

12. NEW REGENT STREET AUTOMATED BOLLARDS

General Manager responsible:	General Manager City Environment, DDI 941-8608
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PURPOSE OF REPORT

1. The purpose of this report is to provide an update on the Council's request for automated bollards in New Regent Street.

EXECUTIVE SUMMARY

2. The Council, at its meeting of 25 March 2010, approved the report of the Hearing Panel on Oxford Terrace, City Mall and New Regent Street.
3. As part of the recommendations, the Council endorsed the Hearing Panel's request for staff to investigate further, the use of automated bollards in New Regent Street and whether these could be funded from existing budgets (see Background, paragraph 17, for full recommendation).
4. There are a number of other similar sites, particularly associated with the tram extension, where automated bollards would be very effective. Currently contractors are used to raise and lower manual bollards in a number of locations.
5. The installation of automated bollards would allow bollards to lower and rise when the tram operates and also provide emergency vehicles immediate access during the times access for loading is not permitted.

FINANCIAL IMPLICATIONS

6. The cost of providing automated bollards at both ends of New Regent Street together with the control equipment, project management and consultation, is estimated to be \$65,000.
7. This work can be carried out using unallocated funds from "City Mall additions" and/or "Miscellaneous projects to support new development".

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

8. As above.

LEGAL CONSIDERATIONS

9. The legal issues around loading times in New Regent Street were finalised at the Council's meeting held on 25 March 2010.

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. 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?

12. As above.

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Council Strategies including Safer Christchurch Strategy.

Do the recommendations align with the Council's Strategies?

14. As above.

CONSULTATION FULFILMENT

15. No consultation has been carried out to date. However, the project to install the automated bollards in New Regent Street will include consultation with the affected parties.

STAFF RECOMMENDATION

It is recommended to Council:

- (a) That the information be received;
- (b) That staff proceed with the installation of automated bollards at both ends of New Regent Street with funding coming from existing budgets.

BACKGROUND

16. When the Hearing Panel considered the proposed changes to the times that loading and unloading could take place in New Regent Street, they questioned the value of making the restrictions due to the lack of enforcement at night.
17. The Hearing Panel therefore made the following recommendations to Council:
 - (a) Approve the proposed changes to the New Regent Street Mall Declaration of a Special Order as shown in **Attachment 1**:
 - (i) Give public notice as soon as practicable, that the Christchurch City Council New Regent Street Mall Declaration of a Special Order as shown in **Attachment 1** has been amended by Council;
 - (ii) Send copies of the amended declaration to those people or organisations that made submissions, advising them of the outcome;
 - (b) Request staff to report to the Council on the potential to provide automated bollards for both ends of New Regent Street, and whether it is possible, within current budgets, to find the funding for the automated bollards immediately. This recommendation is made on the basis that the Hearings Panel is concerned that the New Regent Street Mall restrictions are not able to be effectively enforced, and that without enforcement there is questionable value in making the restrictions in resolution (a);
 - (c) Review the level of service around after-hours enforcement.
18. Currently, there is a capital works project programmed to be carried out in Oxford Terrace where a part time pedestrian mall will be created. As the tram extension runs through this area, manually raised bollards are not a viable option. Automated bollards are to be installed.
19. Likewise, the tram extension will go through Poplar Street where a part time pedestrian mall exists (see separate report on Poplar Street in this order paper). Automated bollards will need to be installed as part of this project.
20. City Mall has manual bollards at all exits and entrances. These are raised at 10am and lowered at 4pm. They will have to remain in the down position when the tram extension becomes operational. This will allow vehicles to physically enter City Mall during the busy lunch time period from 10am to 4pm when loading is prohibited.
21. Automated bollards were not costed into the City Mall revitalisation project. However, pits with ducts were installed with the view that automated bollards could be installed at a later time.
22. There is budget provision for "*City Mall additions*" and for "*Miscellaneous projects to support new developments*" which is used for a variety of initiatives. Because of the benefits automated bollards will provide, and the advantage in providing immediate access for emergency vehicles, this would be good use of these budgets.
23. When the Council moves to its new premises in Hereford Street the control of traffic signals and other systems will be upgraded at the same time.
24. As part of these improvements it would be easy to set up a parallel system for controlling inner city automated bollards. The existing traffic systems are monitored from 7.30am to 6.30pm each working day.
25. However, with the automation of the public car parking buildings, this is likely to be extended. Staff operating these systems can monitor and control the automated bollards.
26. Discussions with the New Zealand Fire Service have determined that there are only ten fire tenders that operate in the central city. It is proposed that each unit will be provided with a sensor that would automatically lower a bollard when approached.

27. A capital works project has been established to use unallocated funding from within these budgets to install automated bollards at both ends at New Regent Street.
28. Depending on other demands, it may be possible to fund automated bollards at entrances / exits to the City Mall in the same manner. If this could be achieved before the tram extension commences, it will eliminate a lot of traffic issues and it would also enable the night time loading ban which comes into effect on 30 September 2010 to work effectively.