

## **Parking Restrictions Subcommittee AGENDA**

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### **Notice of Meeting:**

An ordinary meeting of the Parking Restrictions Subcommittee will be held on:

**Date:** Thursday 19 April 2018  
**Time:** 1:30pm  
**Venue:** Committee Room 2, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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### **Membership**

Chairperson	Councillor Pauline Cotter
Members	David Adamson - General Manager City Services Richard Osborne - Head of Transport David Griffiths - Head of Planning and Strategic Transport

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**13 April 2018**

Mark Saunders  
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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 and 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 Parking Restrictions Subcommittee meeting held on [Wednesday, 4 April 2018](#) be confirmed (refer page 5).

## **4. Public Forum**

A period of up to 30 minutes may be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

## **5. Deputations by Appointment**

### **5.1 Brian Coker**

Brian Coker will speak regarding item 8 – An Accessible City: Kilmore Street (Colombo - Durham) - Town Hall.

## **6. Petitions**

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



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## Parking Restrictions Subcommittee OPEN MINUTES

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**Date:** Wednesday 4 April 2018  
**Time:** 2:02pm  
**Venue:** Committee Room 1, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Chairperson	Councillor Pauline Cotter
Members	David Adamson - General Manager City Services Richard Osborne - Head of Transport David Griffiths - Head of Planning and Strategic Transport

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4 April 2018

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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**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C**

**Committee Resolved PRSC/2018/00005**

**Committee Decision**

That the minutes of the Parking Restrictions Subcommittee meeting held on Friday, 2 March 2018 be confirmed.

Member Osborne/Member Adamson

Carried

**4. Public Forum**

**Part B**

There were no public forum presentations.

**5. Deputations by Appointment**

**Part B**

There were no deputations by appointment.

**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

**7. Proposed Montreal Street Mobility Park Relocation (outside Art Gallery)**

**Committee Comment**

The Subcommittee at the recommendation of staff added a further resolution at the beginning of the original staff recommendations to revoke the pre-existing parking and stopping restrictions where

the new restrictions are being approved; explicit revocation being best practice to ensure there is no possibility of the pre-existing, conflicting restrictions remaining effective.

### **Staff Recommendations**

That the Parking Restrictions Subcommittee:

1. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at its intersection with Worcester Street and extending in a northerly direction for a distance of 20 metres.
2. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 20 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 38 metres.
3. Approve that the stopping of vehicles be reserved at any time for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport - Road User Rule 2004, restricted to a maximum time period of 120 minutes, on the eastern side of Montreal Street commencing at a point 58 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 10 metres.
4. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 68 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 13 metres.
5. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at a point 81 metres north of its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street.

### **Committee Resolved PRSC/2018/00006**

#### **Part C**

That the Parking Restrictions Subcommittee:

1. Approve that all parking and stopping restrictions on the east side of Montreal Street commencing at its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street be revoked.
2. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at its intersection with Worcester Street and extending in a northerly direction for a distance of 20 metres.
3. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 20 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 38 metres.
4. Approve that the stopping of vehicles be reserved at any time for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in

accordance with section 6.4.1 of the Land Transport - Road User Rule 2004, restricted to a maximum time period of 120 minutes, on the eastern side of Montreal Street commencing at a point 58 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 10 metres.

5. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 68 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 13 metres.
6. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at a point 81 metres north of its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street.

Member Osborne/Member Griffiths

Carried

**Meeting concluded at 2:43pm.**

**CONFIRMED THIS 19th DAY OF APRIL 2018**

## 7. Hereford Street, Cambridge Terrace, Balfour Terrace & East Frame - Parking Restrictions

Reference: 18/338191

Presenter(s): Tim Cheesebrough - Senior Transport Planner

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve the parking restrictions relating to the following Christchurch Central Recovery Plan projects being undertaken by Ōtākaro Limited (Ōtākaro), and as detailed in the attached plans for:
- Hereford Street at its intersection with Oxford Terrace and the adjacent river bridge;
  - Cambridge Terrace, from Manchester Street to Kilmore Street (including also a shared path connection to Colombo Street);
  - Balfour Terrace at the proposed Metropolitan Sports Facility;
  - East frame roadways, Shared Zones and Shared Paths.
- 1.2 Note: All roadway layouts and traffic controls will be considered by the Council on 26 April 2018, having been approved for recommendation to the Council by the Infrastructure, Transport and Environment Committee on 11 April 2018.

#### Origin of Report

- 1.1 The above projects are being delivered by Ōtākaro. Ōtākaro seeks decisions from Council to give legal effect to new and revised traffic controls and parking restrictions for each of the named schemes in order to accompany the completion of the physical works in each case. Adopted resolutions for Hereford Street, Balfour Terrace and Cambridge Terrace would be expected to take effect subsequent to the completion of each set of physical works. The adopted resolutions for the East Frame shared zones and shared paths will take effect once all subdivision and legal road vesting is complete.

### 2. Significance

- 2.1 The decisions in this report are 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 comparing the factors relating to the decisions against the criteria set out in the Council's significance and Engagement Policy
- 2.1.2 The community engagement and consultation outlined in this report (and detailed in the appended letter – Attachment J - to Council from Ōtākaro), reflect that assessment.

