

Infrastructure, Transport and Environment Committee AGENDA

Notice of Meeting:

An ordinary meeting of the Infrastructure, Transport and Environment Committee will be held on:

Date: Thursday 3 March 2016
Time: 8.30am
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Councillor Phil Clearwater
Deputy Chairperson	Councillor Pauline Cotter
Members	Deputy Mayor Vicki Buck Councillor David East Councillor Tim Scandrett

25 February 2016

Principal Advisor

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Infrastructure, Transport and Environment Committee - Terms of Reference

Chair	Cr Clearwater
Membership	Cr Cotter (Deputy Chair), Deputy Mayor Buck, Cr East, Cr Scandrett
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	The first Thursday of each calendar month except for January
Reports to:	Council

Long Term Plan Activities

- water supply and water conservation
- sewerage collection treatment and disposal
- land and storm water drainage
- flood protection and control works
- natural hazards protection
 - natural hazards policy and planning
 - land instability management
 - other natural hazards management
- roads and footpaths (inc. pedestrian malls and cycle lanes)
- transport (including regional public transport and NZTA)
 - transport policy and planning
 - major cycle ways
 - parking (on and off street)
 - road operations
 - public transport infrastructure (including bus stops, shelters, seats and transport hubs)
 - transport education
 - harbours and marine structures
- parks and open spaces
 - regional parks
 - garden and heritage parks
 - cemeteries
 - neighbourhood parks
- waste management minimisation and disposal
 - residual waste collection and disposal
 - recyclable material collection and processing
 - organic material collection and composing
 - commercial and industrial minimisation
- natural environment
 - natural environment policy and planning
 - environmental education
 - sustainability and energy initiatives and conservation of resources (including investigating electric buses)
- all other transport issues such as regional public transport and NZTA

Responsibilities

- Developing policy and strategy in relation to long term plan activities as listed above
- Monitoring earthquake recovery related to the committees specified activities (i.e. Infrastructure rebuild, major facilities rebuild and facilities rebuild)
- Considering recommendations from Council's Subcommittees, Community Boards, the public, stakeholders and providers in relation to infrastructure, transport and environmental planning, delivery and operation
- Making decisions with regard for the requirements of Sections 76 – 81 of the Local Government Act 2002 where it has the delegated authority from Council to do so, or recommendations to Council where a Council decision is required.

Delegations

Riccarton Road Corridor Public Transport Priority And Hub Decision Making Delegation

At the Council meeting of 13 November 2014:

It was **resolved** that the Council:

- 33.1 Confirm that the Riccarton Public Transport Hub waiting lounge, super stop and associated street works, and the Riccarton Public Transport Priority project are both issues of metropolitan significance within the meaning of the Council's delegations register.
- 33.2 Will make the final decision on the design version for the Riccarton Public Transport Hub waiting lounge, the super stop and associated street works.
- 33.3 Delegate the decision on the final design version for the Riccarton Public Transport Priority project and associated street works to the Infrastructure, Transport and Environment Committee because of tight time-lines.
- 33.4 Instruct staff to ensure that the Riccarton/Wigram Community Board is kept informed on the proposals arising from both project streams and arrange appropriate briefing session(s) accordingly.
- 33.5 Confirm that the Riccarton/Wigram Community Board will continue to make recommendations to the Infrastructure, Transport and Environment Committee on issues such as on-street works through Part A reports for the Riccarton Public Transport Priority and the Riccarton Public Transport Hub projects.

Major Cycleway Routes (MCR) Programme – Delivery Programme and Design Guides

At the Council meeting of 29 January 2015:

It was **resolved** that the Council:

- 7.1 Note the progress update on the Major Cycleway Route programme.
- 7.2 Adopt Revision A of the Major Cycleway Design Principles Best Practice Design Guide and the draft Way Finding and Signage Guide in principle for the four selected routes as detailed in 7.7.1, 7.7.2, 7.7.3 and 7.7.4.
- 7.3 Agree to the route prioritisation.
- 7.4 Agree to the Major Cycleway Route programme being declared a Metropolitan Programme and delegate to the Infrastructure, Transport and Environment Committee all decision making powers.
- 7.5 Note that the Infrastructure, Transport and Environment Committee and affected Community Boards will be advised prior to any public consultation commencing on any Major Cycleway Route project.
- 7.6 Note that appropriate Community Board Members will be invited by the Infrastructure, Transport and Environment Committee to participate in the relevant Major Cycleway Route item discussion.
- 7.7 Adopt in principle the route selection recommendations and refer the final decision to the Infrastructure Transport Environment Committee, noting the route selections as detailed below will be subject to receiving recommendations from the affected Community Board and to full consultation then approval by the Infrastructure Transport and Environment Committee:
 - 7.7.1 Quarryman's Trail;
 - 7.7.2 Rapanui – Shag Rock;
 - 7.7.3 Uni-Cycle;
 - 7.7.4 Papanui Parallel.

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- Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation
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1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on [Thursday, 4 February 2016](#) be confirmed (refer page 7).

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on [Tuesday, 16 February 2016](#) be confirmed (refer page 31).

4. Deputations by Appointment

There were no deputations by appointment at the time the agenda was prepared.

5. Presentation of Petitions

There were no petitions received at the time the agenda was prepared.

Infrastructure, Transport and Environment Committee OPEN MINUTES

Date: Thursday 4 February 2016
Time: 8.32am
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Phil Clearwater
Deputy Chairperson	Councillor Pauline Cotter
Members	Deputy Mayor Vicki Buck
	Councillor David East
	Councillor Tim Scandrett

4 February 2016

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- Part A** Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation
-

The agenda was dealt with in the following order.

1. Apologies

Part C

There were no apologies.

2. Declarations of Interest

Part B

Deputy Mayor Buck declared an interest in item 11 - Christchurch Central Recovery Plan South Frame - Poplar, Ash and Mollett Streets and took no part in this item.

3. Confirmation of Previous Minutes

Part C

Committee Resolved ITEC/2016/00001

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on Thursday, 3 December 2015 be confirmed.

Councillor Scandrett/Councillor Cotter

Carried

4. Deputations by Appointment

Part B

- 4.1 Don Babe, Chairman Spokes Canterbury regarding item 7 - MCR - Little River Link.
- 4.2 Karolin Potter, Deputy Chair of the Spreydon/Heathcote Community Board regarding item 7 - MCR - Little River Link

5. Presentation of Petitions

Part B

There was no Presentation of Petitions.

7. Major Cycleways - Little River Link - City end scheme approval (Collins, Grove, Brougham, Barrington, Simeon, Wrights, Lincoln and Marylands)

Committee Comment

- 1) Karolin Potter, deputy chair of the Spreydon/Heathcote Community Board joined the table for the discussion of this item. The Board asked that staff and in particular Jay Sepie, Community Development Advisor for Spreydon/Heathcote, be thanked for their efforts and contribution to the report.
- 2) The Committee adopted the staff recommendations.

Committee Resolved ITEC/2016/00002

Committee Decisions under Delegation

Part C

That the Infrastructure, Transport and Environment Committee:

1. Approve the scheme design, subject to resource consents and NZTA approval, for
 - a. Grove Road, Church Square, Collins Street, Jerrold Street south, as detailed in Attachment A
 - b. Approve the scheme designs for Lincoln Road, as detailed in Attachment A.
 - c. Approve the scheme designs for Wrights Road, as detailed in Attachment A.
 - d. Approve the scheme designs for Marylands Reserve, as detailed in Attachment A.
2. Resolutions
 - a. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.
 - b. For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway ; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) If the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Committee meeting of 4 February 2016; and (4) If the resolution states "Note 2 applies", any distance specified in the resolution relates the approved kerb line location on the road resulting from the Committee resolutions on the Little River Major Cycleway report at the Committee meeting of 4 February 2016.
3. **Existing Grove Road – South of Moorhouse Avenue to Harman Street – Traffic Controls**
 - a. Approve that all traffic controls on Grove Road from its intersection with Moorhouse Avenue to its intersection with Harman Road be revoked
 - b. New Grove Road Layout– South of Moorhouse Avenue to Harman Street – Traffic Control
 - c. Approve the lane marking changes, kerb alignment changes, road surface changes and islands on Grove Road from its intersection with Moorhouse Avenue to its intersection with Harman Street as detailed on **Attachment A**.

- d. Approve that Grove Road be one way north to south from its intersection with Moorhouse Avenue and Lincoln Road to a point 16 metres south of its intersection with Moorhouse Avenue and Lincoln Road. This one way section was added to the Register of One Way Streets in the Traffic and Parking bylaw 2008 following approval of the changes through An Accessible City by Council in November 2014.
 - e. Approve that northbound traffic is prohibited on Grove Road from a point 16 metres south of its intersection with Moorhouse Avenue and Lincoln Road, extending in a northerly direction to its intersection with Moorhouse Avenue and Lincoln Road. This one way section was added to the Register of One Way Streets in the Traffic and Parking bylaw 2008 following approval of the changes through An Accessible City by Council in November 2014.
 - f. Approve that the pathway on the west side of Grove Road commencing at its intersection with Moorhouse Avenue and extending in a southerly direction for a distance of 32 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
 - g. Approve that a bi-directional bicycle path be created on the west side of Grove Road commencing at a point 32 metres south of its intersection with Moorhouse Avenue and extending in a southerly direction to its intersection with Harman Street, as detailed on **Attachment A**, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - h. Approve that a Give-Way control be placed against the bi-directional bicycle path (northbound bicycles) on the Grove Road south approach to the Railway Level Crossing, as detailed on **Attachment A**.
 - i. Approve that a Give-Way control be placed against the bi-directional bicycle path (southbound bicycles) on the Grove Road north approach to the Railway Level Crossing, as detailed on **Attachment A**.
 - j. Approve that a Give-Way control be placed against Hazeldean Road (west) at its intersection with Grove Road, as detailed on **Attachment A**.
 - k. Approve that a Give-Way control be placed against Hazeldean Road (west) at its intersection with the bi-directional bicycle path, which is located on the west side of Grove Road, as detailed on **Attachment A**.
 - l. Approve that a regulatory supplementary 'turning traffic give-way to cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for left turning drivers from Grove Road (south) to Hazeldean Road.
 - m. Approve that a regulatory supplementary 'turning traffic give-way to cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for right turning drivers from Grove Road (north) to Hazeldean Road.
4. Existing Grove Road – South of Moorhouse Avenue – Parking and Stopping Restrictions
 - a. Approve that all parking and stopping restrictions on both sides of Grove Road from its intersection with Moorhouse Avenue to its intersection with Harman Street be revoked.
 5. Existing Hazeldean Road – Parking and Stopping Restrictions

