

**PROPOSED TRAFFIC AND PARKING
AMENDMENT BYLAW 2012
HEARINGS PANEL AGENDA**

THURSDAY 29 MARCH 2012

AT 9.15AM

IN THE COMMITTEE ROOM 1, SECOND FLOOR, CIVIC OFFICES, 53 HEREFORD STREET

Panel: Councillor Sue Wells (Chairperson),
Councillors Ngaire Button and Helen Broughton

Principal Advisers
Christine Toner
Telephone: 941 8355

Sonia Pollard
Telephone: 941 8218

Committee Adviser
Janet Anderson
Telephone: 941 8112

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PROPOSED TRAFFIC AND PARKING AMENDMENT BYLAW HEARINGS PANEL 29. 3. 2012**1. APOLOGIES****2. CONSIDERATION OF SUBMISSIONS**

It is recommended that the Hearings Panel receive all written submissions (as attached).

**PROPOSED TRAFFIC AND PARKING
AMENDMENT BYLAW 2012
WHO WISH TO BE HEARD**

Time	Submission No	Submitter	Page No
		SUBMITTER NO LONGER ABLE TO BE HEARD	
	7296	Warren Masters - NZAA Canterbury/West Coast District Council	1
		SUBMITTERS NOT WISHING TO BE HEARD	
	7299	Stephen Phillips - Age Concern Canterbury Incorporated	3
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CHRISTCHURCH CITY COUNCIL

Proposed Traffic and Parking Amendment Bylaw 2012

- Received by Email

Name:	Warren Masters Email: Joanne Walters [JWalters@aa.co.nz]
CC:	WandCMaster
Sent:	Thu 23/02/2012 3:08 pm
Subject:	The Proposed Christchurch City Council Traffic and Parking Amendment Bylaw 2012
Your Submission:	<p>Hi there,</p> <p>The NZAA Canterbury/West Coast District Council would like to submit, again, their viewpoint on the restructuring of 1-way streets back to 2-way streets. Below is the original submission to the Christchurch City Council. We request that you once again consider our viewpoint on this subject.</p> <p>We are willing to be available to speak on this matter at the submission during the hearings in March/April.</p> <p>One way Streets The AA survey indicates that 56.8 % of the members surveyed, favour the one way streets. There were only 16.7% opposed, while 24.5% are neither for or against them.</p> <p>The AA's view is simply that the one-way streets are a proven success and should be accepted as the essential inner distributor for all vehicle modes of travel in the new City Plan.</p> <p>Since they were introduced 38 years ago, the public has accepted and appreciated the quality of travel, the traffic management and safety advantages of the one-way streets with their area wide control surrounding the CBD. They help the environment, reduce accidents and free up the inner core 'ways' and 'streets' from needless and extraneous vehicle movements. This in turn enables the latter to better serve their pedestrian and community functions.</p> <p>The Draft Plan states explicitly (pp 87,98 and 125) that one of the first changes will be to revert the one-way streets back to two-way 'to provide simple and direct access to the central city'. There is no factual analysis or justification given for altering the one-way streets. Some urban designers are known to oppose them because they deem them to be in conflict with retail and footpath activities. However the 'one-ways' traverse streets outside the central core and they have never been proposed to be placed along the more intimate CBD retail locations.</p> <p>The AA believes the environmental impacts of one-way streets are, relative to two-way streets, quite benign. They provide a ring of inner roads that enable vehicles to approach the edge of the CBD from all points of the compass and reach a variety of destinations on the near or the far side of the core without cluttering up city centre streets and ways.</p> <p>These inner one-way streets are not there to provide fast through vehicle traffic routes between suburbs or short cuts across town. On-street surveys confirm that 80% of the vehicles on the inner one-way streets have origins or destinations within the centre city. Over all four</p>

pairs of one-way streets the 'through' or 'by-passable' traffic varies from 15% to 25% in different parts of the one-ways. This is no problem and, if the one-way streets were slowed to say 40kph the percentage could be expected to drop still further.

The one-ways also serve the peripheral commercial, institutional and residential precincts. Most importantly they provide direct access to the 'fringe' blocks for off street parking areas for both short and long term parkers.

