

**6. HEARINGS PANEL REPORT TO COUNCIL ON PROPOSED CHANGES TO TRAFFIC MOVEMENTS IN OXFORD TERRACE AND CITY MALL AND AMENDMENT TO SCHEDULE 1 OF THE TRAFFIC AND PARKING BYLAW 2008**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Author:</b>	Oxford Terrace and City Mall Hearings Panel

**PURPOSE OF REPORT**

1. The purpose of this report is to present the Proposed Changes to Traffic Movement in Oxford Terrace, Cashel Street and High Street Hearings Panel recommendations for proposals to:
  - (a) Amend the Traffic and Parking Bylaw 2009 to incorporate changes to the direction of one way travel in Oxford Terrace (Lichfield Street to Hereford Street), Cashel Street (Oxford Terrace to High Street) and High Street (Cashel Street to Hereford Street).
  - (b) Declare the section of Oxford Terrace commonly called The Strip, also known as The Terrace) – (from Cashel Street to Hereford Street) as a part-time pedestrian mall 11pm to 5am daily.
  - (c) Make a variation to the City Mall declaration to allow additional banning of goods service vehicles between 11pm and 5am, and to change the start time of the day time ban to 10am (whereas currently the closure is between 11am and 4pm ) and make other minor changes.

**EXECUTIVE SUMMARY**

2. This report and its attachments detail three related proposals which have been subject to a Special Consultative Procedure during August and September 2009. The proposals are as follows:
  - (a) Proposal A - Amendments to Schedule 1 (One Way Streets) of the Traffic and Parking Bylaw 2008 to:
    - (i) change the one way in Oxford Terrace from Lichfield Street to Cashel Street to two way.
    - (ii) change the one way direction in Oxford Terrace between Cashel Street and Hereford Street from a northerly to a southerly direction.
    - (iii) make City Mall (Cashel Street from Oxford Terrace to High Street) one way in an easterly direction, and City Mall (High Street from Cashel Street to Hereford Street) one way in a north-westerly direction.
  - (b) Proposal B - Declaration of a new part time pedestrian mall in Oxford Terrace between Hereford Street and Cashel Street every night from 11pm to 5am.
  - (c) Proposal C - A variation to the existing Special Order for City Mall to ban goods services vehicles in City Mall from 11pm to 5am and to change the start time of the day time ban to 10am (whereas currently the closure is between 11am and 4pm) and make other minor changes.
3. The aim of all the proposals is to improve safety for motorists and pedestrians and to assist the New Zealand Police who have for at least two years asked the Council to close Oxford Terrace between Lichfield Street and Hereford Street (initially only on Thursday, Fridays and Saturday nights) to facilitate their management of disorderly behaviour among bar patrons on that section known as "The Strip" (and at the time of writing being renamed "The Terrace). In addition, there is a need to make the bylaw changes and physical changes in Oxford Terrace for the changes of direction of one way travel that are required for the extension of the tram route. The Council objectives are to:

- (a) Provide a safer environment for the public
  - (b) Remove potential conflict between pedestrians and vehicles
  - (c) Align the timing of access restrictions throughout the City Mall and Oxford Terrace and other malls in the city
  - (d) Accommodate the future extension of the tram route.
4. After several temporary trial closures and initial consultation among property owners and occupiers, including bar operators, in the area, the current proposed 'part time pedestrian mall' option was developed, and this proposal is for traffic to be excluded every night from 11pm to 5am.
  5. This option is compatible with the proposal to introduce the tram extension in Oxford Terrace and City Mall, which requires the reversal of the one way direction in Oxford Terrace from Hereford Street to Cashel Street. To effect this change safely as well as enabling owners and tenants 24/7 access to underground and rear parking between Cashel Street and Lichfield Street, it has been necessary to propose changing this section of Oxford Terrace to two way.
  6. At the same time it is proposed to include a variation to the conditions of the City Mall Declaration to exclude goods services vehicles traffic from 11pm to 5am to match the exclusion created by the part time pedestrian mall declaration in Oxford Terrace, and to change the start time of the day time closure to 10am (it is currently 11am to 4pm) to match New Regent Street Mall and to enable motor traffic to be cleared prior to the lunch time pedestrian peak. While working on these proposals staff identified that the original 1981 declaration included a Schedule with a hand drawn plan. A new survey was carried out, the Schedule updated and a new plan drawn with more precise area measurements (**Attachment 1**).
  7. Traffic in City Mall ie, Cashel Street (from Oxford Terrace to High Street) currently flows in a westerly direction along Cashel Street then north along Oxford Terrace, and will continue temporarily in that direction until structural kerb changes are made at the intersection of Lichfield St and Oxford Terrace to enable two way traffic between Lichfield Street and Cashel Street, a left turn out of Oxford Terrace into Lichfield Street, and a change of one way direction for the section of Oxford Terrace between Cashel Street and Hereford Street (the section known as The Strip, also known as The Terrace). There have not, to date, been any legal changes made to enable enforcement of a one way direction (although this was part of the City Mall revitalisation and tram proposal which was subject to a special consultative procedure and adopted by the Council in June 2008).
  8. On 23 July 2009 the Council resolved to commence the special consultative procedure (SCP) on the one way changes, amendments to the City Mall declaration, and new Mall Declaration described above. The SCP was carried out between 6 August and 9 September 2009, with oral submissions heard by the Hearings Panel on 28 September 2009.
  9. The Council appointed this Hearings Panel chaired by Councillor Sue Wells and comprising David Cox, Yani Johansen, Mike Walls and Norm Withers. The panel met on 28 September 2009 and discussed all written and verbal submissions, then again on 23 February 2010 to confirm the Hearing Panel's recommendations on the proposed changes for the Council to consider.
  10. No changes to the original proposals are recommended by the Hearing Panel, but there are small design changes recommended that do not impact on the nature of the proposals but tidy up some matters raised by submitters.
  11. The key features of the proposals being recommended by this Hearing Panel are as described in paragraph 2 above.

#### FINANCIAL IMPLICATIONS

12. Funding for the proposed work is programmed in the 2009–19 LTCCP. It will be delivered as part of the Oxford Terrace Tram Extension project.
13. The current project cost estimates indicate there is sufficient budget allocated in the 2009–19 LTCCP to implement the project.
14. Construction is programmed to commence in the 2009-2010 financial year.

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

15. Yes.

#### LEGAL CONSIDERATIONS

16. Public consultation has been completed via the special consultative procedure, as described above.
17. The Hearings Panel has no decision-making powers, but can make recommendations to the Council as a result of considering written and oral submissions. The Council can then accept or reject those recommendations, as it sees fit. However, the Local Government Act states that the views presented during consultation should be received by the Council with an open mind and should be given “due consideration in decision-making”<sup>1</sup>.
18. The Local Government Act<sup>2</sup> requires that the Council give public notice of the amendment of a bylaw as soon as practicable after the bylaw is made. This is covered in recommendation (c) providing the Council adopts the proposed bylaw amendment. A bylaw that is made under section 72 of the Transport Act 1962 (the one way provision of the Traffic and Parking Bylaw 2008 is such a provision) must also be sent to the Minister of Transport within one week of the Bylaw being made.
19. Section 336(1) of the Local Government Act 1974 provides that a Council “*may, by using the special consultative procedure (a) declare a specified road or part of a specified road to be a pedestrian mall and (b) prohibit or restrict the driving, riding, or parking of any vehicle, or the riding of any animal, on all or any portion of the pedestrian mall*” either generally or during particular hours. Section 336(8) states that any declaration “*may be revoked or varied by a subsequent declaration using the procedure in subsection (1), and that subsection applies with all necessary modifications*”.
20. Any declaration of the Council under s336(1) may include exemptions and conditions but does not take effect until the time for appealing a declaration has expired or any appeal has been determined. Any person can appeal the making of the declaration to the Environment Court (they must do so within one month of the declaration being made). The public notice for this special consultative procedure explained this right of appeal.
21. Once a declaration has been made, and has taken effect it is an offence under section 336( 7) to drive, ride, or park any vehicle or ride any animal, or cause or permit any vehicle to be driven, ridden, or parked or any animal to be ridden, in contravention of the declaration.
22. In relation to the parking restrictions that will be revoked and new restrictions imposed as part of these proposals (including the night time taxi stands), Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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<sup>1</sup> Section 82(1)(e). This is also supported by the Council’s Consultation Policy, which states: “we will receive presented views with an open mind and will give those views due consideration when making a decision”.