### 3. Explanatory notes relating to Recommendations

- 3.1 Where Shared Zones intersect with a roadway, changes to parking restrictions typically reflect the need to restrict parking in order to allow access to the new Shared Zones.
- 3.2 Where possible and where existing parking resolutions are present, whole block lengths are revoked in each case and reinstated with appropriate changes and /or existing unaffected parking. This removes anticipated difficulties with enforcement when a block length is segmented into multiple resolutions, approved on different dates.

- 3.3 The eastern sections of Hereford Street and Gloucester Street in the area of the East Frame have been omitted from this report as there are multiple issues with vehicle entrances, and parking management. These areas of kerbside parking management will be submitted to the Parking Restrictions sub-committee when all issues and ongoing developments are known.
- 3.4 Council staff are adopting a new methodology for multiple parking restrictions in close proximity to each other. This is based on a new methodology of Auckland Transport and under the assessment of Council's legal advisors.
- 3.5 Throughout the design phase for each of the projects in question, Ōtākaro has consulted with key and affected stakeholders. Full public consultation on each of the proposed designs and the associated proposed traffic resolutions was then undertaken in January-February 2017, following Local Government Act requirements. The proposed traffic resolutions were publicly notified and made available on the Ōtākaro and Council websites. Details of the consultation over each set of resolutions are contained in the appended Ōtākaro Limited letter to Council (Attachment J).

#### 4. Staff Recommendations

That the Parking Restrictions Subcommittee:

- A. Approves the parking and stopping restrictions relating to the following *Recovery Plan* projects as detailed in Attachments A B,C,D,E,F,G,H & I (with the consultation details contained in Attachment J) and in the below recommendations 1 through 39.
  - a. Hereford Street at the Oxford Terrace intersection and river bridge
  - b. Cambridge Terrace, from Manchester Street and extending in a westerly and north westerly direction to Kilmore Street and via a shared pathway to Colombo Street
  - c. Balfour Terrace adjacent to the Metropolitan Sports Facility;
  - d. East Frame roadways, Shared Zones and Shared Paths.
- B. Notes that the Council will on 26 April 2018 consider the recommendations of the Infrastructure, Transport and Environment Committee from its 11 April 2018 meeting regarding the road layouts and traffic controls relating to the above *Recovery Plan* projects.

##### Existing Hereford Street- Oxford Terrace to Cambridge Terrace- Parking and Stopping Restrictions.

1. Approve that all parking and stopping restrictions on the north and south sides of Hereford Street commencing at its intersection with Oxford Terrace, and extending in a westerly direction to its intersection with Cambridge Terrace be revoked.

##### New Hereford Street- Oxford Terrace to Cambridge Terrace- Parking and Stopping Restrictions.

2. Approve that the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Oxford Terrace, and extending in a westerly direction to its intersection with Cambridge Terrace.
3. Approve that the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Oxford Terrace, and extending in a westerly direction to its intersection with Cambridge Terrace.

##### Existing Cambridge Terrace- Manchester Street to Colombo Street-Parking and Stopping Restrictions

4. Approve that all parking and stopping restrictions on both sides of Cambridge Terrace commencing at its intersection with Manchester Street, and extending in a westerly and north westerly direction to its intersection with Colombo Street be revoked.

##### New Cambridge Terrace- Manchester Street to Kilmore Street-Parking and Stopping Restrictions

5. Approve that the stopping of vehicles be prohibited at all times on any part of Cambridge Terrace, from its intersection with Manchester Street and extending in a westerly, then north westerly direction to its intersection with Kilmore Street, as detailed on **Attachment G**.

**Existing Balfour Terrace – Parking and Stopping Restrictions**

6. Approve that all parking and stopping restrictions on the north and south sides of Balfour Terrace from its intersection with Stewart Street, to a point 77.5 metres east of its intersection with Stewart Street be revoked.

**New Balfour Terrace – Parking and stopping Restrictions**

7. Approve all parking and stopping restrictions on Balfour Terrace from its intersection with Stewart Street, to a point 77.5 metres east of its intersection with Stewart Street, as detailed on **Attachment I**.

**East Frame**

**Lichfield Street**

**Existing Lichfield Street- Manchester Street to 177.5 metres east of Manchester Street- Parking and Stopping Restrictions.**

8. Approve that all parking and stopping restrictions on the north side of Lichfield Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance of 177.5 metres be revoked.

**New Lichfield Street- Manchester Street to Madras Street -Parking and Stopping Restrictions.**

9. Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance 9.5 metres.
10. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Machines, (including Pay by Plate or any approved means of payment) on the north side of Lichfield Street commencing at point 9.5 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 39 metres. This restriction is to apply Monday to Thursday 9:00am to 6:00pm, and apply Friday to Sunday 9:00am to 8:30pm
11. Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 48.5 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 19.5 metres.
12. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the north side of Lichfield Street commencing at point 68 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 28 metres. This restriction is to apply Monday to Thursday 9:00am to 6:00pm, and apply Friday to Sunday 9:00am to 8:30pm
13. Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 96 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of seven metres.
14. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the north side of Lichfield Street commencing at point 103 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 74.5 metres. This restriction is to apply Monday to Thursday 9:00am to 6:00pm, and apply Friday to Sunday 9:00am to 8:30pm.

**Existing Cashel Street, Manchester Street to Madras Street- Parking and Stopping Restrictions.**

15. Approve that all parking and stopping restrictions on the north and south sides of Cashel Street commencing at its intersection with Manchester Street, and extending in an easterly direction to its intersection with Madras Street, be revoked.