- a. Approve that all parking and stopping restrictions on the north side of Hazeldean Road from its intersection with Grove Road and extending in a westerly direction for a distance of eight metres.
 - b. Approve that all parking and stopping restrictions on the south side of Hazeldean Road from its intersection with Grove Road and extending in an westerly direction for a distance of eight metres.
 - c. Approve that all parking and stopping restrictions on the north side of Hazeldean Road from its intersection with Grove Road and extending in an easterly direction for a distance of 29 metres.
 - d. Approve that all parking and stopping restrictions on the south side of Hazeldean Road from its intersection with Grove Road and extending in an easterly direction for a distance of 11 metres.
6. New Grove Road - South of Moorhouse Avenue – Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at its intersection with Moorhouse Avenue, and extending in a southerly direction then following the western kerb line (around the cul de sac) south to its intersection with Hazeldean Road. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at its intersection with Hazeldean Road, and extending in a southerly direction for a distance of 20 metres. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at its intersection with Harman Street, and extending in a northerly direction for a distance of 25 metres. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at its intersection with Moorhouse Avenue, and extending in a southerly direction following the eastern kerb line for a distance of 38 metres.
 - e. Approve that the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at its intersection with Hazeldean Road, and extending in a northerly direction for a distance of 27 metres.
 - f. Approve that the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at its intersection with Hazeldean Road, and extending in a southerly direction for a distance of six metres.
 - g. Approve that the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at its intersection with Harman Street, and extending in a northerly direction for a distance of 22 metres.
7. New Hazeldean Road - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the north side of Hazeldean Road commencing at its intersection with Grove Road, and extending in a westerly direction for a distance of 11 metres. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited at any time on the south side of Hazeldean Road commencing at its intersection with Grove Road, and extending in a westerly direction for a distance of 11 metres. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited at any time on the north side of Hazeldean Road commencing at its intersection with Grove Road, and extending in an easterly direction for a distance of 29 metres.

- d. Approve that the stopping of vehicles be prohibited at any time on the south side of Hazeldean Road commencing at its intersection with Grove Road, and extending in an easterly direction for a distance of 11 metres.
8. Existing Intersection – Grove Road/Harman Road intersection
 - a. Approve that all intersection traffic controls at the Grove Road and Harman Street intersection be revoked.
 9. New Intersection – Grove Road/Harman Road intersection
 - a. Approve the lane marking changes, kerb alignment changes, road surface changes and islands at the intersection of Grove Road and Harman Street as detailed on **Attachment A**.
 - b. Approve that the intersection of Grove Road and Harman Street be controlled by a roundabout in accordance with the Land Transport Act- Traffic control Devices rule: 2004, as detailed on **Attachment A**.
 - c. Approve that a Give-Way control be placed against Grove Road northern approach at its intersection with Harman Street.
 - d. Approve that a Give-Way control be placed against Grove Road southern approach at its intersection with Harman Street.
 - e. Approve that a Give-Way control be placed against the bi-directional bicycle path (southbound bicycles) on the Grove Road north approach to Harman Street, as detailed on **Attachment A**.
 - f. Approve that a Give-Way control be placed against the bi-directional bicycle path (northbound bicycles) on the Grove Road south approach to Harman Street, as detailed on **Attachment A**.
 10. Existing Harman Street - Traffic controls
 - a. Approve that traffic controls on Harman Street (east) commencing at its intersection with Grove Road and extending for a distance of 27 metres be revoked.
 - b. Approve that traffic controls on Harman Street (west) commencing at its intersection with Grove Road and extending for a distance of 17 metres be revoked.
 11. New Harman Street - Traffic controls
 - a. Approve the lane marking changes, kerb alignment changes, road surface changes and islands on Harman Street (east) commencing at its intersection with Grove Road and extending for a distance of 27 metres as detailed on **Attachment A**.
 - b. Approve the lane marking changes, kerb alignment changes, road surface changes and islands on Harman Street (west) commencing at its intersection with Grove Road and extending for a distance of 17 metres as detailed on **Attachment A**. Note 2 applies.
 - c. Approve that a Give-Way control be placed against Harman Street eastern approach at its intersection with Grove Road.
 - d. Approve that a Give-Way control be placed against Harman Street western approach at its intersection with Grove Road.
 12. Existing Harman Street – Parking and Stopping Restrictions
 - a. Approve that all parking and stopping restrictions on the north side of Harman Street from its intersection with Grove Road and extending in an easterly direction for a distance of 31 metres be revoked.

- b. Approve that all parking and stopping restrictions on the south side of Harman Street from its intersection with Grove Road and extending in an easterly direction for a distance of 17 metres be revoked.
 - c. Approve that all parking and stopping restrictions on the north side of Harman Street from its intersection with Grove Road and extending in a westerly direction for a distance of 23 metres be revoked.
 - d. Approve that all parking and stopping restrictions on the south side of Harman Street from its intersection with Grove Road and extending in a westerly direction for a distance of 31 metres be revoked.
13. New Harman Road – Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the north side of Harman Street commencing at its intersection with Grove Road, and extending in an easterly direction for a distance of 31 metres.
 - b. Approve that the stopping of vehicles be prohibited at any time on the south side of Harman Street commencing at its intersection with Grove Road, and extending in an easterly direction for a distance of 17 metres.
 - c. Approve that the stopping of vehicles be prohibited at any time on the north side of Harman Street commencing at its intersection with Grove Road, and extending in a westerly direction for a distance of 27 metres. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited at any time on the south side of Harman Street commencing at its intersection with Grove Road, and extending in a westerly direction for a distance of 33 metres. Note 2 applies.
14. Existing Grove Road – South of Harman Street – Traffic Controls
- a. Approve that all traffic controls on Grove Road from its intersection with Harman Street to its intersection with Church Square be revoked.
15. New Grove Road Layout– South of Harman Street – Traffic Control
- a. Approve the lane marking changes, kerb alignment changes, road surface changes and islands on Grove Road from its intersection with Harman Street to its intersection with Church Square as detailed on **Attachment A**.
 - b. Approve that a bi-directional bicycle path be created on the west side of Grove Road commencing at its intersection of Harman Street and extending in a southerly direction to its intersection with Church Square, as detailed on **Attachment A**, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - c. Approve that a Give-Way control be placed against the bi-directional bicycle path (southbound bicycles) on the Grove Road north approach to Church Square, as detailed on **Attachment A**.
 - d. Approve that a Give-Way control be placed against the bi-directional bicycle path (northbound bicycles) on the southern approach to Church Square, as detailed on **Attachment A**.
16. Existing Grove Road – South of Harman Street - Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on the west side of Grove Road from its intersection with Harman Street and extending in a southerly direction to its intersection with Church Square be revoked.

- b. Approve that all parking and stopping restrictions on the east side of Grove Road from its intersection with Harman Street and extending in a southerly direction to its intersection with Church Square be revoked.
17. New Grove Road – South of Harman Street - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at its intersection with Harman Street, and extending in a southerly direction to its intersection with Church Square. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at its intersection with Harman Street, and extending in a southerly direction for a distance of 30 metres.
 - c. Approve that the parking of vehicles on the east side of Grove Road be restricted to a maximum period of 60 minutes commencing at point 30 metres south of its intersection with Harman Street and extending in a southerly direction for a distance of 99 metres. This restriction is to apply Monday to Friday 10:00am to 3:00pm.
 - d. Approve that the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at point 129 metres south of its intersection with Harman Street and extending in a southerly direction to its intersection with Church Square.
18. New Church Square – Shared path
- a. Approve that the pathway commencing at its southwest corner of Church Square (Church Square/Collins Street intersection) and extending in a generally northerly and then easterly and then northerly direction to its intersection of Church Square be resolved as a bi-directional shared pedestrian/bicycle pathway, as detailed on **Attachment A**, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
19. Existing Church Square (north) – Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on the north side of Church Square from its intersection with Grove Road and extending in a westerly direction for a distance of 37 metres be revoked.
20. New Church Square (north) – Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the north side of Church Square commencing at its intersection with Grove Road, and extending in a westerly direction for a distance of 22 metres. Note 2 applies.
 - b. Approve that the parking of vehicles on the northside of Church Square be restricted to a maximum period of 120 minutes commencing at point 22 metres west of its intersection with Grove Road and extending in a westerly direction for a distance of 15 metres. This restriction is to apply Monday to Friday 11:00am to 3:00pm. Note 2 applies.
21. Existing Church Square/Collins Street – Traffic Controls
- a. Approve that all traffic controls at the intersection of Collins Street and Church Square intersection be revoked.
22. New Church Square/Collins Street – Traffic Controls
- a. Approve the lane marking changes, kerb alignment changes and road surface changes at the intersection of Church Square and Collins Street as detailed on **Attachment A**.

- b. Approve that a Give-Way control be placed against Church Square (north) at its intersection with Collins Street and Church Square (east).
 - c. Approve that a Give-Way control be placed against Church Square (north) at its intersection with the bi-directional shared pedestrian/bicycle path, as detailed on **Attachment A**.
 - d. Approve that a regulatory supplementary 'turning traffic give-way to pedestrians and cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for left turning drivers from Collins Street to Church Square (north).
 - e. Approve that a regulatory supplementary 'turning traffic give-way to pedestrian and cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for right turning drivers from Church Square (east) to Church Square (north).
23. Existing Church Square (south) – Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on the east side of Church Square (north) from its intersection with Church Square (east) and extending in a northerly direction for a distance of 23 metres be revoked.
 - b. Approve that all parking and stopping restrictions on the west side of Church Square (north) from its intersection with Collins Street and extending in a northerly direction for a distance of 29 metres be revoked.
 - c. Approve that all parking and stopping restrictions on the north side of Church Square (east) from its intersection with Church Square (north) and extending in an easterly direction for a distance of 20 metres be revoked.
24. New Church Square (south) - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the east side of Church Square (north) from its intersection with Church Square (east), and extending in a northerly direction for a distance of eight metres. Note 2 applies.
 - b. Approve that the parking of vehicles on the east side of Church Square (north) be restricted to a maximum period of 120 minutes commencing at a point eight metres north of its intersection with Church Square (east) and extending in a northerly direction for a distance of 15 metres. This restriction is to apply Monday to Friday 11:00am to 3:00pm. Note 2 applies.
 - c. Approve that the stopping of vehicles be prohibited at any time on the west side of Church Square (north) from its intersection with Collins Street, and extending in a northerly direction for a distance of 13 metres. Note 2 applies.
 - d. Approve that the stopping of vehicles be prohibited at any time on the north of Church Square (east) commencing at its intersection with Church Square (north), and extending in an easterly direction for a distance of 20 metres. Note 2 applies.
 - e. Approve that the stopping of vehicles be prohibited at any time on the south side of Church Square (east) commencing at a point 25 metres west of its intersection with Ward Street, and extending in a westerly direction then southwesterly direction along the kerbline for a distance of 23 metres. Note 2 applies.
25. Existing Collins Street – Traffic Controls
- a. Approve that all traffic controls on Collins Street from its intersection with Church Square to its intersection with Brougham Street be revoked.