<sup>2</sup> Section 157

23. The following options exist for the Council:

- (a) Status Quo i.e. reject the proposal as consulted on in its entirety. This option is not preferred as it does not address the need for one way street change to accommodate the tram route extension, nor does it meet the request from NZ Police to limit vehicle access to Oxford Terrace at night for safety reasons.
- (b) Accept the proposal with the changes recommended by the Hearings Panel.
- (c) Change or reject part or parts of this report and the proposals, noting that major changes may require further work by staff and/or further community consultation before they could be finally adopted by the Council.

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

24. Yes, as per above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

25. This project aligns with the LTCCP, the CCC Parking Strategy, and the Avon River Master Plan.

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

26. Yes, as per above.

**ALIGNMENT WITH STRATEGIES**

27. Yes, as per above.

**Do the recommendations align with the Council's strategies?**

28. Yes, as per above.

**CONSULTATION FULFILMENT**

- 29. Initial issues consultation was carried out during 2008, when several temporary weekend closures of Oxford Terrace from Lichfield Street to Hereford Street, incorporating the area currently known as The Strip and/or The Terrace, were effected by the NZ Police. In October, a leaflet was distributed to property owners and tenants on Oxford Terrace from Montreal Street to Worcester Street, and two meetings were held with people who responded. This comprehensive consultation helped staff to redesign the proposal for a part time pedestrian mall in Oxford Terrace to meet access needs of several businesses and residential properties in Oxford Terrace south of Cashel Street. Meanwhile, preliminary decisions were made to change the direction of one way travel in Oxford Terrace and City Mall to accommodate the extension of the tram route and to change the start time of the daytime closure of City Mall by one hour. It was also proposed to extend the night time closure throughout City Mall (and also New Regent Street Mall) for consistency in all malls and also to assist the NZ Police. All these items required the use of the special consultative procedure before final decisions could be made by the Council so these were combined as one project for that purpose.
- 30. The public consultation as required by the special consultative procedure took place from 6 August 2009 to 9 September 2009. The consultation documents were sent directly to a range of groups, organisations and individuals, and posted to property owners. They were hand-delivered to all businesses in Oxford Terrace from Montreal Street to Hereford Street, and in City Mall (Cashel Street from Oxford Terrace to High Street, and High Street from Cashel Street to Hereford Street.) Public notices appeared in relevant newspapers, and the consultation documents were made available at service centres, Council libraries and on-line via the

Council's "Have Your Say" web page. A public information evening was also held in the project area on Wednesday 19 August 2009, at which there were no attendees from Oxford Terrace or City Mall. (It was a joint meeting covering the changes to access times for New Regent Street Mall and two people from New Regent Street attended the meeting).

31. At the close of the consultation period a total of 18 submissions had been received. Eight people requested to be heard by the Hearings Panel in support of their submissions. The hearings were held on 28 September 2009.
32. Of the 18 submissions received, four were on behalf of groups or organisations, 11 from businesses affected by the proposal, and three were from individual submitters.
33. Of the eight submitters who asked to be heard by the Hearings Panel, four represented local businesses, three represented groups or organisations and one was a collective of staff in a local business submitting as a group of individuals. One of these submitters did not attend the hearing.
34. Issues raised by the submitters fell into twelve categories and are summarised (together with staff comments on some of the issues) as follows, with Hearings Panel considerations shown *in italics*:

**(a) Changes to one way direction in Oxford Terrace**

There were six submissions on this topic, three supporting and three opposed to making the section of Oxford Terrace between Cashel Street and Hereford Street one way from north to south. Three further submitters supported the proposal as a whole. Opposition was based on the inconvenience and longer trips required to reach locations between Lichfield Street and Cashel Street, and to travel from there to other destinations. Various suggestions were made by submitters for combining the tram tracks and one way as at present (south to north) or two way traffic.