**New Cashel Street, Manchester Street to Madras Street- Parking and Stopping Restrictions.**

16. Approve that the stopping of vehicles be prohibited at any time on the north side of Cashel Street commencing at its intersection with Manchester Street, and extending in an easterly direction to its intersection with Madras Street.
17. Approve that the stopping of vehicles be prohibited at any time on the south side of Cashel Street commencing at its intersection with Manchester Street, and extending in an easterly direction to its intersection with Madras Street.

**Existing Hereford Street- Manchester Street to a point 128 metres east of its intersection with Manchester Street -Parking and Stopping Restrictions.**

18. Approve that all parking and stopping restrictions on the north and south sides of Hereford Street commencing at its intersection with Manchester Street, and extending in an easterly direction to a point 128 metres east of its intersection with Manchester Street, be revoked.

**New Hereford Street- Manchester Street to a point 128 metres east of its intersection with Manchester Street- Parking and Stopping Restrictions.**

19. Approve that the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance 128 metres.
20. Approve that the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance 128 metres.

**Existing Worcester Street- Manchester Street to Latimer Square- Parking and Stopping Restrictions.**

21. Approve that all parking and stopping restrictions on the north side of Worcester Street commencing at its intersection with Manchester Street, and extending in an easterly direction to its intersection with Latimer Square, be revoked.
22. Approve that all parking and stopping restrictions on the south side of Worcester Street commencing at its intersection with Manchester Street, and extending in an easterly direction to its intersection with Latimer Square, be revoked.

**New Worcester Street- Manchester Street to Latimer Square-Parking and Stopping Restrictions.**

23. Approve that the stopping of vehicles be prohibited at any time on the north side of Worcester Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance 110 metres.
24. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Worcester Street commencing at point 110 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 37 metres.
25. Approve that the stopping of vehicles be prohibited at any time on the north side of Worcester Street commencing at a point 147 metres east of its intersection with Manchester Street, and extending in an easterly direction to its intersection with Latimer Square.



26. Approve that the stopping of vehicles be prohibited at any time on the south side of Worcester Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance 146 metres.
27. Approve that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Worcester Street commencing at point 146 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of nine metres. This restriction is to apply at any time.
28. Approve That the stopping of vehicles be prohibited at all times on the south side of Worcester Street commencing at a point 154 metres east of its intersection with Manchester Street, and extending in an easterly direction to its intersection with Latimer Square.

**Existing Gloucester Street- Manchester Street to a point 99 metres east of Manchester Street- Parking and Stopping Restrictions.**

29. Approve that all parking and stopping restrictions on the north and south sides of Gloucester Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance of 99 metres, be revoked.

**New Gloucester Street- Manchester Street to a point 99 metres east of Manchester Street -Parking and Stopping Restrictions.**

30. Approve that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance of 99 metres.
31. Approve that the stopping of vehicles be prohibited at any time on the south side of Gloucester Street commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance of 99 metres.

**New Huanui Lane- Lichfield Street to Cashel Street- Parking and Stopping Restrictions.**

32. Approve that the stopping of vehicles be prohibited at all times on any part of Huanui Lane, from its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street, except for the specified parking areas, as detailed on **Attachment F**.
33. Approve all parking restrictions, other than the no stopping areas on Huanui Lane from its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street, as detailed on **Attachment F**.

**New Huanui Lane- Cashel Street to Hereford Street- Parking and Stopping Restrictions.**

34. Approve that the stopping of vehicles be prohibited at all times on any part of Huanui Lane, from its intersection with Cashel Street and extending in a northerly direction to its intersection with Hereford Street, except for the specified parking areas, as detailed on **Attachment E**.
35. Approve all parking restrictions, other than the no stopping areas on Huanui Lane from its intersection with Cashel Street and extending in a northerly direction to its intersection with Hereford Street, as detailed on **Attachment E**.

**New Huanui Lane- Hereford Street to Worcester Street- Parking and Stopping Restrictions.**

36. Approve that the stopping of vehicles be prohibited at all times on any part of Huanui Lane, from its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street, except for the specified parking areas, as detailed on **Attachment D**.

37. Approve all parking restrictions, other than the no stopping areas on Huanui Lane from its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street, as detailed on **Attachment D**.

**New Huanui Lane- Worcester Street to Gloucester Street- Parking and Stopping Restrictions.**

38. Approve that the stopping of vehicles be prohibited at all times on any part of Huanui Lane, from its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street, except for the specified parking areas, as detailed on Attachment C.
39. Approve all parking restrictions, other than the no stopping areas on Huanui Lane from its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street, as detailed on **Attachment C**.

## 5. Key Points

- 5.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):

5.1.1 Activity: Road Operations

- Level of Service: 10.0.6 Improve Road Safety: Reduce the number of reported crashes on the network Activity: Parking
- Level of Service: 10.3.8 Optimise operational performance

## 6. Context/Background

6.1 **For the Avon River Precinct - Hereford Street Bridge Cambridge Terrace works:**

6.1.1 Hereford Street Bridge is an important heritage feature within the new Avon River Precinct. The aim of the proposed traffic resolutions is to improve the function and aesthetic of the Bridge through widening of the public footpath, provision of a cycle lane, and moving the existing carparks and taxi rank. The works are consistent with adjacent Oxford and Cambridge Terrace works and are designed to accord with the Recovery Plan and the detailed streetscape principles of the Streets and Spaces Design Guide (of 2015).