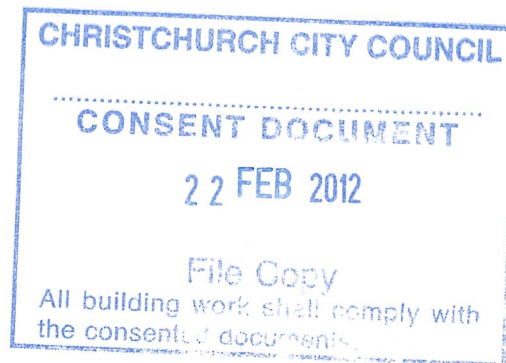
Kind regards,
Jo Walters on behalf of Warren Masters,
NZAA Canterbury/West Coast



Serving the needs of older people

21 February 2012

FREEPOST 178
Traffic & Parking Amendment Bylaw 2012
Council Support Team
Christchurch City Council
PO Box 73013
CHRISTCHURCH 8154



Dear Sir/Madam

TRANSPORT AND GREENSPACE

73014

Re: Proposed Traffic and Parking Bylaw Amendment 2012

Thank you for the opportunity to comment on the proposed bylaw.

On behalf of Age Concern Canterbury I wish to make the following submission:

Currently any change to Christchurch's one-way street system requires using the special consultative procedure.

The proposed bylaw would permit the Council to change the one-way street system by resolution and whilst the resolutions may be available on the Council's website and from the Council's Service Centres there appears to be no intention to give public notice of the proposals.

The one-way street system in Christchurch plays an important role for all motorists within the city and it has proved particularly valuable to older motorists who wished to gain relatively easy access to the central city.

The question arises as to how due consideration can be given to the views and preferences of persons likely to be affected or have an interest in the matter unless there is a robust process in place to ensure that the wider community become aware of the proposals, and thereby have an opportunity to express their views?

Interest in the one-way street system goes well beyond those businesses and property owners adjacent or in close proximity to the streets concerned.

It is submitted that any proposed changes to the one-way street system should be publicly notified.

We do not wish to be heard on this matter but ask that the hearing panel consider the written submission.

Yours sincerely

Stephen Phillips
Chief Executive

Age Concern Canterbury Incorporated

64 Cashel Street, Christchurch, New Zealand

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M PO Box 2355 Christchurch 8140

W www.ageconcerncan.org.nz

SUBMISSION TO: Christchurch City Council

ON: Proposed Christchurch City Council Traffic and Parking Amendment Bylaw 2012

BY: Burwood/Pegasus Community Board

CONTACT: Linda Stewart
Chairperson
423A Bower Avenue
Christchurch 8083

027 4053257
linda.stewart@ccc.govt.nz

1. INTRODUCTION

The Burwood/Pegasus Community Board welcomes the opportunity to provide this response to the Council's Proposed Christchurch City Council Traffic and Parking Amendment Bylaw 2012.

The Board **does not** desire to be heard.

2. BOARD FEEDBACK

The Board supports the purpose of the bylaw change being to enable the Council to specify, amend or revoke one way streets, special vehicle lanes etc, by resolution.

The Board assumes that the bylaw amendment as proposed, will assist the Council's responsiveness and enhance timely decision making on key traffic and parking related matters which inter alia, will contribute to the long term rebuilding and renewal effort in Christchurch.

In offering its endorsement to the bylaw alteration, the Board does request that in terms of any future proposed major change(s), that the consultation provisions of the Local Government Act are effectively applied to engage the public and the Community Boards, in their key role as advocates for their communities.



Linda Stewart
Chairperson
BURWOOD/PEGASUS COMMUNITY BOARD

27 February 2011

CHRISTCHURCH CITY COUNCIL

Proposed Traffic and Parking Amendment Bylaw 2012

- Received via Web

I do NOT wish to speak to my submission at the hearing, and ask that this written submission be considered