26. New Collins Street – Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, and road surface changes on Collins Street as detailed on **Attachment A**.
 - b. Approve that a bi-directional bicycle path be created on the west side of Collins Street commencing at its intersection of Church Square and extending in a southerly direction to its intersection with Brougham Street, as detailed on **Attachment A**, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
27. Existing Collins Street/Emerson Street – Traffic Controls
 - a. Approve that all traffic controls at the intersection of Collins Street and Emerson Street be revoked.
28. New Collins Street/Emerson Street – Traffic Controls
 - a. Approve that a Stop control be placed against Emerson Street at its intersection with Collins Street.
 - b. Approve that a Stop control be placed against Emerson Street at its intersection with the bi-directional bicycle path on the west side of Collins Street, as detailed on Attachment A.
 - c. Approve that a regulatory supplementary 'turning traffic give-way to cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for left turning drivers from Collins Street to Emerson Street.
 - d. Approve that a regulatory supplementary 'turning traffic give-way to cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for right turning drivers from Collins Street to Emerson Street.
29. Existing Collins Street/Macauley Street – Traffic Controls
 - a. Approve that all traffic controls at the intersection of Collins Street and Macauley Street intersection be revoked.
30. New Collins Street/Emerson Street – Traffic Controls
 - a. Approve that a Give-Way control be placed against Macauley Street at its intersection with Collins Street.
 - b. Approve that a Give-Way control be placed against Macauley Street at its intersection with the bi-directional bicycle path on the west side of Collins Street, as detailed on **Attachment A**.
 - c. Approve that a regulatory supplementary 'turning traffic give-way to cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for left turning drivers from Collins Street to Macauley Street.
 - d. Approve that a regulatory supplementary 'turning traffic give-way to cyclists' sign be installed in accordance with the Land Transport Rule: Traffic Control Devices 2004 10.5(2)(b) for right turning drivers from Collins Street to Macauley Street.
31. New Brougham Street/Collins Street – Traffic Controls
 - a. Approve that Collins Street be one way north to south from its intersection with Brougham Street to a point 22 metres north of its intersection with Brougham Street as detailed on **Attachment A**. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.

- b. Approve that northbound traffic is prohibited on Collins Street commencing at the intersection with Brougham Street and extending in a northerly direction for a distance of 22 metres as detailed on **Attachment A**.
 - c. Approve that a Give-Way control be placed against the Collins Street left turn only lane at its intersection with Brougham Street.
 - d. Approve that the right turn movement from Collins Street into Brougham Street is prohibited.
 - e. Approve that the left turn movement from Brougham Street into Collins Street is prohibited.
 - f. Approve that the right turn movement from Brougham Street into Collins Street is prohibited.
32. Existing Collins Street – Parking and Stopping Restrictions
- a. Approve that all parking and stopping restrictions on the northwest and then west side of Collins Street from its intersection with Church Square (north) and extending in a southwesterly and then southerly direction to the intersection with Brougham Street be revoked.
 - b. Approve that all parking and stopping restrictions on the southeast and then east side of Collins Street from its intersection with Brougham Street and extending in a northerly and then northeasterly direction to the intersection with Church Square be revoked.
33. New Collins Street - Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Collins Street commencing at its intersection with Church Square (north), and extending in a southwesterly direction and then a southerly direction to its intersection with Brougham Street. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited at any time on the east side of Collins Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 40 metres.
 - c. Approve that the stopping of vehicles be prohibited at any time on the east side of Collins Street commencing at a point 88 metres north of its intersection with Brougham Street and extending in a northerly direction for a distance of 23 metres.
 - d. Approve that the parking of vehicles on the east side of Collins Street be restricted to a maximum period of 60 minutes commencing at point 111 metres north of its intersection with Brougham Street and extending in a northerly direction for a distance of 96 metres. This restriction is to apply Monday to Friday 10:00am to 3:00pm.
 - e. Approve that the stopping of vehicles be prohibited at any time on the east side of Collins Street commencing at a point 207 metres north of its intersection with Brougham Street and extending in a northerly direction for a distance of 14 metres.
 - f. Approve that the parking of vehicles on the southeast side of Collins Street be restricted to a maximum period of 60 minutes commencing at point 221 metres north of its intersection with Brougham Street and extending in a northerly and then northeasterly direction for a distance of 52 metres. This restriction is to apply Monday to Friday 10:00am to 3:00pm.
34. New Simeon Street – Traffic Controls

- a. Approve that Simeon Street be one way south to north from its intersection with Brougham Street to a point 20 metres south of its intersection with Brougham Street as detailed on **Attachment A**. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2008.
 - b. Approve that southbound traffic is prohibited on Simeon Street commencing at the intersection with Brougham Street and extending in a southerly direction for a distance of 20 metres as detailed on **Attachment A**.
 - c. Approve that a Give-Way control be placed against the Simeon Street left turn only lane at its intersection with Brougham Street.
 - d. Approve that the right turn movement from Simeon Street into Brougham Street is prohibited.
 - e. Approve that the left turn movement from Brougham Street into Simeon Street is prohibited.
 - f. Approve that the right turn movement from Brougham Street into Simeon Street is prohibited.
 - g. Approve that a southwest bound bicycle path be created on the east side of Simeon Street commencing at its intersection with Brougham Street and extending in a southwesterly direction for a distance of 19 metres, as detailed on **Attachment A**, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004. Note 2 applies.
 - h. Approve that the pathway on the west side of Simeon Street commencing at a point five metres south of Brougham Street and extending in a southerly direction for a distance of 18 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004. Note 2 applies.
35. Existing Simeon Street - Parking and Stopping
- a. Approve that all parking and stopping restrictions on the west side of Simeon Street from its intersection with Brougham Street and extending in a southerly direction for a distance of 45 metres be revoked.
 - b. Approve that all parking and stopping restrictions on the east side of Simeon Street from its intersection with Brougham Street and extending in a southerly direction for a distance of 44 metres be revoked.
36. New Simeon Street - Parking & stopping
- a. Approve that the stopping of vehicles be prohibited at any time on the west side of Simeon Street commencing at its intersection with Brougham Street and extending in a southerly direction then following the western kerb line (around the cul-de-sac) south for a distance of 47 metres. Note 2 applies.
 - b. Approve that the stopping of vehicles be prohibited at any time on the east side of Simeon Street commencing at its intersection with Brougham Street extending in a southerly direction then following the eastern kerb line (around the cul-de-sac) south for a distance of 48 metres. Note 2 applies.
37. New Jerrold Street South – Traffic Control
- a. Approve the lane marking changes and kerb alignment changes on Jerrold Street South from its intersection with Simeon Street to its intersection with Barrington Street as detailed on **Attachment A**.

- b. Approve that the pathway on the south side of Jerrold Street South commencing at its intersection with Simeon Street and extending in a southwesterly direction for a distance of 11 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
 - c. Approve that a bi-directional bicycle path be created on the south side of Jerrold Street South commencing at a point 11 metres west of Simeon Street and extending in a southwesterly direction for a distance of 143 metres, as detailed on **Attachment A**, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - d. Approve that the pathway on the south side of Jerrold Street South commencing at a point 143 metres west of Simeon Street and extending in a southwesterly direction to the intersection of Barrington Street be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
 - e. Approve that the intersection of Barrington Street and Jerrold Street South be controlled by traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment A**.
 - f. Approve the lane marking changes and changes to traffic islands at the intersection of Barrington Street and Jerrold Street South as detailed on **Attachment A**.
 - g. Approve that the right turn movement from Barrington Street (south) into Jerrold Street South (east) is prohibited.
 - h. Approve that the left turn movement from Barrington Street (north) into Jerrold Street South (east) is prohibited.
 - i. Approve that all movements from Jerrold Street South (west) are prohibited.
38. Existing Jerrold Street South - Parking and Stopping
- a. Approve that all parking and stopping restrictions on the southwest side of Jerrold Street (South) from its intersection with Simeon Street and extending in a southwesterly direction to the intersection with Barrington Street be revoked.
39. New Jerrold Street South - Parking & stopping
- a. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Jerrold Street South commencing at its intersection with Simeon Street and extending in a southwesterly direction to the intersection with Barrington Street.
40. New Barrington Street - Traffic Controls
- a. Approve that the pathway on the west side of Barrington Street commencing at its intersection with Jerrold Street South and extending in a southerly direction for a distance of 58 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
 - b. Approve that a bi-directional bicycle path be created on the west side of Barrington Street commencing at a point 58 metres south of Jerrold Street south and extending in a westerly direction to the cul-de-sac head at Edinburgh Street as detailed on **Attachment A**, in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.

41. New Edinburgh Street - Parking & stopping
 - a. Approve that the stopping of vehicles be prohibited at any time on the east side of Edinburgh Street commencing at a point 165 metres northeast of its intersection with Sumner Street and extending in a northerly direction following the eastern kerb line (around the cul-de-sac) for a distance of 14 metres. Note 2 applies.
42. Lincoln Road Crossing - Traffic control
 - a. Approve the lane marking changes and median traffic island on Lincoln Road at the pedestrian and bicycle road crossing as shown on **Attachment A**.
 - b. Approve that a pedestrian and bicycle road crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act- Traffic Control Devices Rule 2004, be installed on Lincoln Road located at a point 16 metres north of its intersection with Nairn Street.
 - c. Approve that the pathway on the southeast side of Lincoln Road commencing at a point 16 metres northeast of its intersection with Nairn Street, and extending in a north-easterly direction for a distance of 10 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
 - d. Approve that the pathway on the northwest side of Lincoln Road commencing at a point 88 metres southwest of its intersection with Lindores Street, and extending in a southwesterly direction for a distance of 28 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
43. Lincoln Road - existing parking
 - a. Approve that all parking and stopping restrictions on the southeast side of Lincoln Road from its intersection with Nairn Street and extending in a north-easterly direction for a distance of 152 metres be revoked.
44. Lincoln Road - new parking
 - a. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Nairn Street and extending in a north-easterly direction for a distance of 35 metres. *Note 2 applies.*
 - b. Approve that a bus stop be installed on the southeast side of Lincoln Road commencing at a point 35 metres northeast of its intersection with Nairn Street and extending in a north-easterly direction for a distance of 14 metres. *Note 2 applies.*
 - c. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 49 metres northeast of its intersection with Nairn Street and extending in a north-easterly direction for a distance of 103 metres. *Note 2 applies.*
45. Existing Wrights Road – Wrights Road Traffic Controls
 - a. Approve that all traffic controls on Wrights Road commencing at a point 138 metres northwest of Hillmorton Street and extending in a south-easterly direction for a distance of 198 metres be revoked.
46. New Wrights Road – Wrights Road/Hillmorton Street Traffic Controls
 - a. Approve that a Stop control be placed against Hillmorton Street at its intersection with Wrights Road.