6.1.2 Cambridge Terrace between Colombo and Manchester Streets forms part of the cycle network being developed in the Central City under the Recovery Plan. It is central to completing the cycle route that will run along the Avon River connecting the hospital, western part of the central city, new Retail Precinct, Convention Centre, East Frame, Margaret Mahy Playground and eastern part of the central city. The proposed traffic resolutions are for this to be a Shared Zone / Path upon physical completion, so that pedestrians and cyclists are prioritised, whilst vehicle access be maintained for authorised vehicles when necessary.

6.2 **For the new East Frame Public Realm:**

6.2.1 A new public park (Rauora Park) and laneway (Huanui Lane) and a new shared path have been constructed by Ōtākaro Limited between Armagh Street and Lichfield Street through the new East Frame. This new public realm connects the Margaret Mahy Family Playground and new residential development with the Innovation Precinct, to the south. It also provides new greenspace and amenity for local residents and the public. Huanui Lane provides access to the new residential developments and Rauora Park itself. It is, however, designed to be a Shared Zone where vehicle speeds are low, and pedestrians and cyclists prioritised to support the residential and park nature of the area.

6.3 **For the Metro Sports Facility:**

- 6.3.1 The proposed Metro Sports facility affects access arrangements for remaining properties accessed from Balfour Terrace to the immediate west of the new Metro Sports Facility. Ōtākaro wrote to and met with the adjacent property owners in July 2016 to go through the proposed changes to the road layout of Balfour Terrace. All property owners were supportive and each subsequently gave written agreement to the proposed changes, which the proposed traffic resolutions reflect.
- 6.4 The Infrastructure, Transport and Environment Committee on 11 April 2018 considered the following road layouts and traffic controls relating to the projects and recommended these to Council for its consideration at its meeting on 26 April 2018:

## Hereford Street

### Existing Hereford Street /Oxford Terrace Intersection

- Approve that all intersection traffic controls including traffic signals at the intersection of Hereford Street and Oxford Terrace be revoked.

### New Hereford Street /Oxford Terrace Intersection

- Approve that the intersection of Hereford Street and Oxford Terrace be controlled by traffic signals in accordance the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment H**.
- Approve pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the left turn movement for all motorised vehicles be prohibited from the west approach of Hereford Street into Oxford Terrace.
- Approve pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the right turn movement for all motorised vehicles be prohibited from the east approach of Hereford Street into Oxford Terrace.
- Approve pursuant to section 17 (1) (a) and (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the left turn movement for all motorised vehicles be prohibited from the east approach of Hereford Street into Oxford Terrace, except for the authorised vehicles listed as (a) to (d) below that require access to the following areas:
  - within Oxford Terrace between Hereford Street and Cashel Street (City Mall), within Cashel Street (City Mall), between Oxford Terrace and Colombo Street, and within Oxford Terrace between Cashel Street (City Mall) and Lichfield Street.
- Goods Service Vehicles for the purposes of loading and unloading at any time other than between 10:00am and 4:00pm and 11:00pm and 5:00am the following day, on each day.
- Trade and other vehicles (included those operated by service authorities) of any class at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
- Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
- Emergency vehicles.
- Approve pursuant to section 17 (1) (a) and (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the right turn movement for all motorised vehicles be prohibited from the west approach of Hereford Street into Oxford Terrace, except for the authorised vehicles listed as (a) to (d) below that require access to the following areas:

within Oxford Terrace between Hereford Street and Cashel Street (City Mall), within Cashel Street (City Mall), between Oxford Terrace and Colombo Street, and within Oxford Terrace between Cashel Street (City Mall) and Lichfield Street.

- Goods Service Vehicles for the purposes of loading and unloading at any time other than between 10:00am and 4:00pm and 11:00pm and 5:00am the following day on each day.
  - Trade and other vehicles (included those operated by service authorities) of any class at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
  - Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
  - Emergency vehicles.
- Approve pursuant to section 19 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that all motorised vehicles be prohibited from travelling straight ahead (southbound) into Oxford Terrace, from the Oxford Terrace north approach, at its intersection with Hereford Street, except for the authorised vehicles listed as (a) to (e) below that require access to the following areas:

within Oxford Terrace between Hereford Street and Cashel Street (City Mall), within Cashel Street (City Mall), between Oxford Terrace and Colombo Street, and within Oxford Terrace between Cashel Street (City Mall) and Lichfield Street.

- Goods Service Vehicles for the purposes of loading and unloading at any time other than between 10:00am and 4:00pm and 11:00pm and 5:00am the following day, on each day.
- Trade and other vehicles (included those operated by service authorities) of any class at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
- Street cleaning and rubbish collection vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
- Emergency vehicles.
- Trams.

**Existing Hereford Street- Oxford Terrace to Cambridge Terrace- Traffic Controls.**

- Approve that all traffic controls on Hereford Street from its intersection with Oxford Terrace, to its intersection with Cambridge Terrace, including any amendments to the 2008 Traffic and Parking Bylaw, pertaining to this section of the road specified in the 11 December 2014 Gazette Notice, be revoked.

**New Hereford Street- Oxford Terrace to Cambridge Terrace- Traffic Controls.**

- Approve the lane marking changes and new kerb alignment on Hereford Street, from its intersection with Oxford Terrace, to its intersection with Cambridge Terrace as detailed on **Attachment H**
- Approve pursuant to section 18 (1) and (2) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of eastbound cycles only be established on the north side of Hereford Street, commencing at a point 35 metres east of its intersection with Oxford Terrace, and extending in an easterly direction to its intersection with Oxford Terrace, as detailed on **Attachment H**.

