Centre Preliminary work on site
- Redwood Springs Consents
- Styx River Mouth Toilets Construction
- Foley Reserve Playground Tender
- Fergusson Avenue Sewer Under construction
- Lambreth Crescent water Complete

Spreydon/Heathcote

- Sydenham Park Toilet Contract let
- Sydenham Park Car Park Contract let
- Heathcote River Masterplan Detailed design
- Louisson Place Path and Planting Construction
- Longhurst Walkway Construction
- Holliss Avenue Street Renewal Tender let
- Spencer Street Detailed design
- St Martins Road Street Renewal Construction
- Sparks Road Crossing Complete
- Bus Priority Project (Colombo Street) Detailed design
- Harman, Grove, Cotterill Streets Construction
- Poulson, Parlane, Dickens Streets Construction
- Cashmere View Detailed design
- Linden Grove Construction
- Addington Park Detailed design
- Valley Road Piping Design
- Jacksons Creek Flow Augmentation Investigation
- Hoon Hay Park Consultation
- Wilderness Creek Piping Design
- Kent and Caton Streets Tender let
- Cashmere Reservoir replacement Under construction.
- Hasting Street sewer Construction
- Colombo – across Brougham Construction

ATTACHMENT TO CLAUSE 17 CONT'D

Fendalton/Waimairi

- Bus Priority Project (Papanui Road) Detailed design
- Cox Street Consent
- Wairakei Road Construction
- Blighs Road (Wairakei-Idris) Construction
- Fendalton East Cluster (Andover, Hewitts, Cheltenham) Detailed design
- Church Lane Detailed design
- Halton, Hawthorne, Hartley, Urunga Detailed design
- Helmores Lane, Desmond Street (part) Detailed design
- Weston Road (Papanui-Bretts) Detailed design
- Wairakei Reserve/Nunweek Park Contract let
- Avonhead Cemetery Extn Construction
- Crosbie Park Car Park Extn Construction
- Coringa Reserve Detailed Design
- Wairarapa Terrace Scheme assessment

Burwood/Pegasus

- Cedarwood Reserve Construction
- Evergreen Reserve Construction
- Travis Education Centre upgrade Tender
- Thomson Park Skate Upgrade Planting
- Estuary Road Sewer - stage II Complete
- Avon Riverbank Dixon Triangle Planting
- Bus Priority Project (Queenspark Route) Detailed design
- Bus Priority Project (New Brighton Route) Scheme design
- Bridge Street Construction
- Aranui cluster Construction
- Dallington Terrace parking Detailed design
- QEII Boat Replacement Construction
- Aranui New Library Investigation
- Bower Avenue water Construction
- Breezes Road water Tender let
- Carters Road water Tender let

Lyttelton/Mt Herbert

- Lyttelton Town Upgrade - Oxford Street Construction
- Lyttelton Town Upgrade - London Street Actually under construction – half completed
- Lyttelton HP water upgrade Complete
- Cholmondley Reserve Extn Site clearance
- Lyttelton Brick barrels Investigation
- Dyers Pass (guard rail) Completed
- Simeon Quay Sewer Contract let

Akaroa/Wairewa

- Little River Cycleway Consultation
- Little Akaloa Road Bridge Delivery planned for 2010
- Pipers Valley Road Bridge Delivery planned for 2010
- Awa-Iti Domain Consultation
- Little Akaloa Wharf Construction
- Robinsons Bay Consultation
- Pigeon Bay Play Equipment Design
- Garden of Tane Management plan
- Stanley Park Process has been put on hold
- Akaroa Museum Construction