Since the hearing it has also emerged that vehicles using rented spaces in the private car park area behind the Bog Irish Bar have accessed that car park for many years by driving along City Mall to and from Oxford Terrace. Because of the one-way changes they will no longer be able to make this movement. They will require authorisation to enter and drive along the Mall during permitted times, and these permits can be issued under the existing terms of the City Mall Declaration. Staff are negotiating with the property owner and manager of this car park to ensure that in future no 24/7 tenant is allowed to arrive or leave the car park inside the restricted access hours. Thus in future fewer and eventually no permits will be required for this group.

Submitters also suggested that the tram could be routed along the river bank so that other vehicles could continue travelling from south to north as at present. Staff advise that this would not be possible under the provisions of the Avon River Master Plan. This idea would also require significant reconstruction of the river bank and would create an unsafe environment for other vehicles, and therefore cannot be considered.

*Hearings Panel considerations:*

*(a)(i) The suggestions made by submitters were all discussed in detail and no practical or feasible alternative to the proposal was found. The decision to make Oxford Terrace one way from north to south between Cashel Street and Hereford Street is essential for the efficient operation of the tram route extension, and was decided by council in June 2008 after the SCP for the tram extension. The inclusion of this item in the current SCP is necessary for the inclusion of this change in Schedule One (One Way Streets) of the Traffic and Parking Bylaw.*

*(a)(ii) Having considered the submissions the Hearings Panel recommends that the change in one way direction proceed.*

(a)(iii) *The decision to make Oxford Terrace between Cashel Street and Lichfield Street two way is in response to the submissions made by local businesses in response to Initial Issues consultation carried out in 2008. The alternative is for this section of Oxford Terrace to be one way from north to south. There were no specific objections to this section being two way.*

(a)(iv) *Having considered the submissions the Hearings Panel recommends that the proposal for two way traffic between Cashel Street and Lichfield Street proceed.*

**(b) Ban of left turn from Oxford Terrace west (by Tiffany's Restaurant) into Oxford Terrace between Lichfield Street and Cashel Street**

There were eight submissions on this topic, all opposing the proposal to ban the left turn into Oxford Terrace northbound. The main concern was the loss of the through trip to Hereford, Worcester and Gloucester Streets, and also local access for clients and service providers of businesses in this section of Oxford Terrace. One of the submissions requested additional short term parking to service the Night and Day shop on the corner of Oxford Terrace and City Mall.

*Hearings Panel considerations:*

(b)(i) *The traffic scheme designer from ViaStrada Ltd explained and illustrated the reasons for banning the left turn into Oxford Terrace beside Tiffany's Restaurant (Oxford Terrace west, from the hospital direction). The panel considered the possible future traffic flow implications of the Transport Interchange, which is likely to have a ramp entrance for buses starting just east of the intersection of Lichfield Street, Oxford Terrace and Durham Street South. (The fact of the Transport Interchange and its location are known but not the precise details of the design concepts.) The panel also considered the possibility of many vehicles mistakenly making this left turn not having noticed signage or not realising that there was now no through road northbound. These vehicles would have to turn around and leave by turning left into Lichfield Street. Larger trucks could not turn around south of Cashel Street and would have to reverse out of this section of Oxford Terrace, into the intersection with Durham and Lichfield Streets, which would be highly undesirable.*

(b)(ii) *Having considered this the Hearings Panel recommends that the ban of the left turn be retained as in the proposal.*

(b)(iii) *The designers have now included two short term parking spaces in the design as a result of this submission.*

**c) New left turn from Oxford Terrace (southbound) into Lichfield Street, and associated changes at this intersection.**

There were eight submissions on this topic, one supporting the proposal, one expressing concern with respect to the future requirements of access to the Transport Interchange, and the remaining six opposing the requirement to turn left into Lichfield Street rather than proceed south into Durham Street South. One included concerns about the loss of three trees at this intersection, and also concern about the routing of pedestrian traffic across the crosswalk to an island, meaning that they would not pass next to the front of two retail businesses on that corner. Staff advised that the loss of trees is required to provide adequately for pedestrians.