- Approve pursuant to section 18 (1) and (2) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of westbound cycles only be established on the south side of Hereford Street, commencing at its intersection with Oxford Terrace, and extending in a westerly direction for a distance of 35 metres, as detailed on **Attachment H**.

## Cambridge Terrace

### Existing Cambridge Terrace- Manchester Street to Colombo Street-Traffic Control

- Approve that all traffic controls including the speed limit on Cambridge Terrace, from its intersection with Manchester Street and extending in a westerly, then north westerly, then westerly direction to its intersection with Colombo Street, including any amendments to the 2008 Traffic and Parking Bylaw, pertaining to this section of the road specified in the 11 December 2014 Gazette Notice, be revoked.

### New Cambridge Terrace- Manchester Street to Kilmore Street-Traffic Control

- Approve the new kerb alignment and road markings on Cambridge Terrace from its intersection with Manchester Street to its intersection with Kilmore Street, as detailed on **Attachment G**.
- Approve pursuant to Section 20 (1) and (2) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Cambridge Terrace from its intersection with Cashel Street and extending in a westerly, then north westerly direction to its intersection with Kilmore Street, as detailed in **Attachment G** be declared a Shared Zone.
- Approve pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 10 km /h on Cambridge Terrace from its intersection with Manchester Street and extending in a westerly, then north westerly direction to its intersection with Kilmore Street, as detailed on **Attachment G**.
- Approve pursuant to section 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Cambridge Terrace be one way east to west and southeast to northwest, except for cycles, from its intersection with Manchester Street to its intersection with Kilmore Street, as detailed on **Attachment G**.
- Approve pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 that the right turn movement for all vehicles be prohibited from the Cambridge Terrace southeast approach at its intersection with Kilmore Street, as detailed on **Attachment G**.
- Approve pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 that the left turn movement for all motorised vehicles be prohibited from the Kilmore Street east approach at its intersection with Cambridge Terrace, as detailed on **Attachment G**.
- Approve pursuant to section 19 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017 that all motorised vehicles, except for service and emergency vehicles, be prohibited from using Cambridge Terrace, from its intersection with Manchester street to its intersection with Kilmore Street, as detailed on **Attachment G**.
- Approve pursuant to Section 21 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the path running east / west between Cambridge Terrace and Colombo Street, to the south of Kilmore Street as detailed in **Attachment G** be declared a Shared Path.

## Balfour Terrace

### Existing Balfour Terrace- Traffic Controls

- Approve that all traffic controls on Balfour Terrace from its intersection with Stewart Street, to a point 77.5 metres east of its intersection with Stewart Street be revoked.

**New Balfour Terrace – Traffic Control**

- Approve the new kerb alignment, road markings and signage on Balfour Terrace from its intersection with Stewart Street to a point 77.5 metres east of its intersection with Stewart Street, as detailed on **Attachment I**.

**Cashel Street**

**Existing Cashel Street, Manchester Street to Madras Street- Traffic Control**

- Approve that all traffic controls on Cashel Street from its intersection with Manchester Street to its intersection with Madras Street, including any amendments to the 2008 Traffic and Parking Bylaw, pertaining to this section of the road specified in the 11 December 2014 Gazette Notice, be revoked.

**New Cashel Street, Manchester Street to Madras Street- Traffic Control**

- Approve the new kerb alignment and road markings on Cashel Street from its intersection with Manchester Street to its intersection with Madras Street, as detailed on **Attachment F**.
- Approve that pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 30 km /h on Cashel Street from its intersection with Manchester Street and extending in an easterly direction to its intersection with Madras Street, as detailed on **Attachment F**.

**Hereford Street**

**Existing Hereford Street- Manchester Street to a point 128 metres east of its intersection with Manchester Street- Traffic Control.**

- Approve that all traffic controls except the speed limit, on Hereford Street from its intersection with Manchester Street to a point 128 metres east of its intersection with Manchester Street, be revoked.

**New Hereford Street- Manchester Street to a point 128 metres east of its intersection with Manchester Street - Traffic Control.**

- Approve the new kerb alignment and road markings on Hereford Street from its intersection with Manchester Street to a point 128 metres east of its intersection with Manchester Street, as detailed on **Attachment E**.
- Approve pursuant to section 18 (1) and (2) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 a special vehicle lane for the use of eastbound cycles only be established on the north side of Hereford Street, from Manchester Street to a point 128 metres east of its intersection with Manchester Street as detailed on **Attachment E**.
- Approve pursuant to section 18 (1) and (2) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of westbound cycles only be established on the south side of Hereford Street, from Manchester Street to a point 128 metres east of its intersection with Manchester Street as detailed on **Attachment E**.

**Worcester Street**

**Existing Worcester Street- Manchester Street to Latimer Square- Traffic Control.**

- Approve that all traffic controls on Worcester Street from its intersection with Manchester Street to its intersection with Latimer Square, including any amendments to the 2008 Traffic



and Parking Bylaw, pertaining to this section of the road specified in the 11 December 2014 Gazette Notice, be revoked.

**New Worcester Street- Manchester Street to Latimer Square- Traffic Control.**

- Approve the new kerb alignment and road markings on Worcester Street from its intersection with Manchester Street to its intersection with Latimer Square, as detailed on **Attachment C**.
- Approve that pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 30 km /h on Worcester Street from its intersection with Manchester Street and extending in an easterly direction to its intersection with Latimer Square, as detailed on **Attachment C**.