- b. Approve the lane marking changes, kerb alignment changes, and median islands on Wrights Road starting at a point 118 metres north of its intersection with Cardigan Bay Place and extending in a northwesterly direction for a distance of 192 metres as shown on **Attachment A**.
 - c. Approve that a pedestrian and bicycle road crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act- Traffic Control Devices Rule 2004, be installed on Wrights Road located at a point 17 metres north of its intersection with Hillmorton Street.
 - d. Approve that the pathway on the northeast side of Wrights Road commencing at a point 123 metres northeast of its intersection with Cardigan Bay Place, and extending in a northwesterly direction for a distance of 70 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
 - e. Approve that the pathway on the southwest side of Wrights Road commencing at a point 14 metres northwest of its intersection with Hillmorton Street, and extending in a northwesterly direction for a distance 97 metres be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004.
 - f. Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the northeast side of Wrights Road against the kerb, commencing at a point 49 metres northwest of its intersection with the access named and formed as Jack Hinton Drive and extending in a south-easterly direction for a distance of 172 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
 - g. Approve that a special vehicle lane for the use of north-westbound bicycles only, be established on the southwest side of Wrights Road against the kerb, commencing at a point 52 metres southwest of its intersection with Hillmorton Street and extending in a north-westerly direction for a distance of 180 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.
47. Existing Wrights Road - Parking Restrictions
- a. Approve that all parking and stopping restrictions on the northeast side of Wrights Road from its intersection with the access named and formed as Jack Hinton Drive and extending in a north-westerly direction for a distance of 69 metres be revoked.
 - b. Approve that all parking and stopping restrictions on the northeast side of Wrights Road from its intersection with the access named and formed as Jack Hinton Drive and extending in a south-easterly direction for a distance of 109 metres be revoked.
 - c. Approve that all parking and stopping restrictions on the southwest side of Wrights Road from its intersection with the Hillmorton Street and extending in a north-westerly direction for a distance of 120 metres be revoked.
 - d. Approve that all parking and stopping restrictions on the southwest side of Wrights Road from its intersection Hillmorton Street and extending in a south-easterly direction for a distance of 51 metres be revoked.

48. New Wrights Road - Parking restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Wrights Road commencing at the intersection with the access named and formed as Jack Hinton Drive and extending in a south-easterly direction for a distance of 109 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Wrights Road commencing at the intersection with the access named and formed as Jack Hinton Drive and extending in a north-westerly direction for a distance of 49 metres. *Note 2 applies.*
 - c. Approve that a bus stop be installed on the northeast side of Wrights Road commencing at a point 49 metres northwest of its intersection with the access named and formed as Jack Hinton Drive and extending in a north-westerly direction for a distance of 13 metres. *Note 2 applies.*
 - d. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Wrights Road commencing at a point 62 metres northwest of its intersection with the access named and formed as Jack Hinton Drive and extending in a north-westerly direction for a distance of seven metres. *Note 2 applies.*
 - e. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Wrights Road commencing at the intersection with Hillmorton Street and extending in a north-westerly direction for a distance of 120 metres. *Note 2 applies.*
 - f. Approve that a bus stop be installed on the southwest side of Wrights Road commencing at a point 120 metres northwest of its intersection with Hillmorton Street and extending in a north-westerly direction for a distance of 14 metres. *Note 2 applies.*
 - g. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Wrights Road commencing at a point 134 metres northwest of its intersection with Hillmorton Street and extending in a north-westerly direction for a distance of four metres. *Note 2 applies.*
 - h. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Wrights Road commencing at its intersection with Hillmorton Street and extending in a south-westerly direction for a distance of 52 metres. *Note 2 applies.*
49. New Marylands Reserve - Traffic controls
- a. Approve that the pathway, located on the north side of Christchurch Southern Motorway commencing at Wrights Road and extending in a westerly direction to Halls Place be resolved as a bi-directional shared pedestrian/bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004 as detailed on **Attachment A**.
 - b. Approve that the pathway on the northwest side of Christchurch Southern Motorway, located within Marylands Reserve (19 Birmingham Drive) between Halls Place and Annex Road be resolved as a bi-directional shared pedestrian / bicycle pathway in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004 as detailed on **Attachment A**.
50. Trees
- a. Approve that one tree be removed at the northern end of Grove Road, outside number 410 Lincoln Road, as detailed on **Attachment A**.

- b. Approve that four trees be removed at the southern end of Collins Street as detailed on **Attachment A**.
- c. Approve that two trees be removed at the northern end of Edinburgh Street, adjacent to number 171 Edinburgh Street, as detailed on **Attachment A**.
- d. Approve that one tree be removed on Wrights Road, adjacent to 63 Wrights Road, as detailed on **Attachment A**.
- e. Approve that six trees be removed on the northern side of the Christchurch Southern Motorway, to the east of Halls Place, as detailed on **Attachment A**.

Councillor Scandrett/Councillor East

Carried

6. Riccarton Road North Bus Lounge Toilet Options

Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. Continue with the original plan for the Riccarton Road North Bus Lounge and not approve the provision of a toilet.

Committee Resolved ITEC/2016/00003

Committee Decisions under Delegation

Part C

That the Infrastructure, Transport and Environment Committee:

1. Continue with the original plan for the Riccarton Road North Bus Lounge and not approve the provision of a toilet.
2. The Committee request staff investigate the removal of the toilet if practicable.

Deputy Mayor/Councillor Scandrett

Carried

Councillor East requested his vote against the resolution be recorded.

Councillor East left the meeting at 9.32am and returned at 9.39am.

8. Northern Arterial Motorway Extension, NZTA's enabling work on Belfast Road Committee Comment

The Committee adopted the staff recommendation.

Committee Resolved ITEC/2016/00004

Committee Decisions under Delegation

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive this report and authorise staff to continue liaison with NZ Transport Agency on the diversion of Belfast Road to ensure design standards, maintenance issues and Council's legal obligations as Road Controlling Authority are addressed.
2. Request that staff report back to the Infrastructure, Transport and Environment Committee on the outcome of liaison with the NZ Transport Agency.

Councillor Cotter/Councillor Scandrett

Carried

13. Cranford Street Upgrade Cross Section

Staff and Committee recommendation ITEC/2016/00005

Part A

That the Infrastructure, Transport and Environment Committee:

1. Recommend to Council the adoption of Cross Section A, for use as the design of the Cranford Street Upgrade between McFaddens Road and Innes Road and that this is confirmed to the contractors bidding on the "Competitive Alliance".

Councillor Cotter/Councillor Scandrett

Carried

The meeting adjourned from 9.48am and resumed at 10.01am.

9. Public Transport Governance

Committee Comment

The Committee decided to add to recommendation 2 of the staff recommendations as indicated in italics.

Staff Recommendations

That the Infrastructure, Transport and Environment Committee recommend that the Council:

1. Receive the McGredy Winder report titled, 'Review of governance and delivery arrangements for public transport in Greater Christchurch'
2. Agree in principle to form a Joint Greater Christchurch Committee for Public Transport in general accordance with Option 5 (b) outlined in this report.
3. Request that the Chief Executive Officer develop an agreement with Environment Canterbury, Selwyn District Council and Waimakariri District Council as required under Clause 30A Schedule 7 of the Local Government Act 2002.
4. Note that a further Council resolution will be required to approve the agreement and establish the Joint Committee.

Committee Decided ITEC/2016/00006

Part A

That the Infrastructure, Transport and Environment Committee recommend that the Council:

1. Receive the McGredy Winder report titled, 'Review of governance and delivery arrangements for public transport in Greater Christchurch'
2. Agree in principle to form a Joint Greater Christchurch Committee for Public Transport in general accordance with Option 5 (b) *(which does not delegate the Councils public transport powers to this committee)* outlined in this report, *with the exception of membership. Council's preference is for the Joint Committee being made up of an independent chair, three representatives from CCC and one representative from ECan, Selwyn and Waimakariri District Council's, with NZTA and CDHB representatives in non-voting observer roles.*
3. Request that the Chief Executive Officer develop an agreement with Environment Canterbury, Selwyn District Council and Waimakariri District Council as required under Clause 30A Schedule 7 of the Local Government Act 2002.
4. Note that a further Council resolution will be required to approve the agreement and establish the Joint Committee.

Councillor Scandrett/Councillor Cotter

Carried

12. Cranford Basin Optimisation

Staff and Committee recommendation ITEC/2016/00007

Part A

That the Infrastructure, Transport and Environment Committee recommend that the Council:

- a. Progress the preferred Cranford Basin Optimisation option (Option 1) to detailed design, consenting and construction, and
- b. Approve the application of LDRP funds to support property purchases within Cranford Basin.

Councillor Cotter/Councillor Scandrett

Carried

10. Intersection Design Policy Review for People with Disabilities

Staff and Committee recommendation ITEC/2016/00008

Part A

1. That the Infrastructure, Transport and Environment Committee recommend to the Strategy and Finance Committee that it recommend to the Council the adoption of the draft policy - Intersection & Pedestrian Crossing Design for People with Disabilities (Attachment A).

Councillor Scandrett/Deputy Mayor

Carried

Councillor Cotter left the meeting at 11.12am and returned at 11.15am

Deputy Mayor Buck declared an interest in item 11 and stepped away from the table.

Councillor Clearwater left the meeting at 11.27am for part of item 11 and Councillor Cotter assumed the Chair.

Councillor Clearwater returned at 11.31am and resumed the Chair.

11. Christchurch Central Recovery Plan South Frame - Poplar, Ash and Mollett Streets

Staff and Committee recommendation ITEC/2016/00009

Part A

That the Infrastructure, Transport and Environment Committee recommend to Council the following resolutions:

1. That it receive and consider the Crown's community engagement report tabled at the 4th February meeting of the Infrastructure Transport and Environment Committee.
2. Approve as Road Controlling Authority and land owner, that the Crown may commence the physical works on Poplar, Ash and Mollett streets (subject to the usual consent and process approvals applicable) as outlined in the **Attachment A) South Frame Design Synopsis** and described in this report.
3. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974

Note 1: For the purposes of the following resolutions relating to a Shared Zone, under clause 8(2) of the Speed Limits Bylaw (amendment made by decision under section 27 (1)(e) of the Canterbury Earthquake Act 2011, dated 11 December 2014), a speed limit of 10 km/h applies to these Shared Zones.