*Hearings Panel considerations:*

(c)(i) *The traffic scheme designer from ViaStrada Ltd explained and illustrated the reasons why a signal phase to allow traffic to cross south to Durham Street South would cause such delays to other movements in the intersection that it would be*

*completely unsatisfactory. Notwithstanding the manoeuvre cannot be prevented by engineering the intersection, so some drivers might attempt it at quiet times, Signage will indicate that this movement is not available. Similarly, positioning the cross walk to enable pedestrians to walk along the pavement in front of the retail shops on the corner would require an unacceptably long series of signal phases.*

*(c)(ii) Having considered the submissions the Hearings Panel recommend that the left turn from Oxford Terrace into Lichfield Street be retained as in the proposal, with removal of the trees and repositioning of the cross walk toward the traffic island.*

**(d) Request for northbound right turn into City Mall service lane**

There were three submissions requesting access to the service lane in City Mall from Oxford Terrace from the south as well as from the north.

*Hearings Panel considerations:*

*(d)(i) The designers explained to the Hearings Panel that this would be undesirable for the pedestrians in the area as it requires removal of Mall space. It would also mean that there would be conflict between this traffic and the opposing north to south traffic.*

*Having considered the above information the Hearings Panel recommends that access from this direction not be included in the final layout.*

**(e) Concerns regarding larger vehicles being able to turn into the cul-de-sac**

There was one submission concerned about how large trucks and buses will turn into the cul-de-sac from Durham Street and once in the cul-de-sac how they would then turn at the Bridge of Remembrance end to enable exit to the south.

*Hearings Panel considerations:*

*(e)(i) Staff advised the Hearings Panel that the turning circle in Oxford Terrace south of Cashel Street will not accommodate large trucks and buses, nor will the left turn into Oxford Terrace beside Friendship Corner, from Durham Street. Therefore it will be important that signage indicating this is placed well in advance of the intersection. This situation also supports the removal of a left turn from Oxford Terrace west. The Hearings Panel recommends the proposed layout with respect to these turning movements.*

**(f) Taxi issues**

There were five submissions about taxis. One from the Police mentioned operational and enforcement issues that are also being considered for other night time taxi stands around the city. Another highlighted an error in the plan that places a taxi stand and loading bay across a driveway. Three other submissions requested the addition of taxis to the Mall Declaration as permitted vehicles. Staff advised that there is a need for taxi stands on Oxford Terrace between Lichfield Street and Cashel Street, and that the right angle parking area will become a night time taxi stand (parallel to the kerb) from 11pm to 5am. Taxi operators will manage the changeover from parking to taxi stand.

*Hearings Panel considerations:*

*(f)(i) Having considered these submissions the Hearings Panel recommends that taxis not be added as permitted vehicles in the declaration of either City Mall or Oxford Terrace Mall. There are taxi stands at both ends of each section of both malls. An error on the plan regarding the taxi stand over a driveway has been amended.*

**(g) Cycling in City Mall, and request for widening of Oxford Terrace cycle pedestrian shared pathway**

- (g)(i) There were two submissions about cycling. One requested the addition of cycles as permitted vehicles in the City Mall. Further investigations of previous Council decisions indicate that there has in the past been discussion and some support for cycling to be allowed in the City Mall. Because cycling in City Mall was not discussed in the SCP documents, and because it is an important matter, this issue cannot be decided as part of this project and should be the subject of future specific consultation, with consideration of the overall Christchurch Transport Strategy.
- (g)(ii) Both submissions requested completion of a cycle/pedestrian shared pathway link from Hereford Street to Lichfield Street, and attention to various transitions, signs and other cycling services. Discussions with staff responsible for planning of cycling facilities has resulted in their acceptance that this project has no budget, nor is there room on the carriageway, for widening of the shared pathway. This issue is now being investigated by staff and will be dealt with separately, but the design of the angle parking on Oxford Terrace will be done with a view to minimising vehicle overhang on the path.