**Gloucester Street**

**Existing Gloucester Street- Manchester Street to a point 99 metres east of Manchester Street- Traffic Control.**

- Approve that all traffic controls except the speed limit, on Gloucester Street from its intersection with Manchester Street to a point 99 metres east of its intersection with Manchester Street, be revoked.

**New Gloucester Street- Manchester Street to a point 99 metres east of Manchester Street- Traffic Control.**

- Approve the new kerb alignment and road markings on Gloucester Street from its intersection with Manchester Street to a point 99 metres east of its intersection with Manchester Street, as detailed on **Attachment C**.
- Approve pursuant to section 18 (1) and (2) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 a special vehicle lane for the use of eastbound cycles only be established on the north side of Gloucester Street, from Manchester Street to a point 99 metres east of its intersection with Manchester Street as detailed on **Attachment C**.
- Approve pursuant to section 18 (1) and (2) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of westbound cycles only be established on the south side of Gloucester Street, from Manchester Street to a point 99 metres east of its intersection with Manchester Street as detailed on **Attachment C**.

**Huanui Lane/ Shared Paths**

**New Huanui Lane- Lichfield Street to Cashel Street- Traffic Control.**

- Approve pursuant to Section 20(1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Huanui Lane from its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street, as detailed in **Attachment F** be declared a Shared Zone.
- Approve pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 10 km /h on Huanui Lane from its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street, as detailed on **Attachment F**.

**New Shared Path- Lichfield Street to Cashel Street.**

- Approve pursuant to Section 21(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the path running north /south between Lichfield Street and Cashel Street, to the east of Huanui Lane as detailed in **Attachment F** be declared a Shared Path.

**New Huanui Lane- Cashel Street to Hereford Street- Traffic Control.**

- Approve pursuant to Section 20(1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Huanui Lane from its intersection with Cashel Street and extending in a northerly direction to its intersection with Hereford Street, as detailed in **Attachment E** be declared a Shared Zone.
- Approve pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 10 km /h on Huanui Lane from its intersection with Cashel Street and extending in a northerly direction to its intersection with Hereford Street, as detailed on **Attachment E**.

**New Shared Path- Cashel Street to Hereford Street.**

- Approve pursuant to Section 21(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the path running north /south between Cashel Street and Hereford Street, to the east of Huanui Lane as detailed in **Attachment E** be declared a Shared Path.

**New Huanui Lane- Hereford Street to Worcester Street-Traffic Control.**

- Approve pursuant to Section 20(1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Huanui Lane from its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street, as detailed in **Attachment D** be declared a Shared Zone.
- Approve pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 10 km /h on Huanui Lane from its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street, as detailed on **Attachment D**.

**New Shared Path- Hereford Street to Worcester Street.**

- Approve pursuant to Section 21(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the path running north /south between Hereford Street and Worcester Street, to the east of Huanui Lane as detailed in **Attachment D** be declared a Shared Path.

**New Huanui Lane- Worcester Street to Gloucester Street-Traffic Control.**

- Approve pursuant to Section 20(1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Huanui Lane from its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street, as detailed in **Attachment C** be declared a Shared Zone.
- Approve pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 10 km /h on Huanui Lane from its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street, as detailed on **Attachment C**.

**New Shared Path- Worcester Street to Gloucester Street.**

- Approve pursuant to Section 21(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the path running north /south between Worcester Street and Gloucester Street, to the east of Huanui Lane as detailed in **Attachment C** be declared a Shared Path.

**New Shared Paths- Gloucester Street to Armagh Street.**

- Approve pursuant to Section 21(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the paths running generally north /south between Gloucester Street and Armagh Street, as detailed in **Attachment B** be declared Shared Paths.





## 7. Option 1 – Approve new parking and stopping restrictions on various central city streets and shared zones (preferred)

### Option Description

- 7.1 New Traffic Controls and Parking and Stopping Restrictions are proposed for named streets and shared zones in order to support Implementation of variously: the Avon River Precinct, East Frame and proposed Metro Sports Facility. All these works are being delivered by Ōtākaro in support of the Christchurch Central Recovery Plan and its transport chapter, *An Accessible City*; (preferred option)
- 7.2 The purpose of this report is for the Parking Restrictions Subcommittee to approve the parking and stopping restrictions relating to the following Christchurch Central Recovery Plan projects being undertaken by Ōtākaro, and as detailed in the attached plans for:
- Hereford Street at its intersection with Oxford Terrace and the adjacent river bridge;
  - Cambridge Terrace, from Manchester Street to Kilmore Street (including also a shared path connection to Colombo Street);
  - Balfour Terrace at the proposed Metropolitan Sports Facility;
  - East frame roadways, Shared Zones and Shared Paths.
- 7.3 Ōtākaro seeks these decisions from Council and its delegated Committees in order to give legal effect to new and revised traffic controls and parking and stopping restrictions for each of the aforementioned schemes, in order to accompany the completion of the physical works in each case. Adopted resolutions for Hereford Street, Balfour Terrace and Cambridge Terrace would be expected to take effect subsequent to the completion of each set of physical works. The adopted resolutions for the East Frame shared zones and shared paths will take effect once all subdivision and legal road vesting is complete.