4. Revoke all traffic controls on Poplar Street from its intersection with Ash Street to its intersection with Tuam Street, and that this one way section of Poplar Street be revoked as authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008.
5. Approve pursuant to clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008 that Poplar Street be one way north to south for all road users, except cyclists and pedestrians from its intersection with Ash Street, to its intersection with Tuam Street.
6. Approve pursuant to Section 14A of the Christchurch City Council Traffic and Parking Bylaw 2008, that Poplar Street, between Ash Street and Tuam Street, be declared a Shared Zone (*note 1 applies*) where the driving, riding or parking of any vehicle is prohibited at all times subject to the following exceptions and conditions:
 - a. The following are permitted in the Shared Zone at any time: Pedestrians, Trams, Cycles and Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor.
 - b. Trade and other vehicles (including those operated by service authorities) of any class may enter the Shared Zone at specified times if authorised to do so by the council officer who holds the position of asset owner at that time.
 - c. Nothing in this Council resolution prohibits or restricts the use of the Shared Zone by any fire appliance, ambulance or other vehicle where it is necessary for that appliance, ambulance or other vehicle to enter the Shared Zone for the protection of human life or of property.
 - d. Any vehicle or specified class of vehicle that has entered the Shared Zone under the above provisions must not be parked for a longer period than is necessary for its driver to carry out his or her business or for the period of any emergency.
7. Revoke all parking and stopping restrictions on both sides of Poplar Street from its intersection with Ash Street to its intersection with Tuam Street.
8. Approve that the stopping of vehicles be prohibited at any time on both sides of Poplar Street, from its intersection with Ash Street to its intersection with Tuam Street, as indicated in **Attachment B) South Frame Council streets movement and layout**.
9. Revoke all traffic controls on Ash Street from its intersection with Poplar Street to its intersection with Madras Street.
10. Approve pursuant to clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008 that Ash Street be one way west to east for all road users, except cyclists and pedestrians from its intersection with Poplar Street and extending in an easterly direction for 77 metres to the new lane intersection as indicated in **Attachment B) South Frame Council streets movement and layout**).
11. Approve pursuant to Section 14A of the Christchurch City Council Traffic and Parking Bylaw 2008, that Ash Street, from its intersection with Poplar Street and extending in an easterly direction for 77 metres to the new lane intersection as indicated in **Attachment B) South Frame Council streets movement and layout**) be declared a Shared Zone (*note 1 applies*) where the driving, riding or parking of any vehicle is prohibited at all times subject to the following exceptions and conditions:

- a. The following are permitted in the Shared Zone at any time: Pedestrians, and Cycles and Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor.
 - b. Trade and other vehicles (including those operated by service authorities) of any class may enter the Shared Zone at specified times if authorised to do so by the council officer who holds the position of asset owner at that time.
 - c. Goods Services Vehicles are permitted in the Shared Zone for the purpose of loading and unloading between 3am and 10am and between 3pm and 6pm each day.
 - d. Nothing in this Council resolution prohibits or restricts the use of the Shared Zone by any fire appliance, ambulance or other vehicle where it is necessary for that appliance, ambulance or other vehicle to enter the Shared Zone for the protection of human life or of property.
 - e. Any vehicle or specified class of vehicle that has entered the Shared Zone under the above provisions must not be parked for a longer period than is necessary for its driver to carry out his or her business or for the period of any emergency.
12. Approve pursuant to Section 14A of the Christchurch City Council Traffic and Parking Bylaw 2008, that Ash Street, from its intersection with Madras Street and extending in a westerly direction for 37 metres to the new lane intersection as indicated in **Attachment B) South Frame Council streets movement and layout**) be declared a Shared Zone (*note 1 applies*) where the driving, riding or parking of any vehicle is prohibited at all times subject to the following exceptions and conditions:
- a. The following are permitted in the Shared Zone at any time: Pedestrians, and Cycles and Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor.
 - b. Trade and other vehicles (including those operated by service authorities) of any class may enter the Shared Zone at specified times if authorised to do so by the council officer who holds the position of asset owner at that time.
 - c. Any vehicle or specified class of vehicle that has entered the Shared Zone under the above provisions must not be parked for a longer period than is necessary for its driver to carry out his or her business or for the period of any emergency.
 - d. Nothing in this Council resolution prohibits or restricts the use of the Shared Zone by any fire appliance, ambulance or other vehicle where it is necessary for that appliance, ambulance or other vehicle to enter the Shared Zone for the protection of human life or of property.
13. Revoke all parking and stopping restrictions on Ash Street from its intersection with Poplar Street to its intersection with Madras Street.
14. Approve that the stopping of vehicles be prohibited at any time on both sides of Ash Street from its intersection with Poplar Street to its intersection with Madras Street.
15. Revoke all traffic controls on Mollett Street from its intersection with Colombo Street to its intersection with Durham Street South.
16. Approve pursuant to Section 14A of the Christchurch City Council Traffic and Parking Bylaw 2008, that Mollett Street, from its intersection with Colombo Street and extending in a westerly direction for a distance of 85 metres to the new lane intersections as indicated in **Attachment B) South Frame Council streets movement and layout**), and again from its intersection with Durham Street South and extending in an easterly

direction for a distance of 79 metres (*to the new lane intersections as indicated on Attachment B) South Frame Council streets movement and layout*), be declared a Shared Zone (*note 1 applies*) where the following are permitted at any time: Pedestrians, Cycles and Motor Vehicles.

17. Approve pursuant to Section 14A of the Christchurch City Council Traffic and Parking Bylaw 2008 that Mollett Street, from a point 92 metres west of its intersection with Colombo Street to the new lane intersection as indicated in **Attachment B) South Frame Council streets movement and layout**) and extending in a westerly direction for 53 metres to the new lane intersection as indicated in **Attachment B) South Frame Council streets movement and layout**) be declared a Shared Zone (*note 1 applies*) where the driving, riding or parking of any vehicle, is prohibited at all times subject to the following exceptions and conditions:
 - a. The following are permitted in the Shared Zone at any time: Pedestrians, and Cycles and Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor.
 - b. Trade and other vehicles (including those operated by service authorities) of any class may enter the Shared Zone at specified times if authorised to do so by the council officer who holds the position of asset owner at that time.
 - c. Nothing in this Council resolution prohibits or restricts the use of the Shared Zone by any fire appliance, ambulance or other vehicle where it is necessary for that appliance, ambulance or other vehicle to enter the Shared Zone for the protection of human life or of property.
 - d. Any vehicle or specified class of vehicle that has entered the Shared Zone the above provisions of this order must not be parked for a longer period than is necessary for its driver to carry out his or her business or for the period of any emergency.
18. Revoke all parking and stopping restrictions on both sides of Mollett Street from its intersection with Colombo Street to its intersection with Durham Street South.
19. Approve that the stopping of vehicles be prohibited at any time on both sides of Mollett Street from its intersection with Colombo Street and extending in a westerly direction to its intersection with Durham Street South.
20. Approve the Statement of Proposal (**Attachment D**) for a Special Consultative Procedure from the 29th February to the 1st of April, as required under section 336 of the Local Government Act 1974 to revoke the existing part time Pedestrian Mall status over the northern part of Poplar Street.
21. Approve that staff may make any grammar, syntax or typographical changes; amend the layout, font or formatting; or correct errors to ensure clear communication of the Statement of Proposal.

Councillor Cotter/Councillor East

Carried

14. Waste and Environmental Management Team (WEMT) Quarterly Report: April 2015 - June 2015

Committee Resolved ITEC/2016/00010

Part B

That the Infrastructure, Transport and Environment Committee receive the information in the Waste and Environmental Management Team (WEMT) Quarterly Report: April 2015 - June 2015 report.

Councillor Cotter/Councillor Scandrett

Carried

Meeting concluded at 11.55am.

CONFIRMED THIS 3RD DAY OF MARCH 2016

**COUNCILLOR PHIL CLEARWATER
CHAIRPERSON**

Infrastructure, Transport and Environment Committee MINUTES

Date: Tuesday 16 February 2016
Time: 9.05am
Venue: Council Chamber, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Phil Clearwater
Deputy Chairperson	Councillor Pauline Cotter
Members	Councillor David East
	Councillor Tim Scandrett

16 February 2016

Principal Advisor

David Adamson
General Manager City Services
Tel: 941 8235

Chris Turner
Committee Advisor
941 8233

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- Part A Matters Requiring a Council Decision**
Part B Reports for Information
Part C Decisions Under Delegation
-

The agenda was dealt with in the following order.

1. Apologies

Committee Resolved ITEC/2016/00011

It was resolved on the motion of Councillor Clearwater, seconded by Councillor Scandrett that the apology from Deputy Mayor Buck be accepted.

Councillor Clearwater/Councillor Scandrett

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

Councillor East arrived at 9.09am.

3. Deputations by Appointment

Part B

Papanui Parallel Recommended Option Report

- 3.1 Sandy Brinsdon, Calvin Kruger and Yoon Ki Cho - Papanui High School
- 3.2 David Lloyd - St Albans Catholic
- 3.3 Catherine McClean - St Albans Catholic
- 3.4 Meg Agnew - Rutland Street Action Group
- 3.5 Bryan Bloomsfield - Rutland Street Action Group
- 3.6 Pauline Henderson - Rutland Street Action Group (via phone)
- 3.7 Ben Donaldson - Rutland Street Action Group (written submission handed to members)
- 3.8 Jane Murray - Canterbury District Health Board
- 3.9 Carina Duke - Blind Foundation
- 3.10 Peter Stokell
- 3.11 Matt Butterfield
- 3.12 Peter Tillman
- 3.13 Connie Christenson - Go Cycle Christchurch
- 3.13 Clare Simpson, Roy Hughes and David Boyce - Spokes, Automobile Association and NZ Trucking Association
- 3.14 Dirk de Lu & Robert Flemming - Spokes

The meeting adjourned from 10.30am - 10.47am. Councillor East returned at 11.14am.

Major Cycleway, Papanui Shagrock, Section 1 - Recommended Scheme Option

- 3.15 Irinka and Michael Britnell
- 3.16 Frank Lad
- 3.17 Monica Reedy
- 3.18 Su Budhia

Councillor Scandrett left the meeting at 11.57am and returned at 12.11pm.

4. Papanui Parallel Recommended Option Report

Committee Comment

Mike Davidson, Chairperson of the Shirley/Papanui Community Board presented the feedback from the Community Board and joined the table for the discussion of this item.

Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. Approve the Papanui Parallel scheme for detailed design and construction as shown in Attachments Papanui Parallel Drawings 1 - 17 inclusive.
2. Approve removal of the identified trees to allow implementation of the proposed scheme.
3. Recommend that the detailed traffic resolutions required for the implementation of the route are brought back to the ITE committee for approval at the end of the detailed design phase prior to onsite construction.
4. Recommend the Major Cycleway Design Guidelines are updated to reflect the lessons learned from the Papanui Parallel consultation process.