*Hearings Panel considerations:*

- (g)(i) and (ii) The Hearings Panel recommend that the issue of cycling in all Christchurch pedestrian malls be the subject of future consultation, either the next LTCCP or a separate project. The Panel also supported the tidy up of the Oxford Terrace shared path signage, markings and transitions as part of the project.*

**(h) Parking issues**

There were three submissions about the angle parking on the section between Lichfield Street and Cashel Street including a request for additional short term parking, the proposed Loading Zone and Taxi stand that block a driveway, and asking for the angle of the angle parking to be 45 degrees facing south as at present.

*Hearings Panel considerations:*

- (h)(i) Staff explained to the Hearings Panel that angle parking pointing south could not be accessed by vehicles travelling south from the one way section of Oxford Terrace. The Hearings Panel recommend that the right angle parking as proposed be adopted.*

**(i) 11pm to 5am pedestrian mall in Oxford Terrace**

There were eight submissions related to this issue, six of which referred to and were fully in support of the mall proposal. Two other submissions raised concerns about access to the parking area behind the bars on Oxford Terrace, operated by Wilson Parking. This area is currently also accessible via two driveways on Hereford Street, through an informal arrangement with the owners of two different properties. The property owner concerned has now indicated that he no longer has any problem regarding access while the night time closure is active. It has also emerged that two sets of City Mall users require authorisation to enter the Mall during the night time closure, and these permits are being issued under the existing terms of the City Mall Declaration.

*Hearings Panel considerations:*

- (i)(i) The Hearings Panel recommends that the night time pedestrian mall proposed in Oxford Terrace between Cashel Street and Hereford Street be adopted.*



**(j) Suggested creation of full time pedestrian mall in Oxford Terrace**

Five submissions proposed the creation of a full time pedestrian mall in Oxford Terrace (The Strip, also known as The Terrace) between Cashel Street and Hereford Street, with paving as in City Mall. Two of these sought that when the tram tracks are laid in Oxford Terrace, the road surface level be lifted so that the future service lane and tram track would be at the same level as the footpaths on either side. The design team has looked at the possibility of paving the rail section of Oxford Terrace and raising the track to pavement height. Unfortunately this cannot be done without a total rebuild of the road. This is not within the project scope or cost provision.

*Hearings Panel considerations:*

*(j)(i) Having considered these submissions the Hearings Panel recommends:*

- *that the concept of a full time pedestrian mall in Oxford Terrace be explored in a future LTCCP (this is not in the current project scope) and*
- *that the tram design team be asked to consider the suggestion of raising the level of the road surface .*

**(k) 10am start time in City Mall**

Four submitters referred specifically to this issue – two supported the earlier start time to the vehicle ban and two (a retailer and a courier company manager) opposed it. Two further submitters supported the whole concept without reservation and another two mentioned their acceptance of the 10am start in other comments. The opposition was based on the difficulties associated with shorter hours for deliveries.

*Hearings Panel considerations:*

*(k)(i) Having considered these submissions the Hearings Panel recommends adoption of the earlier start time of 10am to the vehicle ban in City Mall.*

**(l) 11pm to 5am vehicle ban throughout City Mall**

There was no opposition to this proposal.

*Hearings Panel considerations:*

*(l)(i) The Hearings Panel recommends the adoption of a night time 11pm to 5am vehicle ban throughout City Mall.*

**(m) Other issues outside the scope of this project**

There were three submissions that referred to various issues including a request for cobble stones, a band rotunda, international flag poles, additional street signage, and a tram stop midway along The Strip, (also known as The Terrace) instead of between Worcester and Hereford Streets. Another is concerned about the reconstruction of City Mall being on three open worksites concurrently.