Are you completing this feedback	On behalf of a group or organisation
If you are representing a group or organisation, how many people do you represent?	
My submission refers to: Clauses	12 and 13
Contact name	Tracey Dorreen
Organisation name (if applicable)	Assoc of Blind Citizens
Organisation role (if applicable)	Committee member
Contact Address	34 Hammersley Avenue Shirley Christchurch
Postcode	8013
Phone Number (day)	027 532 0228
Phone Number (evening)	980 3834
Email (if applicable)	traceyd@paradise.net.nz
Email Address for Copy of Submission	
Date	1 March 2012
Please be as specific as possible to help us understand your views. It is helpful if you refer to specific pages, clauses and sections of the Proposed Traffic And Parking Bylaw Amendment.	<p>Having read through the above proposal, the Association of Blind Citizens supports the Option 1 of this Amendment.</p> <p>With regards to Clause 12 concerning one-way streets, it is important that all relevant information is stated clearly on the Council's website and other relevant information suitable for blind and vision impaired people. This is because it can be a lot harder for these citizens to travel around the city without specific information given so that they can plan their journey more easily.</p> <p>With regards to Clause 13, it is imperative that only buses, taxis, cycles or other specific vehicles are able to use these roads. As stated above, all information must be clearly given on the Council's website or by other accessible means.</p> <p>This bylaw must also consider that people with specific disabilities such as blindness be given adequate information at all times and they should be able to cross these roads in a safe and timely manner.</p>

PROPOSED TRAFFIC AND PARKING AMENDMENT BYLAW HEARINGS PANEL 29. 3. 2012

3. TRAFFIC AND PARKING BYLAW AMENDMENT 2012 - STAFF REPORT TO HEARINGS PANEL

PURPOSE OF REPORT

1. This report summarises the submissions received as a result of the Special Consultative Procedure carried out in January - February 2012 regarding proposed changes to the Traffic and Parking Bylaw 2008. Staff also include suggestions that the Hearings Panel may wish to consider as ways to meet the wishes expressed by submitters.

EXECUTIVE SUMMARY

2. On 15 December 2012 Council considered a permanent amendment to the Christchurch City Council Traffic and Parking Amendment Bylaw 2008. The amendment is contained in the draft Christchurch City Council Traffic and Parking Bylaw Amendment 2012. The Council resolved to commence the Special Consultative Procedure in order to adopt the amendment. The resolution included the adoption of the Statement of Proposal and Summary of Information as tabled, and delegated the appointment of the Hearings Panel to the Council Secretary.
3. Public consultation started on 28 January 2012 and ended on 01 March 2012. A public information session was held on 23 February 2012.
4. Four submissions were received and one person attended the information session.
5. The key issue raised was that the Council must publicise any proposed changes to one way streets so that all interested and potentially affected parties have the opportunity to have their views known by the decision makers.

CONSULTATION FULFILMENT

6. Formal public consultation started on 28 January 2012 and ended on 01 March 2012. A public information session was held on 23 February 2012. The consultation process was publicly notified in the Press and was detailed, along with submission forms, on the Council's 'Have Your Say' website. In addition, the Statement of Proposal and Summary of Information, with submission forms, were posted to over 300 individuals and organisations – the Standard Transport Stakeholders' Database used for all transport project consultation as well as an extensive list of people who have previously expressed interest in the Traffic and Parking Bylaw 2008. Copies of the Statement of Proposal and Summary of Information, with submission forms, were available at Civic Offices, Council Service Centres and Libraries.
7. Four submissions were received, all from organisations, including one from the Burwood Pegasus Community Board. One person attended the public information session. One submitter indicated willingness to meet with the Hearings Panel.
8. The key issue raised by three of the four submitters and by the attendee at the information session was that any future changes to one way streets be well publicised to people who are likely to be affected or concerned.