### Significance

- 7.4 The level of significance of this option is low consistent with section 2 of this report
- 7.5 Engagement requirements for this level of significance have been met by Ōtākaro Limited, as detailed for each of the individual schemes and areas in Attachment J to this report –.

### Impact on Mana Whenua

- 7.6 Delivery of the Avon River Precinct, which the proposals for the Hereford Street Bridge, its intersection with Oxford Terrace, and the separate proposals for Cambridge Terrace are all features of, is a significant project for Ngai Tuahuriri and Ngai Tahu. The River and surrounding landscape is highly valued, and was an area of diverse habitats rich in natural resources.
- 7.7 Additionally, the creation of the new East Frame residential development and the creation of a new public park (Rauora Park) are matters Ōtākaro has collaborated with Ngai Tuahuriri (through the Matapopore Trust) over the design and implementation of.
- 7.8 The designs for streets, shared paths, shared streets and open spaces in each of the areas detailed in this report seek to be consistent with the principles of the Streets and Spaces Design Guide for the central city. This was prepared by the Canterbury Earthquake Recovery Authority (CERA) in partnership Ngai Tuahuriri (through the Matapopore Trust) and the City Council, and was adopted by Council in 2015.

### Community Views and Preferences

- 7.9 Throughout the development of designs for each of the projects in question, Ōtākaro has consulted with key and affected stakeholders. Public consultation on each of the proposed designs and the associated proposed traffic resolutions was then undertaken by Ōtākaro in January-February 2017, following Local Government Act requirements. The proposed traffic

resolutions were publicly notified and made available on the Ōtākaro and Council websites. Details of the consultation over each set of resolutions are contained in the appended Ōtākaro letter to Council (Attachment J).

- 7.10 In addition, following consultation with City Councillors and staff over these proposals, Ōtākaro have sought to provide for additional mobility parking in a number of the streetscapes, which is detailed in the attached plans.

### **Alignment with Council Plans and Policies**

- 7.11 This option is consistent with Council's Plans and Policies – and especially the Christchurch Central Recovery Plan, its transport chapter An Accessible City and the adopted Streets and Spaces Design Guide for the central city. The detailed proposals are each consistent with the Christchurch City Council Traffic and Parking Bylaw 2017

Financial Implications 7.12 Cost of Implementation – All costs associated with this proposal will be met by Ōtākaro.

- 7.13 Maintenance / Ongoing Costs – Covered by Council's operational maintenance budgets

Legal Implications 7.14 Council recently adopted the Traffic and Parking Bylaw 2017, which came into effect on 1 March 2018. Under section 34 of the 2017 Bylaw (Revocations and Savings), any resolutions and amendments, including the 11 December 2014 Gazette Notice under Section 27 of the CERA Act, remain in force until the Council resolves otherwise under the 2017 Bylaw. Accordingly, where required, a recommendation will seek to revoke the relevant section of the December 2014 Gazette notice.

- 7.15 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Parking Restrictions Subcommittee includes the resolution of parking and stopping restrictions within parts of the central city described in the Register of Delegations.

### **Risks and Mitigations**

- 7.16 There are no significant identified risks with these projects, all of which have been led by Ōtākaro and are consistent with the Christchurch Central Recovery Plan.

### **Implementation**

- 7.17 Implementation dependencies – Project led and delivered by Ōtākaro.
- 7.18 Implementation timeframe(s) – Construction dependent on Ōtākaro programmed timeframes (some works are in fact substantially complete). Adopted resolutions for Hereford Street, Balfour Terrace and Cambridge Terrace would be expected to take effect subsequent to the completion of each set of physical works. The adopted resolutions for the East Frame shared zones and shared paths will take effect once all subdivision and legal road vesting is complete.

### **Option Summary - Advantages and Disadvantages**

- 7.19 The advantages of this option include:

- Supports the implementation of the Christchurch Central Recovery Plan and is consistent with the central city Streets and Spaces Design Guide;
- Enables appropriate enforcement and optimal operational traffic control and parking restrictions to exist consistent with Council's Traffic and Parking Bylaw (2017), on the completion of physical works on the aforementioned streets, shared paths and shared zones.

- 7.20 The disadvantages of this option include:

- None identified

## 8. Option 2 – Do not approve new parking and stopping restrictions on various central city streets and shared zones

### Option Description

8.1 Do not approve the parking and stopping restrictions variously on:

- Hereford Street at its intersection with Oxford Terrace and the adjacent river bridge;
- Cambridge Terrace, from Manchester Street to Kilmore Street (including also a shared path connection to Colombo Street);
- Balfour Terrace at the proposed Metropolitan Sports Facility;
- East frame roadways and Shared Zones.

8.2 Existing parking and stopping restrictions would remain in force on existing streets, which would support now out of date land uses. No legally enforceable traffic controls and parking restrictions would exist on new public streets and shared paths created as part of these sets of works being undertaken by Ōtākaro.

### Significance

8.3 The level of significance of this option is low, consistent with section 2 of this report. Engagement requirements for this level of significance is low and is consistent with section 2 of this report.