*Hearings Panel considerations:*

*(m)(i) These issues were found to be outside the scope of this project. Cobble stones are unlikely to be covered by the tram extension budget, but as mentioned in para 22(j) the request for raising the road surface when installing the tram tracks in Oxford Terrace will be sent to the tram route designers for consideration, and this may incorporate concrete pavers. The request for a band rotunda, tram stop, flag poles and additional street signage will also be referred to the relevant staff.*

**(n) Removal of reference to Whitcoulls in clause (d) of 1982 Declaration**

The Christchurch Manager of Whitcoulls Ltd and the national Property Services Manager of Red Group Retail which owns Whitcoulls, (the latter by email) have indicated that the clause excepting Whitcoulls vehicles from the access restrictions can be removed.

**HEARINGS PANEL RECOMMENDATIONS**

The Proposed Changes to Traffic Movement in Oxford Terrace, Cashel Street and High Street Hearings Panel recommends to the Council that it:

- (a) Approve the following specific points raised by submitters and recommended by the Hearings Panel:
- (i) That the proposed change in one way direction in Oxford Terrace from Cashel Street to Hereford Street – to flow from north to south; in Cashel Street from Oxford Terrace to High Street, to flow from west to east; and in High Street from Cashel Street to Hereford Street, to flow from south to north; to create a one way City Mall flowing anticlockwise, proceed.
  - (ii) That the proposed change from one way to two way traffic in Oxford Terrace between Cashel Street and Lichfield Street proceed.
  - (iii) That the proposed ban of the left turn from Oxford Terrace West to Oxford Terrace (between Lichfield Street and Cashel Street, proceed.
  - (iv) That the left turn from Oxford Terrace into Lichfield Street proceed as specified in the proposal, with the removal of the trees and repositioning of the cross walk toward the traffic island.
  - (v) That access from the south on Oxford Terrace into Cashel Street not be included in the final layout.
  - (vi) That the proposed layout be retained with respect to turning movements into Oxford Terrace beside Friendship Corner, from Durham Street and the removal of a left turn from Oxford Terrace west (beside Tiffany's restaurant) into Oxford Terrace between Lichfield Street and Cashel Street.
  - (vii) That taxis not be added as permitted vehicles in the declaration of either City Mall or Oxford Terrace Mall.
  - (viii) That the issue of cycling in all Christchurch pedestrian malls be the subject of future consultation, either in the next LTCCP or as a separate project.
  - (ix) That the tidy up of the Oxford Terrace shared path signage, markings and transitions be part of the project.
  - (x) That the right angle parking between Lichfield Street and Cashel Street as proposed, be adopted. (See specific parking resolutions for details of vehicle and motorcycle parking and night time taxi stands).
  - (xi) That the night time pedestrian mall proposed in Oxford Terrace between Cashel Street and Hereford Street be adopted.
  - (xii) That the concept of a full time pedestrian mall in Oxford Terrace be explored in a future LTCCP.
  - (xiii) That the earlier start time of 10am to the vehicle ban in City Mall be adopted.