PROPOSED TRAFFIC AND PARKING AMENDMENT BYLAW HEARINGS PANEL 29. 3. 2012

3 Cont'd

9. Summary of issues raised in submissions:

ID Ref	Organisation Name	Summary of issues raised
7296	NZAA Canterbury/West Coast District Council	<p>Re-submission of the organisation's viewpoint on the restructuring of 1-way streets back to 2-way streets, as previously presented (to the central city plan hearings):</p> <ul style="list-style-type: none"> • That 56.8% of members surveyed favour the one way streets, only 16.7% opposed and 24.5% are neither for nor against them. • That there is no factual analysis or justification given for altering the one way streets, and that the environmental impacts of one way streets are, relative to two way streets, quite benign.
7299	Age Concern Canterbury Incorporated	<ul style="list-style-type: none"> • Concern that there appears to be no intention to give public notice of the proposals to change the one way street system by resolution. Questioning "how due consideration can be given to the views and preferences of persons likely to be affected or have an interest in the matter unless there is a robust process in place to ensure that the wider community become aware of the proposals and thereby have an opportunity to express their views?" Submitting that "any proposed changes to the one way street system should be publicly notified".
7301	Burwood/Pegasus Community Board	<ul style="list-style-type: none"> • Support for the purpose of the bylaw change being to enable the Council to specify, amend or revoke one way streets, special vehicle lanes etc by resolution. Requesting that in future proposed major changes, "the consultation provisions of the Local Government Act are effectively applied to engage the public and the Community Boards, in their key role as advocates for their communities".
7302	Association of Blind Citizens	<ul style="list-style-type: none"> • Supporting Option 1 (amending clauses 12 and 13 of the Bylaw and removing the First and Second Schedules of the Bylaw). • Regarding clause 12 –that all relevant information is stated clearly on the Council's website and other relevant information suitable for blind and vision impaired people. • Regarding clause 13 –that only buses, taxis, cycles or other specific vehicles are able to use these roads, and that all information must be clearly given on the Council's website or other accessible means. • And that people with specific disability be given adequate information at all times and they should be able to cross these roads in a safe and timely manner.

10. The specific request of the person attending the information session was that Council ensure that IPENZ Transport Group, the Chartered Institute of Logistics and Transport and NZ Planning Institute are represented on the Master Transport Stakeholders Database used in all transportation consultation processes. These organisations have already been added to the list. A Procedural Note regarding the use of this list can be added to the relevant process documents for any consultation relating to one way streets and special vehicle lanes.

11. There were no submissions opposing the proposal to amend the Bylaw.

PROPOSED TRAFFIC AND PARKING AMENDMENT BYLAW HEARINGS PANEL 29. 3. 2012

3 Cont'd

STAFF SUGGESTIONS

- (a) Suggested changes to the Traffic and Parking Amendment Bylaw 2012 can be found in **Attachment 1**. Staff suggest that a small number of technical amendments are made to the draft amendment bylaw. These are as follows:
- (i) In clause 2 of the amendment bylaw, deleting the phrase "[insert date]" and substituting the phrase "1 June 2012". This means that the bylaw amendment would come into force on 1 June 2012.
 - (ii) In clause 5 of the amendment bylaw, making the following changes to new clause 13:
 - (i) In new clause 13(1)(a), delete the word "cycle" and substitute the word "cycles"
 - (ii) In new clause 13(2)(a), insert, after the phrase "taxis," the phrase "cycles,"
 - (iii) In new clause 13(3)(b), add, after the phrase "(if any)", the phrase "when it is restricted to specific classes of vehicles"
 - (iv) In new clause 13(1)(a), there was an incorrect reference to cycle, when it should have been cycles. For the sake of clarity, it is suggested that the word "cycles" is added into new clause 13(2)(b). This clause provides for restricted turning movements by specified classes of vehicles. "Cycles" would no doubt come within the meaning of the phrase "or vehicles of other specified classes". However, given that clause 13(1)(a) refers to "Buses, taxis, cycles,", it is desirable that clause 13(1)(b) also refers to "Buses, taxis, cycles,"
 - (v) The change to clause 13(3)(b) is to clarify when the hours of operation of the special vehicle lane will apply. This wording is included in Schedule 2 of the current Traffic and Parking Bylaw.
 - (iii) In clause 6(4) of the amendment bylaw, delete the word "bylaws" and substitute the word "Bylaw". This change covers a typographical error.
 - (iv) The Local Government Act 2002 requires every local authority, in making any decision, to consider the views and preferences of those persons who are likely to be affected by or have an interest in the matter. The Council has discretion about how to achieve compliance with this requirement as set out in section 79 of the Local Government Act 2002 and in proportion to the significance of the matters affected by the proposed decision.
 - (v) In the case of any changes to one way streets or special vehicle lanes, the Council will undertake some form of consultative process. The form of the consultative process will differ according to the circumstances and will be based on the metropolitan significance of potential network effects. Staff note that this process would not require a "public notice" but this may be considered for large projects such as changes made to one way streets with metropolitan significance. In many cases, notification of consultation on a proposed roading change is limited to the residents and property owners of that and perhaps surrounding streets, as well as those on the Master Transport Stakeholders List, and the Council's "Have Your Say" web page.