Committee Resolved ITEC/2016/00012

Committee Decisions under Delegation

Part C

That the Infrastructure, Transport and Environment Committee:

1. Approve the Papanui Parallel scheme for detailed design and construction as shown in Attachments Papanui Parallel Drawings 1 - 17 inclusive.
2. Approve removal of the identified trees to allow implementation of the proposed scheme.
3. Recommend that the detailed traffic resolutions required for the implementation of the route are brought back to the ITE committee for approval at the end of the detailed design phase prior to onsite construction.
4. Recommend the Major Cycleway Design Guidelines are updated to reflect the lessons learned from the Papanui Parallel consultation process.
5. *Request staff investigate the installation of traffic lights at Springfield/Edgware intersections and Springfield/St Albans intersections to de-emphasise Trafalgar Street and enhance safety as part of the cycleway project.*
6. *Request staff investigate retaining parking on Rutland Street between Chapter and Weston Streets or on surrounding streets to assist parking.*

Note: that the project will be reviewed 12 months following completion of the cycleway.

Councillor Cotter/Councillor Scandrett

Carried

The meeting adjourned from 12.41pm - 12.54pm. Councillor East left the meeting at this time.

5. Major Cycleway, Rapanui Shagrock, Section 1 - Recommended Scheme Option Committee Comment

Sara Templeton, Chairperson of the Hagley/Ferrymead Community Board presented the feedback from the Community Board and joined the table for the discussion of this item.

Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. Approve the Rapanui-Shag Rock scheme for detailed design and construction as included as Attachment C.
2. Approve removal of the identified trees to allow implementation of the proposed scheme
3. Recommend that the detailed traffic resolutions required for the implementation of the route are brought back to the ITE committee for approval at the end of the detailed design phase prior to onsite construction.
4. Recommend the Major Cycleway Design Guidelines are updated to reflect the lessons learned from the Rapanui-Shag Rock consultation process.

Committee Resolved ITEC/2016/00013

Committee Decisions under Delegation

Part C

That the Infrastructure, Transport and Environment Committee:

1. Approve the Rapanui-Shag Rock scheme for detailed design and construction as included as Attachment C, *apart from the Worcester Street and England Street intersection which the Committee would like to see retained as a through road. Staff are to report back to the Committee with options.*
2. Approve removal of the identified trees to allow implementation of the proposed scheme
3. Recommend that the detailed traffic resolutions required for the implementation of the route are brought back to the ITE committee for approval at the end of the detailed design phase prior to onsite construction.
4. Recommend the Major Cycleway Design Guidelines are updated to reflect the lessons learned from the Rapanui-Shag Rock consultation process.

Councillor Scandrett/Councillor Clearwater

Carried

Meeting concluded at 2.04pm.

CONFIRMED THIS 3RD DAY OF MARCH 2016

COUNCILLOR PHIL CLEARWATER
CHAIRPERSON

6. Matuku Waterway Flood Mitigation (Heathcote Valley)

Reference: 16/129081

Contact: Keith Davison keith.davison@ccc.govt.nz

941 8071

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Infrastructure, Transport and Environment Committee to endorse to Council the preferred option for the Matuku Waterway flood mitigation works in Heathcote Valley.

Origin of Report

- 1.2 This report is staff generated.

2. Significance

- 2.1 The decision(s) in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the small scale of the investment, localised impacts and wider benefits to the community within the Heathcote Valley. There continues to be community interest in post-earthquake flooding issues in the Heathcote Valley. The Matuku Waterway project is one of the projects being delivered on a fast-track programme within the Land Drainage Recovery Programme (LDRP). As a result any community engagement will be undertaken in parallel with the detailed design tasks to speed project delivery.
 - 2.1.2 At this stage community consultation has been limited to engagement with the Hagley-Ferrymead Community Board.

3. Staff Recommendations

That the Infrastructure, Transport and Environment Committee recommend that the Council:

1. [Approve the design and construction of the preferred pipeline diversion option for the Matuku waterway flood mitigation works in Heathcote Valley \(Option 1\).](#)

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
 - 4.1.1 Activity: Flood Protection and Control Works
 - Level of Service: 14.1.5 Implement Land Drainage Recovery Programme works to reduce flooding
- 4.2 Prior to the earthquakes Council, in discussion with affected landowners, purchased a strip of land between Morgans Valley and Bridle Path Road to enable diversion of the Southern Matuku Waterway away from the Heathcote Valley Drain to connect with the Northern Matuku Waterway along Cooks Lane. The waterway diversion was to be undertaken as part of a subdivision on either side of the waterway but the effects of the earthquakes have put the diversion on hold indefinitely.

- 4.3 During the flood events of 2014 the Heathcote Valley experienced flooding in a number of areas, and these were reported on by the Mayoral Flood Taskforce. Completion of the Matuku waterway diversion was identified as a necessary component of the flood protection works within the Heathcote Valley.
- 4.4 This project is on the LDRP fast-track programme. There is potential to begin construction of components of the proposed works within the current financial year (2015/16). In order to meet this tight timeframe approval of the preferred option and approval of the use of existing officer financial delegations to award the construction contract are being sought simultaneously.
- 4.5 The following feasible options have been considered:
- Option 1 - Pipeline diversion along Bridle Path Road (preferred option)
 - Option 2 - New open waterway diversion
 - Option 3 - Do nothing
- 4.6 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.6.1 The advantages of this option compared to the open channel option include:
- Lower geotechnical and residual flood risks
 - Faster and easier construction allowing for earlier delivery of flood mitigation works
 - Greater control over flow splitting
 - Does not prevent future upgrades along the open channel corridor to achieve other benefits
- 4.6.2 The disadvantages of this option include:
- No enhancement of non-drainage values such as landscape or recreation
 - Greater disruption to Bridle Path Road during construction

5. Context/Background

Project Background

- 5.1 The key features of the current drainage network relevant to this project are shown in Figure 1. Currently the Southern Matuku Waterway discharges into Heathcote Valley Drain, which then continues through a series of piped and open watercourses down to Truscotts Road Drain after Martindales Road.
- 5.2 Prior to the earthquakes Council, in discussion with affected landowners, purchased a strip of land (shown in magenta on Figure 2) between Morgans Valley and Bridle Path Road (between Cooks Lane and Martindales Road). This land was purchased to facilitate the diversion of the Southern Matuku Waterway away from the Heathcote Valley Drain to connect with the Northern Matuku Waterway along Cooks Lane (formerly Cooktown Drain). The waterway diversion was to be undertaken as part of a subdivision on either side of the waterway.



Figure 1 Matuku Waterway - Current Layout



Figure 2 Matuku Waterway Land Purchase (shown in magenta)

- 5.3 The purpose of this diversion was to reduce overflows onto Bridle Path Road from the Heathcote Valley Drain by diverting the Southern Matuku Waterway. The overflows primarily occur at the 'Key Overflow Point' shown in Figure 1. The overflows are due to the capacity of the inlet and the downstream network.
- 5.4 However, the land on which the waterway diversion was to be constructed was affected by the earthquakes, with portions of it red zoned. As a result of these earthquake impacts the subdivision is no longer practical in its original form, affecting the implementation of the waterway diversion.
- 5.5 During the flood events of 2014 the Heathcote Valley experienced flooding in a number of areas, and these were reported on by the Mayoral Flood Taskforce (Taskforce).
- 5.6 The Taskforce final report (Part C - Appendix B, page B33) reported the following causes of the March 2014 flooding resulting from overflows of the Matuku Waterway/Heathcote Valley Drain:
- "The inlet grill that receives the flow from Heathcote Valley Drain on Bridle Path Road blocked and water overflowed along the east side of Bridle Path Road towards Cooks Lane. Some also flowed across Bridle Path Road and down Marsden Road, Station Road and then into Martindales and lastly Pawaho Place. Some water flowed across some properties on the north side of Marsden Road at the Bridle Path Road end."
 - "Overflow from Heathcote Valley Drain that headed north along east side of Bridle Path Road crossed to the west side at the intersection of Cooks Lane and flowed past the existing triple sump down the driveway and across a Bridle Path Road property."
- 5.7 Completion of the Matuku waterway diversion was identified by the Taskforce as necessary to reduce the risk of overflow of the Heathcote Valley Drain from reoccurring.

New Open Waterway Diversion Investigation

- 5.8 In response to the findings of the Taskforce, the Land Drainage Recovery Programme (LDRP) initiated investigations into the feasibility of the pre-earthquake proposal to construct a new waterway diversion.
- 5.9 While the preliminary investigation identified that an open waterway could be constructed on the land purchased by Council, a number of significant risks were identified:
- Construction of an open waterway across the slope in loess soils. Loess soils have poor physical properties, lose strength when they get wet, and are highly erodible. This may increase the risk of failure and increases the cost of construction to install mitigation measures.
 - Residential properties downslope of the waterway. Having the waterway cross the slope above residential properties increases the risk resulting from any overdesign events or from failure, as flood waters could spill in an uncontrolled manner into areas previously not flooded.
 - The infrequent operation of the channel. A channel that permanently carries water allows for easier identification of seepage areas. However, this channel will be mainly dry and only operate when the weather is poor. This could make observation or identification of issues more challenging and difficult to resource.
 - Potential to transfer the flood risk to Cooks Lane due to the conveyance of over design flows. An open waterway may convey flows greater than the design flow downstream. This may transfer the flood risk downstream which is considered unacceptable.

- 5.10 While it was considered likely that most of these risks have design solutions, these will add cost and delays to the project. There is also the potential for Council to be left with an unacceptably high residual geotechnical and flood risk.
- 5.11 These risks are not present to the same degree on the existing Southern Matuku Waterway as it is located along the natural valley floor.
- 5.12 The cost of the new open waterway diversion has been estimated at \$2.5 million using preliminary design sizes and quantities. This could increase depending on the ground conditions encountered.
- 5.13 The project team identified an alternative option, which is a piped diversion along Bridle Path Road. The pipe will intercept flows from Heathcote Valley and Martindales Drains, and discharge these into the Matuku Waterway on Cooks Lane. Figure 3 shows the routes of both the new open waterway (dashed blue) and the pipeline (dashed purple, including upgrading of a short section of open waterway in dotted magenta).
- 5.14 The next section describes the evaluation of the option of a pipeline diversion combined with an upgrade of Heathcote Valley Drain.