- (xiv) That a night time 11pm to 5am vehicle ban throughout City Mall be adopted.
- (xv) That the request for a band rotunda, tram stop, flag poles and additional street signage be referred to the relevant staff.
- (b) Approve the additional proposed changes to the City Mall Declaration as shown in **Attachment 1**.
  - (i) Give public notice as soon as practicable, that the Christchurch City Council City Mall Declaration as shown in Attachment 1 has been amended by the Council, and that the amendments will take effect one month from the date of the Council's resolution provided there are no appeals lodged with the Environment Court, or will take effect once any appeal has been determined.
  - (ii) Send copies of the amended declaration to those people or organisations that made submissions, advising them of the outcome and right of appeal.
- (c) Approve the proposed new Oxford Terrace Mall Declaration as shown in **Attachment 2**.
  - (i) Give public notice as soon as practicable, that the Christchurch City Council Oxford Terrace Mall Declaration as shown in Attachment 2 has been made by the Council and will take effect one month from the date of the Council's resolution provided there are no appeals lodged with the Environment Court, or will take effect once any appeal has been determined.
  - (ii) Send copies of the new declaration to those people or organisations that made submissions, advising them of the outcome and right of appeal.
- (d) Approve the changes to the Traffic and Parking Amendment (Oxford Terrace, Cashel Street, High Street (City Mall)) Bylaw 2009 as shown in **Attachment 3**.
  - (i) Give public notice as soon as practicable, that the Christchurch City Council Traffic and Parking Amendment (Oxford Terrace, Cashel Street, High Street (City Mall)) Bylaw 2009 as shown in Attachment 3 has been approved by the Council.
  - (ii) Send a copy of the new Christchurch City Council Traffic and Parking Amendment (Oxford Terrace, Cashel Street, High Street (City Mall)) Bylaw 2009 to the Minister of Transport within one week of the Bylaw being made, as required by section 72(4) of the Transport Act 1962;
  - (iii) Send copies of the new Christchurch City Council Traffic and Parking Amendment (Oxford Terrace, Cashel Street, High Street (City Mall)) Bylaw 2009 to those people or organisations that made submissions, advising them of the outcome.
- (e) Revoke the following Parking Restriction in Oxford Terrace
  - (i) That any existing parking restrictions at any time on both sides of Oxford Terrace between Hereford Street and Lichfield Street be revoked.
- (f) Approve the following Parking Restrictions in Oxford Terrace
  - (i) That the stopping of vehicles be prohibited at any time on the west side of Oxford Terrace commencing at its intersection with Durham Street South and extending in a northerly direction for a distance of 27 metres.
  - (ii) That the parking of vehicles be controlled by Pay and Display and restricted to a maximum period of 60 minutes and operative 9am to 5pm Monday through Thursday, 9am to 8:30pm Friday and 9am to 1pm Saturday be installed on the west side of Oxford Terrace commencing at a point 27 metres north from its intersection with Durham Street South and extending in a northerly direction for a distance of 42.5 metres.

- (iii) That a Taxi Stand operative between the hours of 11pm and 5am be installed on the west side of Oxford Terrace commencing at a point 27 metres north from its intersection with Durham Street South and extending in a northerly direction for a distance of 42.5 metres.
- (iv) That a Motorcycle Park operative between the hours of 5am and 11pm be installed on the west side of Oxford Terrace commencing at a point 69.5 metres north from its intersection with Durham Street South and extending in a northerly direction for a distance of 3.5 metres.
- (v) That a Taxi Stand be installed on the west side of Oxford Terrace commencing at a point 73 metres north from its intersection with Durham Street South and extending in a northerly direction for a distance of 10 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Oxford Terrace commencing at a point 84 metres north from its intersection with Durham Street South and extending in a northerly direction around the turning head for a distance of 16 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Oxford Terrace commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 58 metres.
- (viii) That a time limited Loading Zone – Goods Vehicles Only (maximum period of 5 minutes) be installed on the east side of Oxford Terrace commencing at a point 58 metres from its intersection with Lichfield Street and extending in a northerly direction for a distance 15 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Oxford Terrace commencing at a point 74 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 30 metres.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Oxford Terrace commencing at a point 4 metres south from its intersection with Hereford Street and extending in a southerly direction for a distance of 105 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Oxford Terrace commencing at a point 5 metres south from its intersection with Hereford Street and extending in a southerly direction for a distance of 69 metres.
- (xii) That the stopping of vehicles be restricted to a maximum of one (1) minute between the hours of 5am and 11pm on the east side of Oxford Terrace commencing at a point 74 metres south from its intersection with Hereford Street and extending in a southerly direction for a distance of 18 metres.
- (xiii) That the stopping of vehicles be prohibited between the hours of 11pm and 5am on the east side of Oxford Terrace commencing at a point 74 metres south from its intersection with Hereford Street and extending in a southerly direction for a distance of 18 metres
- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Oxford Terrace commencing at a point 92 metres south from its intersection with Hereford Street and extending in a southerly direction for a distance of 20 metres.