PROPOSED TRAFFIC AND PARKING AMENDMENT BYLAW HEARINGS PANEL 29. 3. 2012**3 Cont'd****BACKGROUND (THE ISSUES)**

12. Clauses 12 and 13 are contained in Part 2 of the Traffic and Parking Bylaw 2008, which deals with traffic movement restrictions. Clause 12 deals with one way streets and clause 13 deals with roads or traffic lanes restricted to specific classes of vehicles (i.e. special vehicle lanes). The First Schedule of the Bylaw contains the actual list of one way streets in the City. The Second Schedule of the Bylaw then sets out the roads or traffic lanes that are restricted to specific types or classes of vehicles and the use of those roads or lanes.
13. Since the 2008 Bylaw came into force, if the Council has wished to make any amendments to the First and Second Schedules of the Bylaw, it has been necessary for the Council to undertake a special consultative procedure to make the changes. The bylaw was worded in this way because of the requirements of section 70 of the Transport Act 1962.
14. In May 2011 Parliament repealed the Transport Act 1962, and moved the bylaw-making powers in old section 70 into section 22AB of the Land Transport Act 1998.
15. Some changes were made to the wording of the bylaw-making provisions. The effect of these changes is that the Council no longer needs to specify the one way streets or special vehicle lanes in the Traffic and Parking Bylaw itself. Instead, the Bylaw may provide that the Council may leave these matters to be regulated by the Council by resolution as is permitted by section 22AB(3) of the Land Transport Act 1998 and authorised by section 13 of the Bylaws Act 1910.
16. Recently, staff have identified that some amendments need to be made to the Second Schedule of the Traffic and Parking Bylaw 2008. Rather than undertake a special consultative procedure to amend the Second Schedule, staff propose that it would be appropriate to amend the Bylaw itself and take advantage of the new bylaw-making provisions.
17. The Original Draft Text for the Traffic and Parking Bylaw Amendment 2012 as part of the Statement of Proposal December 2011 is shown in **Attachment 1**. The draft Bylaw (with the recommended changes highlighted) is attached to this report as **Attachment 2** and the draft Bylaw recommended for adoption is attached as **Attachment 3**.
18. Once the Bylaw amendment has been completed, the Council will be in a position to resolve the changes to the special vehicle lanes that have been identified.

(Note: This is the original text for the Traffic and Parking Bylaw Amendment 2012 as proposed for the SCP and publicised in the Statement of Proposal)

CHRISTCHURCH CITY COUNCIL

TRAFFIC AND PARKING BYLAW AMENDMENT BYLAW 2012

Pursuant to the Land Transport Act 1998, the Council makes this Bylaw.

1. SHORT TITLE

This Bylaw is the Christchurch City Council Traffic and Parking Amendment Bylaw 2012.

2. COMMENCEMENT

This Bylaw comes into force on **[insert date]**.

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. CLAUSE 12 SUBSTITUTED

Clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008 is revoked and the following clause is substituted:

12. ONE WAY STREETS

- (1) *The Council may by resolution specify any road or part of a road where vehicles must travel in one specified direction only.*
- (2) *The Council may by resolution subsequently amend or revoke any resolution made under subclause (1).*
- (3) *No person may drive a vehicle on a road in a manner that contravenes a restriction made under this clause.*
- (4) *This clause is subject to the Council erecting the prescribed signs.*

[The following note is explanatory and is not part of the Bylaw:

All resolutions made under this clause will be recorded in a register which is accessible on the Council's website or available from the Council's Service Centres.]