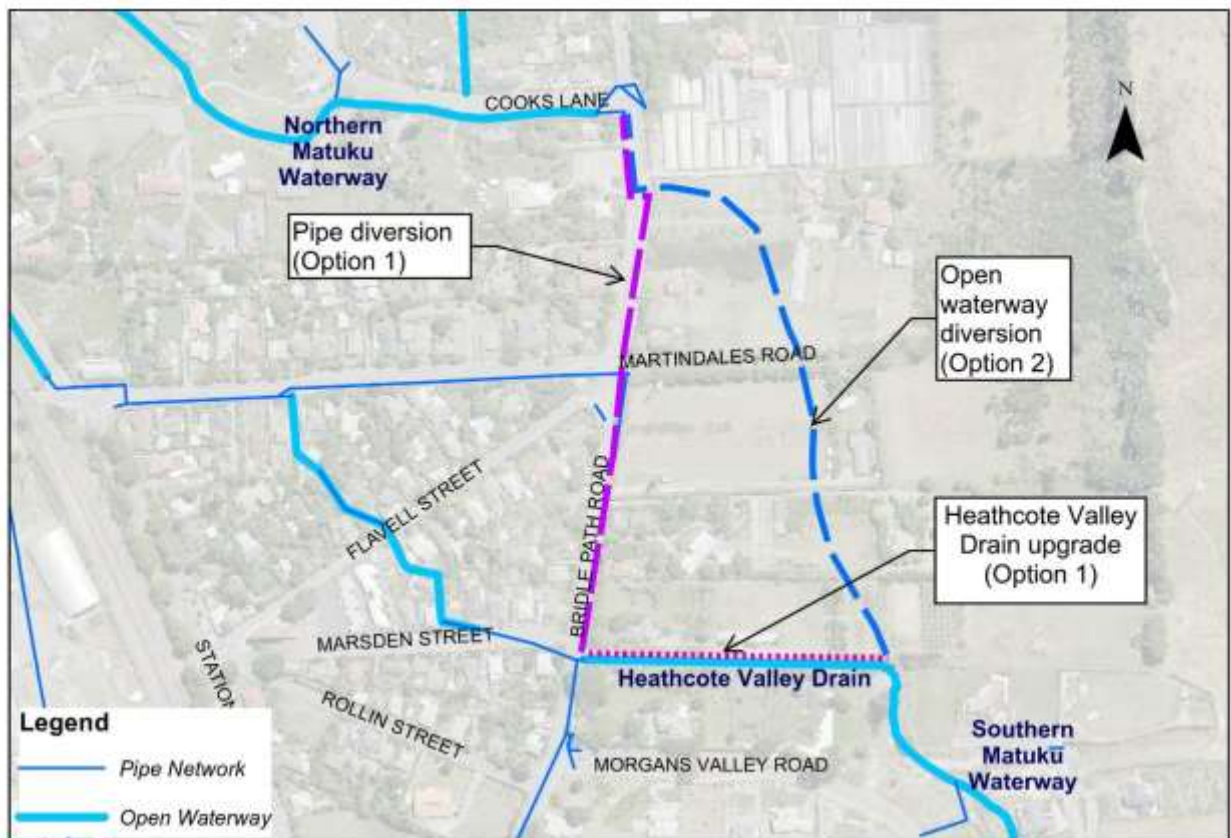


Figure 3 Matuku Waterway Diversion Options

Pipeline Diversion Investigation

- 5.15 The pipeline concept design report investigated the feasibility of upgrading a short section of Heathcote Valley Drain to connect to a new pipeline along Bridle Path Road (identified as Option 1 in Figure 3). The aim of this work is to divert flows away from the existing undercapacity stormwater network in the Marsden Street area.

- 5.16 The feasibility of a pipeline along Bridle Path Road was confirmed in a study which considered geotechnical issues, services, location of inlets and outlets, and other factors affecting constructability.
- 5.17 A concept design was developed and the cost of the pipeline diversion (including any upgrading Heathcote Valley Drain) estimated at up to \$2.5 million using preliminary design sizes and quantities.
- 5.18 The study also carried out a condition assessment of the Heathcote Valley Drain between the Matuku waterway and Bridle Path Road, and identified that it is in poor condition in places. As such it was recommended that this portion of the Heathcote Valley Drain be repaired and/or upgraded as part of this project. The cost of this is included in the preliminary estimate.
- 5.19 It is important to note that flows in excess of the pipe capacity will still flow along the existing overland flow route down Marsden Street. This is unavoidable, as if the flow conveyed to Cooks Lane is too large then new flooding will occur in that location. However, the pipeline diversion will be designed to remove sufficient flows from Marsden Street (so that flooding will be less frequent and severe than the current situation) without exacerbating flooding downstream of Cooks Lane.
- 5.20 Upgrade of the Marsden Street network downstream of Bridle Path Road was dismissed as it involves significant works on private property and there would be residual flooding risk for over design events. This option was not considered further and is not described in detail in this report.

Option Selection

- 5.21 A multi-criteria analysis (MCA) workshop was held with the project design and review teams to compare the two options (a new open waterway versus a pipeline) against the following criteria:
 - Ease/flexibility of implementation
 - Constructability
 - Safety (construction and operation)
 - Residual flood risk
 - Operation and maintenance
 - Ease of consents/approvals/consultation
 - Impact on other values (cultural, landscape, heritage, recreation, ecology)
 - Disruption to traffic, community, businesses
- 5.22 These were scored and weighted based on relative preference, with a higher score representing the preferred option. The pipeline option scored 178 and the new open waterway scored 108.
- 5.23 Based on the outcome of the MCA workshop and the comparative costs of both options the decision was made to recommend the pipeline as the preferred option.
- 5.24 In order to meet the timeframes for fast-track delivery of this project, detailed design is underway for the pipeline diversion option. The decision to progress to detailed design ahead of a Council resolution was made on the basis of the availability of the design team, low cost of the detailed design work, and favourable feedback from the LDRP Working Group and the Hagley-Ferrymead Community Board on the change to the design from an open waterway to a pipeline.
- 5.25 Detailed 2D hydraulic modelling has been undertaken to confirm that the pipeline option will deliver on the following two design outcomes:

- Reduction in the frequency and severity of flooding resulting from overflows of the Heathcote Valley Drain; and
- No significant increase in adverse effects downstream of the diversion (in the section of the Matuku Waterway beginning at Cooks Lane).

5.26 For a 2% annual exceedance probability (AEP) event the preliminary hydraulic modelling has shown:

- A reduction in the extent and depth of flooding in the areas downstream of Bridle Path Road.
- No significant increase in water levels in the Northern Matuku Waterway.

The pre- and post-diversion model results for the 2% Annual Exceedance Probability (AEP) 1-hour duration events are shown in Figures 3 and 4. The pre-diversion flow is shown in Figure 3, and it can be seen that there is a well defined overland flow path from Marsden Street, through to Flavell Street and on to Martindales Road. This is shown in light blue, which represents flow 50-100 mm deep, with pockets of deeper flooding. While this overland flow path remains with the pipe diversion in Figure 4, it is shallower and less extensive.

No adverse effect can be seen downstream of Cooks Lane, with the flooding depth and extent along Truscotts Road and Deavoll Place remaining similar.

Further modelling is currently being undertaken to confirm the results and to identify the optimal configuration of the pipe diversion, but it is considered that the results provide sufficient confidence to proceed.

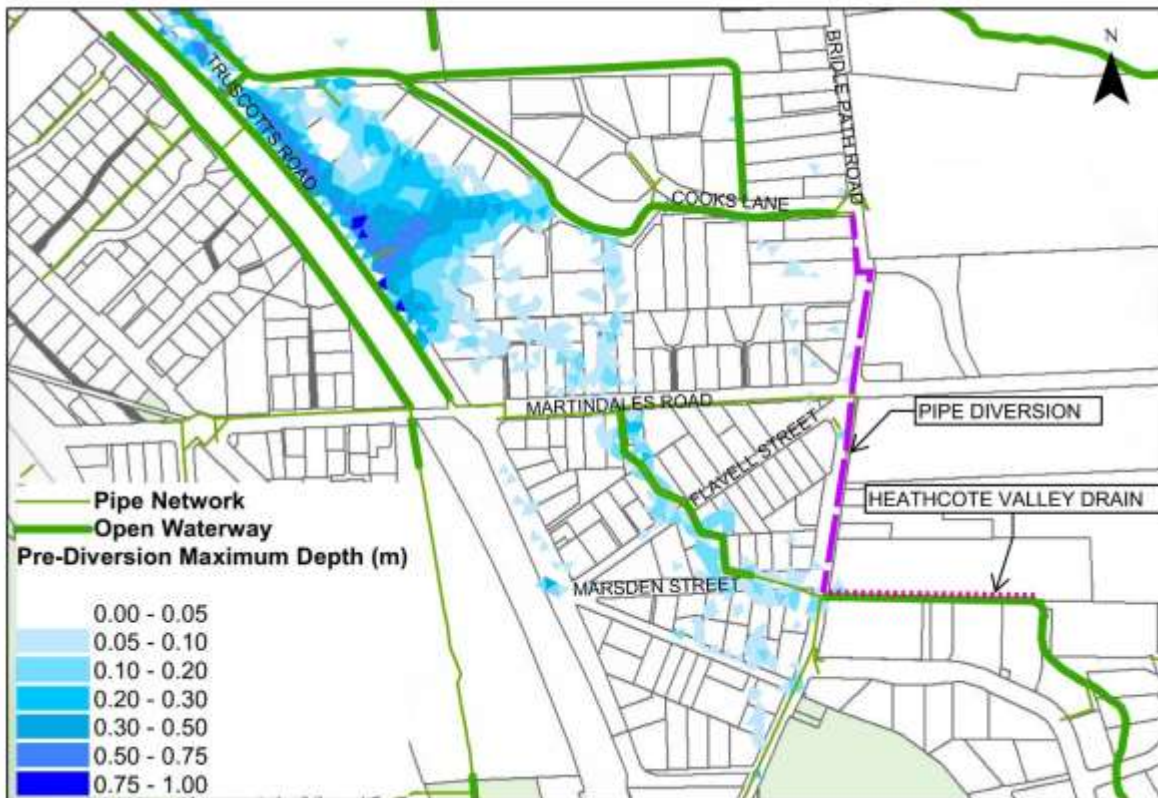


Figure 3 2% AEP existing (pre-diversion) peak flood depth and inundation extent



Figure 4 2% AEP post-diversion peak flood depth and inundation extent

6. Option 1 - Pipeline diversion along Bridle Path Road (preferred)

Option Description

6.1 The key components of this option are shown in Figure 2 and consist of:

- Upgrading the Heathcote Valley Drain with better scour protection. Detailed design may identify a need to increase capacity and this can be incorporated into this project if needed. Heathcote Valley Drain currently conveys flows from the end of the Southern Matuku Waterway to Bridle Path Road and this will continue with the pipeline option.
- Installing a new pipeline along Bridle Path Road between Heathcote Valley Drain (opposite Marsden Street) and Cooks Lane. This will transfer the majority of flow away from the area currently at risk of flooding.
- Maintaining the current overland flow route down Marsden Street when the flows are in excess of the design capacity of the pipe.

Significance

6.2 The level of significance of this option is low consistent with section 2 of this report.

Engagement requirements for this level of significance are to inform the community of the works and negotiating access to the Heathcote Valley Drain with the current landowners.

