

COUNCIL 30. 5. 2013

**ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
9 MAY 2013**

**A meeting of the Environment and Infrastructure Committee
was held in the No. 1 Committee Room
on Thursday 9 May 2013 at 11.32am.**

PRESENT: Councillor Claudia Reid (Chairperson)
Councillors Sally Buck, Jimmy Chen, Barry Corbett, Aaron Keown, and
Sue Wells.

IN ATTENDANCE: Councillors Beck, Johanson and Livingstone in attendance for clauses 4, 5 and 6.

APOLOGIES: Nil.

The Committee reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. CYCLE LANES ON MAIN ROADS

General Manager responsible:	General Manager, City Environment DDI 941-8608
Officer responsible:	Unit Manager, Asset and Network Planning
Author:	Michael Ferigo, Transport Planner – Cycling and Pedestrians

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to support the use of cycle lanes as one of a number of options for providing a base level of safety on collector, arterial or equivalent main roads in Christchurch. This is in response to the Committee's question at the 4 April 2013 Committee meeting on the Cycle Design Guidelines: "What is the base level of safety / provision for cyclists the Council will endorse on main roads which are not part of the cycle network as defined in the Christchurch Transport Strategic Plan?".

EXECUTIVE SUMMARY

What is the effect of cycle lanes on cycle safety and numbers?

2. Local evidence comparing pre and post cycle lane provision on Christchurch's collector and arterial roads, show that cycle crashes at the studied sites on average reduced by 23 percent (Parsons and Koorey, 2013). This is supported by multiple overseas research studies that show roads with cycle lanes characteristically produce levels of safety improvement from 15 per cent to 30 per cent.
3. Local research (Parsons and Koorey, 2013) also indicates that the cycle lanes studied have caused a measurable effect on increasing cycle counts. International research is mixed in showing the effects of cycle lanes on ridership levels. One Copenhagen study by Jensen (2008) indicates that there is a modest increase (around 5 per cent) in cycle levels when cycle lanes are introduced and a greater increase (20 per cent) when off road facilities are introduced. Their introduction of the off road facilities also resulted in a 10 per cent decrease in motor vehicle usage. Another study by Buehler and Pucher (2011) analysed 90 cities in America, this showed that both cycle lanes and cycle paths encourage higher cycling numbers.

1 Cont'd

4. Whilst surveys have shown that most people prefer off road or separated cycle facilities compared to painted cycle lanes there is, however, still strong support for providing cycle lanes on roads over no specific cycle provision. Cycle lanes are a relatively efficient and effective use of resources to provide a level of improved safety for people cycling on main roads. In Christchurch, a survey of Lyttelton Street (a Collector Road) after its upgrade, which included the introduction of painted cycle lanes resulted in:
 - (a) 96 per cent of residents, 96 per cent of cyclists and 89 per cent of motorists wanting to see the concept of Lyttelton Street developed in similar streets in Christchurch.
 - (b) 90 per cent of cyclists stating that they would like to see cycle lanes developed in busier streets in Christchurch such as Lincoln Road or Riccarton Road (Arterial Roads).
5. Further information on the numbers of fatalities and injuries for cyclists will be brought to the committee meeting and references will be available on request.

What do national and international traffic engineer guidelines recommend?

6. Contemporary traffic engineering guidelines include the option to introduce painted cycle lanes on typical urban arterial roads. They may vary in the detail and the thresholds that trigger various applications of cycle provision but all recommend and recognise the benefits of cycle lanes to provide a basic level of safety. Notably many European cities have significant proportions of their cycle networks provided via painted cycle lanes, even Copenhagen renowned for its high levels of cycle safety and cycle numbers has developed it with around 5 per cent of its cycle network as painted cycle lanes.

What do the City Plan and Infrastructure Design Standards currently say?

7. The City Plan currently includes a cycle network map and policy 7.4.5 to *“develop a clearly identified cycle network throughout the city by:*
 - (a) Providing safe, convenient cycle routes for school children;
 - (b) Using the secondary road network and using and creating vehicle free routes where possible;
 - (c) Making special provision for cycle commuters on some arterial roads to allow direct access to the central city; and
 - (d) Selecting cycle routes and enhancing additional routes to increase the safety and pleasantness of the network.”
8. The Infrastructure Design Standards currently *“make provision for on-street and off-street cycle facilities, where required by the City Plan or indicated on the cycle network plan in the cycling strategy, to facilitate an alternative to the car for short to medium length trips. Consider installing cycle parking facilities near bus stops, to ease the transfer between transport modes...Provide continuous on-street cycle lanes on all collector and arterial roads. For local urban roads, cycle facilities may be provided through wide kerbside lanes.”*

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What is the base level of safety the Council will endorse on main roads?