5. CLAUSE 13 SUBSTITUTED

Clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008 is revoked and the following clause is substituted:

13. ROADS OR TRAFFIC LANES RESTRICTED TO SPECIFIC CLASSES OF VEHICLES

- (1) *The Council may by resolution specify any road or part of a road where a traffic lane may be used only by*
 - (a) *buses, taxis, cycle or vehicles of other specified classes; or*
 - (b) *vehicles carrying specified classes of loads or no fewer than a specified number of occupants.*
- (2) *The Council may by resolution specify any road or part of a road where any turning movement may only be made by –*
 - (a) *buses, taxis, or vehicles of other specified classes; or*
 - (b) *vehicles carrying specified classes of loads or no fewer than a specified number of occupants.*
- (3) *Any resolution made under this clause must specify, as the case may be–*
 - (a) *the type of traffic lane (for example a bus, taxi or cycle lane); and*
 - (b) *the hours of operation of the traffic lane (if any); and*
 - (c) *the hours that a restricted turning movement may be made (if any).*
- (4) *The Council may by resolution subsequently amend or revoke any resolution made under this clause.*
- (5) *No person may drive a vehicle on a road in a manner that contravenes a restriction made under this clause.*
- (6) *This clause is subject to the Council erecting any prescribed signs or marking the road. The exact location of a restriction under this clause, will be signed and marked as prescribed by the Land Transport Rule Traffic Control Devices 2004 (or any other applicable legislation). Where signs and markings are not prescribed, they will be decided by the Council's traffic engineering staff applying best practice guidelines.*

[The following note is explanatory and is not part of the Bylaw:

All resolutions made under this clause will be recorded in a register which is accessible on the Council's website or available from the Council's Service Centres.]

6 REVOCATIONS AND SAVINGS

- (1) The First and Second Schedules of the Christchurch City Council Traffic and Parking Bylaw 2008 are revoked.
- (2) Despite subclause (1), the content of the First Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 continues for the purposes of the Christchurch City Council Traffic and Parking Bylaw 2008 to have full force and effect as if the content of that Schedule were made under the clause 12 (as amended by this Bylaw) by resolution of the Council.
- (3) Despite subclause (1), the content of the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 continues for the purposes of the Christchurch City Council Traffic and Parking Bylaw 2008 to have full force and effect as if the content of that Schedule were made under clause 13 (as amended by this Bylaw) by resolution of the Council.
- (4) The substitution of clauses 12 and 13, and the revocation of the First and Second Schedules do not prevent any legal proceedings, criminal or civil, being taken to enforce those bylaws and such proceedings continue to be dealt with and completed as if the bylaws had not been substituted or revoked as the case may be.

[The following note is explanatory and is not part of the Bylaw.

All resolutions saved under this clause will be recorded in the appropriate register which is accessible on the Council's website or available from the Council's Service Centres.]

The initial resolution to make this bylaw was passed by the Christchurch City Council at a meeting of the Council held on **[insert date]** and was confirmed following consideration of submissions received during the special consultative procedure, by a resolution of the Council at a subsequent meeting of the Council held on **[insert date]**.

CHRISTCHURCH CITY COUNCIL

TRAFFIC AND PARKING BYLAW AMENDMENT BYLAW 2012

Pursuant to the Land Transport Act 1998, the Council makes this Bylaw.

1. SHORT TITLE

This Bylaw is the Christchurch City Council Traffic and Parking Amendment Bylaw 2012.

2. COMMENCEMENT

This Bylaw comes into force on 1st June 2012.

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. CLAUSE 12 SUBSTITUTED

Clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008 is revoked and the following clause is substituted:

12. ONE WAY STREETS

- (1) *The Council may by resolution specify any road or part of a road where vehicles must travel in one specified direction only.*
- (2) *The Council may by resolution subsequently amend or revoke any resolution made under subclause (1).*
- (3) *No person may drive a vehicle on a road in a manner that contravenes a restriction made under this clause.*
- (4) *This clause is subject to the Council erecting the prescribed signs.*

[The following note is explanatory and is not part of the Bylaw:

All resolutions made under this clause will be recorded in a register which is accessible on the Council's website or available from the Council's Service Centres.]