6.3 The Community Board has been informed throughout the investigation and design process through a seminar and memos.

Impact on Mana Whenua

6.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.5 The Mayoral Flood Taskforce and public meetings at that time indicated concern from the community over flooding in Heathcote Valley. As such, although community views and preferences have not been specifically canvassed for this option, it is understood that the community has a strong preference for works to mitigate post-earthquake flooding in this area.
- 6.6 A joint seminar between the Infrastructure, Transport and Environment Committee and the Hagley-Ferrymead Community Board was held on 23 October 2015 to better understand community views and preferences in this area. The Board expressed support for the diversion of the Matuku waterway. They considered informing the community of the works to be sufficient engagement for this project. Since then the Board has been informed of the change in approach from a new open waterway to a pipeline diversion. No concerns have been raised about this change in approach, apart from the need to engage with the owners of the land on which the Heathcote Valley Drain is located.

Alignment with Council Plans and Policies

- 6.7 This option is consistent with Council's Plans and Policies.

Financial Implications

- 6.8 Cost of Implementation - The preliminary cost estimate for the works is estimated at up to \$2.5 million using preliminary design sizes and quantities. This will be reviewed upon completion of detailed design.
- 6.9 Maintenance / Ongoing Costs - Ongoing maintenance costs have not been evaluated at present. There will likely be some benefit to ongoing maintenance if improved scour protection of Heathcote Valley Drain is installed, but there will be some increase in operational costs due to the new pipeline.
- 6.10 Funding source - The LDRP has \$42.5 million assigned in the LTP for use in the 2015/16 financial year and a total of approximately \$150 million in the three year plan. The LDRP will fund the works out of the 2015/16 and 2016/17 programme budget.

Legal Implications

- 6.11 A detailed consenting analysis is currently underway. It is expected that most of the proposed works will be consistent with conditions of specific and/or global consents already held by Council, but some new consents may be needed.
- 6.12 Some tree removals may be required along the Heathcote Valley Drain, and this is currently being assessed.
- 6.13 Disposal of the land purchased for the open waterway has not been considered under this scheme. If it is confirmed surplus to drainage requirements then the matter will be referred to the Property Consultancy Team to manage. This will involve the Council Property Disposal process which will investigate and identify any other public work within the Council for the land prior to reporting to the Council for disposal. If disposal is recommended, then Section 40 of the Public Works Act 1981 (PWA) requires Council to offer to sell any land that is no longer required for public work by private contract to the person from whom it was acquired or to the successor of that person.
- 6.14 Council may need to utilise powers under the Christchurch District Drainage Act 1951, or other legislation, to implement the scheme, particularly if the Heathcote Valley Drain requires widening. At present it is considered that the drain will not require widening, but access across private property may be required during construction.
- 6.15 Construction of the pipeline in Bridle Path Road may require engagement with affected residents.

Risks and Mitigations

- 6.16 If the pipeline does not intercept sufficient flow from the Heathcote Valley Drain then the downstream flooding issues may not be resolved. Correspondingly, if too much flow is transferred to Matuku Waterway at Cooks Lane then new flooding issues may be created. This risk is being mitigated through detailed hydraulic modelling to ensure that the correct flow balance is achieved.
- 6.17 Construction work to upgrade Heathcote Valley Drain involves risks if rainfall occurs during the works. This can be minimised through careful planning of the construction timing and sequence, and implementation of appropriate erosion and sediment control measures.

Implementation

- 6.18 Implementation dependencies - implementation of the works is dependent on receiving any relevant consents and approvals.
- 6.19 Implementation timeframe - construction could begin before the end of the 2015/16 financial year and are expected to be completed in the 2016/17 financial year.

Option Summary - Advantages and Disadvantages

- 6.20 The advantages of this option include:
- Lower geotechnical and residual flood risks
 - Faster and easier construction allowing for earlier delivery of flood mitigation works
 - Greater control over splitting of flood flows
- 6.21 The disadvantages of this option include:
- No enhancement of non-drainage values such as landscape or recreation
 - Greater disruption to Bridle Path Road during construction than other options

7. Option 2 - New open waterway diversion

Option Description

- 7.1 This option consists of a new open waterway diversion of the Southern Matuku Waterway from Morgans Valley to connect with the Northern Matuku Waterway at Cooks Lane (formerly Cooktown Drain). Private bridge crossings may be required for each property. The diversion is shown in Figure 3.

Significance

- 7.2 The level of significance of this option is low consistent with section 2 of this report. Engagement requirements for this level of significance are informing the community of the works and negotiating any access required for construction.

Impact on Mana Whenua

- 7.3 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 The Mayoral Flood Taskforce and public meetings at that time indicated concern from the community over flooding in Heathcote Valley. As such, although community views and preferences have not been specifically canvassed for this option, it is understood that the community has a strong preference for works to mitigate post-earthquake flooding in this area.

- 7.5 A joint seminar between the Infrastructure, Transport and Environment Committee and the Hagley-Ferrymead Community Board was held on 23 October November 2015 to better understand community views and preferences in this area. The Community Board expressed support for the diversion of the Matuku Waterway. They considered informing the community of the works to be sufficient engagement for this project. The Community Board is being kept up to date on project progress through memos, which also provide an avenue for feedback.

Alignment with Council Plans and Policies

- 7.6 This option is consistent with Council's Plans and Policies.

Financial Implications

- 7.7 Cost of Implementation - The preliminary cost estimate for the works is estimated at up to \$2.5 million using preliminary design sizes and quantities. This has the potential to vary significantly depending on the ground conditions encountered and the amount of mitigation required to address that.
- 7.8 Maintenance / Ongoing Costs - A new open waterway in this location is considered to have moderate maintenance costs consistent with other waterways in the area. More regular inspections may be required due to the higher risks if failure were to occur.
- 7.9 Funding source - The LDRP has \$42.5 million assigned in the LTP for use in the 2015/16 financial year and a total of approximately \$150 million in the three year plan. The LDRP will fund the works out of the 2015/16 and 2016/17 programme budget.

Legal Implications

- 7.10 A detailed consenting analysis would be undertaken during the next design stage but initial investigations have identified that the proposed works may be consistent with conditions of specific and/or global consents already held by Council. As the designs progress there could be a need to apply for new consents.
- 7.11 Easements for private crossings of the open waterway may need to be provided for those properties currently without an easement.

Risks and Mitigations

- 7.12 Construction of an open waterway across the slope in loess soils has a high risk of failure, especially due to tunnel gullying which is difficult to manage and remediate. This is because loess soils have poor physical properties, lose strength when they get wet, and are highly erodible. Mitigation measures exist, but these will add to the cost of construction and may not sufficiently remove the risk.
- 7.13 Having the waterway cross the slope above residential properties increases the risk resulting from any overdesign events or from failure, as flood waters could spill in an uncontrolled manner into areas previously not flooded. Detailed hydraulic modelling can reduce this risk, but there is less control over flows than with a pipeline.
- 7.14 The infrequent operation of the channel increases the risk of failure. A channel that permanently carries water allows for easier identification of seepage areas. However, this channel will be mainly dry and only operate when the weather is poor. This could make observation or identification of issues more challenging and difficult to resource. Frequent maintenance and inspections would reduce this risk.
- 7.15 An open waterway may convey flows greater than the design flow downstream, increasing the potential to transfer the flood risk to Cooks Lane due to the conveyance of over design flows. This may transfer the flood risk downstream which would be unacceptable. Detailed hydraulic modelling can reduce this risk, but there is less control over flows than with a pipeline.

Implementation

- 7.16 Implementation dependencies - Due to the risks associated with an open waterway a detailed risk assessment would be required prior to implementation. Further hydraulic modelling and geotechnical investigations would be required to determine the full extent of that risk.
- 7.17 Implementation timeframe - Construction would need to take place during the summer construction season, with construction potentially beginning in October 2016.

Option Summary - Advantages and Disadvantages

- 7.18 The advantages of this option include:
- Potential for enhancement of non-drainage values such as landscape or recreation
 - Works are entirely on Council land
- 7.19 The disadvantages of this option include:
- Higher geotechnical and residual flood risks than other options
 - More difficult construction meaning later delivery of flood mitigation works
 - Less control over flows

8. Option 3 - Do nothing

Option Description

- 8.1 Do not implement any diversion and leave the existing drainage network as it is.

Significance

- 8.2 The level of significance of this option is low consistent with section 2 of this report. Engagement requirements for this level of significance are to inform the community that the project will not proceed.

Impact on Mana Whenua

- 8.3 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 8.4 The Mayoral Flood Taskforce and public meetings at that time indicated concern from the community over flooding in Heathcote Valley. As such, although community views and preferences have not been specifically canvassed for this option, it is understood that the community has a strong preference for works to mitigate post-earthquake flooding in this area.
- 8.5 A joint seminar between the Infrastructure, Transport and Environment Committee and the Hagley-Ferrymead Community Board was held on 23 October November 2015 to better understand community views and preferences in this area. Although the 'do nothing' option was not specifically discussed, the Community Board expressed support for the diversion of the Matuku Waterway.

Alignment with Council Plans and Policies

- 8.6 This option is consistent with Council's Plans and Policies.

Financial Implications

- 8.7 Cost of Implementation - there are no costs associated with this option.
- 8.8 Maintenance / Ongoing Costs - there may be costs associated with clean up after flooding.
- 8.9 Funding source - operations budget.

Legal Implications

8.10 No direct legal implications are identified for this option.

Risks and Mitigations

8.11 Higher risk of flooding than other options. Flooding in this area is difficult to mitigate without a diversion of flows away from the Heathcote Valley Drain.

8.12 High risk of adverse community reaction if no action is taken to mitigate flood risk.

Implementation

8.13 Implementation dependencies - None

8.14 Implementation timeframe - N/A

Option Summary - Advantages and Disadvantages

8.15 The advantages of this option include:

- No cost to Council
- No disruption to Bridle Path Road or private property as no construction work

8.16 The disadvantages of this option include:

- The Heathcote Valley community will remain at risk of flooding due to the Heathcote Valley Drain overflowing
- Objectives of the LDRP not met
- Less resilience

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Peter Christensen	Senior Water Resources Engineer
Approved By	Keith Davison Michael Day John Mackie David Adamson	Unit Manager - Storm Water & Land Drainage Rebuild Head of Business Partnerships Head of Three Waters & Waste General Manager City Services

7. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
8	OVERVIEW OF TRANSPORT DESIGNATION OPTIONS	S7(2)(B)(II), S7(2)(G), S7(2)(I)	PREJUDICE COMMERCIAL POSITION, MAINTAIN LEGAL PROFESSIONAL PRIVILEGE, CONDUCT NEGOTIATIONS	PROPERTY NEGOTIATIONS ON LAND FOR TRANSPORT OPTIONS	Property negotiations concluded