9. In light of the above evidence staff recommend that cycle lanes have a role in providing a base level of safety on collector and arterial roads which are not part of the defined cycle network. This supports the concept that all streets can be used by cyclists and that residents expect a reasonable level of safety on our roads for all modes. The future cycle network as defined in the Christchurch Transport Strategic Plan provides for a higher level of service and priority on some streets to encourage more people to cycle more often. However, main roads should still provide a base level of service for all road users, including cyclists, to ensure their safety and a consistent level of service; this service on some occasions will be delivered through cycle lanes.

FINANCIAL IMPLICATIONS

10. Approval of the staff recommendation is not a commitment to the delivery of any cycle lane project. Future cycleway projects and associated budgets will be determined through the Three Year Plan, future Long Term Plans and Annual Plans.

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

11. Yes, the recommendation will assist in achieving a number of the Community Outcomes under the LTCCP and support the Council's recovery programme for transport infrastructure and cycle projects in the draft Council Three Year Plan.

LEGAL CONSIDERATIONS

12. The recommendation will assist the Council in carrying out its functions under the Local Government Act 2002. As noted above, approving the recommendation does not create an obligation on the Council to deliver any cycle project, or to make specific provision for any projects in the Three Year Plan, or future Long Term Plans.

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

13. Yes. As noted above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. The recommendation aligns with the active transport activity in the current LTCCP (2009-19), and the draft Council Three Year Plan.
15. The recommendation aligns with the following draft 2013 Community Outcomes:
 - (a) **Liveable City:** providing a system that offers transport options to meet the needs of people and businesses; providing people with access to economic, social and cultural activities; promoting an increase in journeys made by foot, cycle and public transport; facilitating streetscapes that enhance the look and function of the city.
 - (b) **Strong Communities:** improving the safety of the transport system and encouraging physical activity through active transport.

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

16. The recommendation will assist in achieving a number of Council outcomes under the LTP and Levels of Service within the Streets and Transport activity.

1 Cont'd

ALIGNMENT WITH STRATEGIES

17. The recommendation aligns with the implementation of the Christchurch Transport Strategic Plan.

Do the recommendations align with the Council's strategies?

18. Yes, see above.

CONSULTATION FULFILMENT

19. The recommendation does not require consultation at this stage.

STAFF RECOMMENDATION

That the Council support the use of cycle lanes as one of a number of options for providing a base level of safety on collector, arterial or equivalent main roads in Christchurch.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

2. **EASEMENT CONSENT – 142 CAMBRIDGE TERRACE**

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Dan Egerton – Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to grant an easement for the right to locate and maintain an underground storm water pipe in a portion of land administered by the Christchurch City Council under the Reserves Act 1977, but held under the Christchurch City Reserves and Empowering Act 1971. The land is located at 142 Cambridge Terrace and is on the north eastern corner of the Cambridge Terrace and Worcester Street intersection as shown on **Attachment 1**. The Council is only being asked to consider the drain as shown on the property adjoining Worcester Street.

EXECUTIVE SUMMARY

2. Following the earthquakes various pipes have been replaced and upgraded within various roads. The pipe that is the subject of this report replaces an existing overflow pipe that, due to the increased capacity of the replacement pipes, is now too small. The right for the existing pipe was not provided for by way of an easement. Hence the requirement for an easement in respect of the new replacement pipe.
3. It is intended that this pipe will only come into use if the existing pump station, and a new pump station both fail for extended periods of time.

FINANCIAL IMPLICATIONS

4. The land in question through which the pipe and easement run is held by the Council as reserve under the Christchurch City Reserves Empowering Act 1971. Due to the fact that the pipe work will be owned by the council and the easement in favour of the Council no compensation will therefore be payable for the benefit of the easement.