5. CLAUSE 13 SUBSTITUTED

Clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008 is revoked and the following clause is substituted:

13. ROADS OR TRAFFIC LANES RESTRICTED TO SPECIFIC CLASSES OF VEHICLES

- (1) *The Council may by resolution specify any road or part of a road where a traffic lane may be used only by –*
 - (a) *buses, taxis, cycles or vehicles of other specified classes; or*

- (b) *vehicles carrying specified classes of loads or no fewer than a specified number of occupants.*
- (2) *The Council may by resolution specify any road or part of a road where any turning movement may only be made by –*
 - (a) *buses, taxis, **cycles** or vehicles of other specified classes; or*
 - (b) *vehicles carrying specified classes of loads or no fewer than a specified number of occupants.*
- (3) *Any resolution made under this clause must specify, as the case may be–*
 - (a) *the type of traffic lane (for example a bus, taxi or cycle lane); and*
 - (b) *the hours of operation of the traffic lane (if any) **when it is restricted to specific classes of vehicles**; and*
 - (c) *the hours that a restricted turning movement may be made (if any).*
- (4) *The Council may by resolution subsequently amend or revoke any resolution made under this clause.*
- (5) *No person may drive a vehicle on a road in a manner that contravenes a restriction made under this clause.*
- (6) *This clause is subject to the Council erecting any prescribed signs or marking the road. The exact location of a restriction under this clause, will be signed and marked as prescribed by the Land Transport Rule Traffic Control Devices 2004 (or any other applicable legislation). Where signs and markings are not prescribed, they will be decided by the Council's traffic engineering staff applying best practice guidelines.*

[The following note is explanatory and is not part of the Bylaw:

All resolutions made under this clause will be recorded in a register which is accessible on the Council's website or available from the Council's Service Centres.]

6. REVOCATIONS AND SAVINGS

- (1) The First and Second Schedules of the Christchurch City Council Traffic and Parking Bylaw 2008 are revoked.
- (2) Despite subclause (1), the content of the First Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 continues for the purposes of the Christchurch City Council Traffic and Parking Bylaw 2008 to have full force and effect as if the content of that Schedule were made under the clause 12 (as amended by this Bylaw) by resolution of the Council.
- (3) Despite subclause (1), the content of the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 continues for the purposes of the Christchurch City Council Traffic and Parking Bylaw 2008 to have full force and effect as if the content of that Schedule were made under clause 13 (as amended by this Bylaw) by resolution of the Council.
- (4) The substitution of clauses 12 and 13, and the revocation of the First and Second Schedules do not prevent any legal proceedings, criminal or civil, being taken to enforce those bylaws and such proceedings continue to be dealt with and

- 3 -

completed as if the **Bylaws** had not been substituted or revoked as the case may be.

[The following note is explanatory and is not part of the Bylaw.

All resolutions saved under this clause will be recorded in the appropriate register which is accessible on the Council's website or available from the Council's Service Centres.]

The initial resolution to make this bylaw was passed by the Christchurch City Council at a meeting of the Council held on **15 Dec 2011** and was confirmed following consideration of submissions received during the special consultative procedure, by a resolution of the Council at a subsequent meeting of the Council held on **[insert date]**.

CHRISTCHURCH CITY COUNCIL

TRAFFIC AND PARKING BYLAW AMENDMENT BYLAW 2012

Pursuant to the Land Transport Act 1998, the Council makes this Bylaw.

1. SHORT TITLE

This Bylaw is the Christchurch City Council Traffic and Parking Amendment Bylaw 2012.

2. COMMENCEMENT

This Bylaw comes into force on 1st June 2012.

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. CLAUSE 12 SUBSTITUTED

Clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008 is revoked and the following clause is substituted:

12. ONE WAY STREETS

- (1) *The Council may by resolution specify any road or part of a road where vehicles must travel in one specified direction only.*
- (2) *The Council may by resolution subsequently amend or revoke any resolution made under subclause (1).*
- (3) *No person may drive a vehicle on a road in a manner that contravenes a restriction made under this clause.*
- (4) *This clause is subject to the Council erecting the prescribed signs.*

[The following note is explanatory and is not part of the Bylaw:

All resolutions made under this clause will be recorded in a register which is accessible on the Council's website or available from the Council's Service Centres.]