2 Cont'd

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

5. Not applicable. The works budget for the related works will form part of the Infrastructure Rebuild Programme.

LEGAL CONSIDERATIONS

6. The land in question whilst under the Christchurch City Reserves and Empowering Act is administered under the Reserves Act 1977. Due to this the consent of the Minister of Conservation will be required and the requirements of Section 48 of the Reserves Act have been considered. It is not deemed that there is any negative impact on the public's ability to enjoy the reserve.
7. Section 48 of the Reserves Act 1977 provides that the administering body, with the consent of the Minister and on such conditions as the Minister thinks fit, may grant rights of way and other easements over any part of the reserve for in this case (1)(f).
8. Subsection 2 provides that before granting a right of way or an easement under subsection (1) over any part of a reserve vested in it, the administering body shall give public notice in accordance with section 119 specifying the right of way or other easement intended to be granted, and shall give full consideration, in accordance with section 120, to all objections and submissions received in respect of the proposal under that section.
9. Further subsection (3) states Subsection (2) shall not apply in any case where:
 - (a) The reserve is vested in an administering body and is not likely to be materially altered or permanently damaged; and
 - (b) The rights of the public in respect of the reserve are not likely to be permanently affected by the establishment and lawful exercise of the right of way or other easement.
10. This application falls within the provisions of Subsection 3 as the rights of the public are not likely to be permanently affected (the services are underground) and accordingly public notice is not required.
11. The Council has the authority to approve the granting of easements pursuant to Section 48 (1) of the Reserves Act 1977, subject to the Minister of Conservations approval.

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

12. Refer above. Legal services will be involved in the final documentation of the easement.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Not applicable. Arises from earthquake exigencies.

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

14. Not applicable. Arises from earthquake exigencies.

ALIGNMENT WITH STRATEGIES

15. Supports the Council's surface water strategy.

Do the recommendations align with the Council's strategies?

16. Supports the Council's surface water strategy.

2 Cont'd

CONSULTATION FULFILMENT

17. Not required. Refer legal section above.

STAFF RECOMMENDATION

That the Council:

- (a) Approve an easement pursuant to Section 48 (1) (d) of the Reserves Act 1977 for the right to locate and maintain a stormwater drain on and over portion of Reserve land located at 142 Cambridge Terrace on the North Eastern Corner at the intersection of Cambridge Terrace and Worcester Streets:
 - (i) the restoration of the Reserve to the condition it was in prior to the commencement of the works and to the satisfaction of the Parks Operations Manager;
 - (ii) the consent of the Department of Conservation is sought.
- (b) Delegate authority to the Corporate Support Unit Manager to finalise and conclude the granting of the easement.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

3. INFRASTRUCTURE REBUILD MONTHLY REPORT

General Manager responsible:	General Manager Capital Programme, DDI: 941-8235
Officer responsible:	Infrastructure Rebuild Client Manager
Author:	Will Doughty, Infrastructure Rebuild Leader

PURPOSE OF REPORT

- 1. To provide the Council with a monthly update on the infrastructure rebuild.

EXECUTIVE SUMMARY

- 2. At its April 2011 meeting, the Council gave approval for an Alliance to be formed to deliver the reinstatement of the City's damaged infrastructure. It was also agreed that the Chief Executive would report regularly to the Council on progress with regard to the reinstatement work.
- 3. The report (**Attachment 1**) is the sixteenth of what will be a regular monthly report that is provided to the Environment and Infrastructure Committee, Council and the Canterbury Earthquake Recovery Authority (CERA).

STAFF RECOMMENDATION

That the Council receive the Infrastructure Rebuild Monthly Report for April 2013.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

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PART B - REPORTS FOR INFORMATION

4. DEPUTATIONS BY APPOINTMENT

Nil.

5. BRIEFINGS

5.1 Parklands Wastewater System

Mark Christison and Jane Parfitt from City Environment Group summarised what has happened to date with regard to the installation of pressurised wastewater systems. A presentation was given which covered a review of damaged areas and land risks, extra operating costs post earthquakes and examples of the application of pressure sewers in New Zealand and Australia.

COMMITTEE CONSIDERATION

During the discussion following the briefing, the Committee agreed to formulate a response to the community concerns and questions that have been raised regarding the installation of pressurised wastewater systems in Parklands through a sub-committee of Councillors Reid, Keown and Wells. Committee members were requested to forward any additional questions regarding pressurised wastewater systems to Councillor Reid by 10 May 2013.

PART C – DELEGATED DECISIONS

6. APOLOGIES

Nil.

The meeting concluded at 2.50pm.

CONSIDERED THIS 30TH DAY OF MAY 2013

MAYOR