5. CLAUSE 13 SUBSTITUTED

Clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008 is revoked and the following clause is substituted:

13. ROADS OR TRAFFIC LANES RESTRICTED TO SPECIFIC CLASSES OF VEHICLES

- (1) *The Council may by resolution specify any road or part of a road where a traffic lane may be used only by –*
 - (a) *buses, taxis, cycles or vehicles of other specified classes; or*

- (b) *vehicles carrying specified classes of loads or no fewer than a specified number of occupants.*
- (2) *The Council may by resolution specify any road or part of a road where any turning movement may only be made by –*
 - (a) *buses, taxis, cycles or vehicles of other specified classes; or*
 - (b) *vehicles carrying specified classes of loads or no fewer than a specified number of occupants.*
- (3) *Any resolution made under this clause must specify, as the case may be–*
 - (a) *the type of traffic lane (for example a bus, taxi or cycle lane); and*
 - (b) *the hours of operation of the traffic lane (if any) when it is restricted to specific classes of vehicles; and*
 - (c) *the hours that a restricted turning movement may be made (if any).*
- (4) *The Council may by resolution subsequently amend or revoke any resolution made under this clause.*
- (5) *No person may drive a vehicle on a road in a manner that contravenes a restriction made under this clause.*
- (6) *This clause is subject to the Council erecting any prescribed signs or marking the road. The exact location of a restriction under this clause, will be signed and marked as prescribed by the Land Transport Rule Traffic Control Devices 2004 (or any other applicable legislation). Where signs and markings are not prescribed, they will be decided by the Council's traffic engineering staff applying best practice guidelines.*

[The following note is explanatory and is not part of the Bylaw:

All resolutions made under this clause will be recorded in a register which is accessible on the Council's website or available from the Council's Service Centres.]

6. REVOCATIONS AND SAVINGS

- (1) The First and Second Schedules of the Christchurch City Council Traffic and Parking Bylaw 2008 are revoked.
- (2) Despite subclause (1), the content of the First Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 continues for the purposes of the Christchurch City Council Traffic and Parking Bylaw 2008 to have full force and effect as if the content of that Schedule were made under the clause 12 (as amended by this Bylaw) by resolution of the Council.
- (3) Despite subclause (1), the content of the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 continues for the purposes of the Christchurch City Council Traffic and Parking Bylaw 2008 to have full force and effect as if the content of that Schedule were made under clause 13 (as amended by this Bylaw) by resolution of the Council.
- (4) The substitution of clauses 12 and 13, and the revocation of the First and Second Schedules do not prevent any legal proceedings, criminal or civil, being taken to enforce those bylaws and such proceedings continue to be dealt with and

completed as if the Bylaw had not been substituted or revoked as the case may be.

[The following note is explanatory and is not part of the Bylaw.

All resolutions saved under this clause will be recorded in the appropriate register which is accessible on the Council's website or available from the Council's Service Centres.]

The initial resolution to make this bylaw was passed by the Christchurch City Council at a meeting of the Council held on 15 Dec 2011 and was confirmed following consideration of submissions received during the special consultative procedure, by a resolution of the Council at a subsequent meeting of the Council held on **[insert date]**.

PROPOSED TRAFFIC AND PARKING AMENDMENT BYLAW HEARINGS PANEL 29. 3. 2012

4. HEARINGS PANEL CONSIDERATION

The Akaroa-Wairewa Community Board had intended to make a submission to the Proposed Traffic and Parking Amendment Bylaw 2012, however a mix up in when they thought submissions closed has resulted in them missing the deadline.

The Board was only going to submit on one issue, which was the level of consultation the Council would undertake, even though a Special Consultative Procedure (SPC) would not be required. The Board noted that Section 78 of the Local Government Act 2002 (LGA) was referred to in the "Have Your Say" document in reference to the Council still having to comply with the decision making provisions of the LGA. Board members questioned whether there would be anything specific in the Bylaw to outline what consultation would take place, or whether there would be an explanation of what would be expected from the provisions of the LGA in relation to consultation.

Even though the Board has missed the deadline for submissions, I wonder if you could send me some information in answer to the Board members concerns about the consultation. Just to clarify, the Board was happy for all amendments not to have to go through an SPC, but thought there should be some reference in the Bylaw as to what consultation would take place instead.

5. DELIBERATIONS