### Impact on Mana Whenua

8.4 Refer to sections 7.6 to 7.8 of this report.

### Community Views and Preferences

8.5 Refer to sections 7.9 and 7.10

### Alignment with Council Plans and Policies

8.6 This option is inconsistent with Council's Plans and Policies

8.6.1 Inconsistency – This option is inconsistent with the Christchurch Central Recovery Plan.

8.7 Reason for inconsistency – Ōtākaro are in the process of delivering the works featuring in this report, as consistent with important anchor projects of the Christchurch Central Recovery Plan. In the absence of approval of new traffic controls and parking restrictions on each of the streets, shared paths and shared streets, existing traffic controls and parking restrictions would remain in force on existing streets detailed in this report, supporting now out of date land uses. Additionally, no legally enforceable traffic controls and parking restrictions would exist on new public streets and shared paths and shared zone streets created as part of these sets of works being undertaken by Ōtākaro.

**Financial Implications 8.8** Cost of Implementation – If this option is adopted, it is unclear who would be responsible for determining an alternative solution for the appropriate enforcement of parking and stopping restrictions in each area - and funding their implementation. Council has not allocated funding for this purpose under its Long Term Plan.

8.9 Maintenance / Ongoing Costs – Covered by Councils operational maintenance budgets

### Legal Implications

8.10 See 7.14 to 7.15 above

**Risks and Mitigations 8.11** See section 7.16 above

### Implementation

8.12 See sections 7.17 – 7.18 above

### Option Summary - Advantages and Disadvantages











8.13 The advantages of this option include:

- There are no advantages associated with this option

8.14 The disadvantages of this option include:

- In the absence of approval of new parking and stopping restrictions on each of the streets and shared zone streets detailed in this report, existing traffic controls and parking restrictions would remain in force on existing streets supporting now out of date land uses.
- No legally enforceable parking and stopping restrictions would exist on new public streets and shared zone streets created as part of these sets of works being undertaken by Ōtakaro.
- It is unclear who would be responsible for determining an alternative solution for the appropriate enforcement of traffic controls and parking restrictions in each area - and funding their implementation.

### Attachments

No.	Title	Page
<a href="#">A</a> 	East Frame Traffic Resolutions Overview	27
<a href="#">B</a> 	East Frame Traffic Resolutions Sheet 1	28
<a href="#">C</a> 	East Frame Traffic Resolutions Sheet 2	29
<a href="#">D</a> 	East Frame Traffic Resolutions Sheet 3	30
<a href="#">E</a> 	East Frame Traffic Resolutions Sheet 4	31
<a href="#">F</a> 	East Frame Traffic Resolution Sheet 5	32
<a href="#">G</a> 	Cambridge Terrace Traffic Resolutions	33
<a href="#">H</a> 	Hereford Street Bridge Traffic Resolutions	34
<a href="#">I</a> 	Balfour Terrace Traffic Resolutions	35
<a href="#">J</a> 	Engagement and Consultation Letter from Otakaro	36

### 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

<b>Authors</b>	Tim Cheesebrough - Senior Transport Planner Michael Thomson - Transport Engineer
<b>Approved By</b>	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)

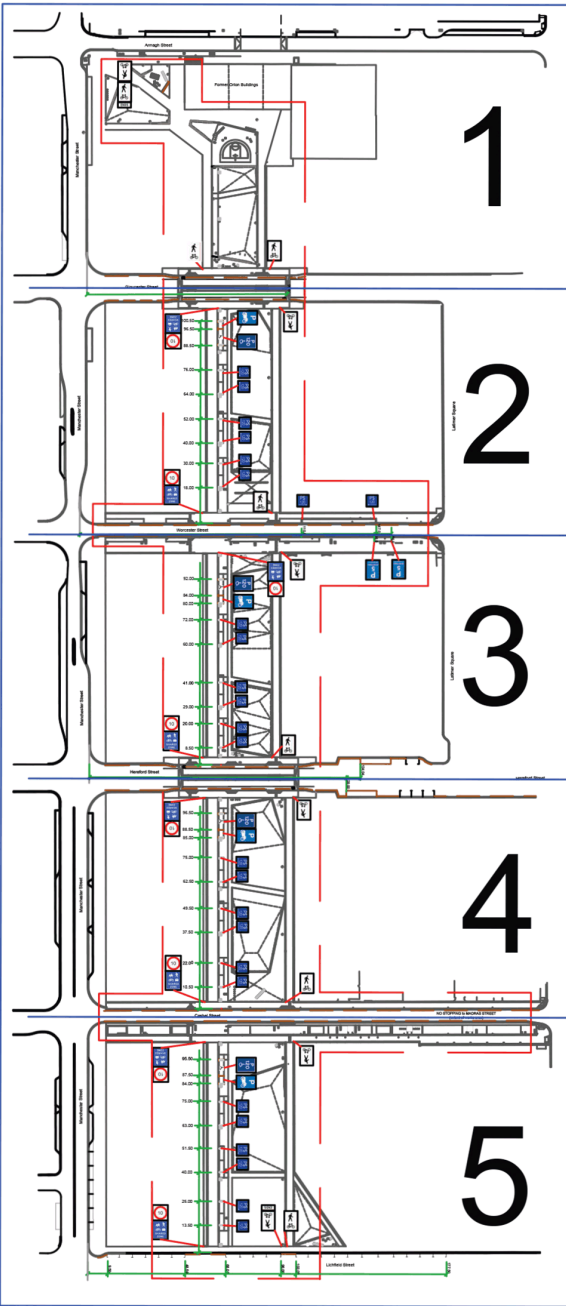
Attachment A

OVERVIEW  
MASTER  
LAYOUT  
  
EAST FRAME



 Extent of Works Area

MANCHESTER STREET



ARMAGH STEET

GLOUCESTER STREET

WORCESTER STREET

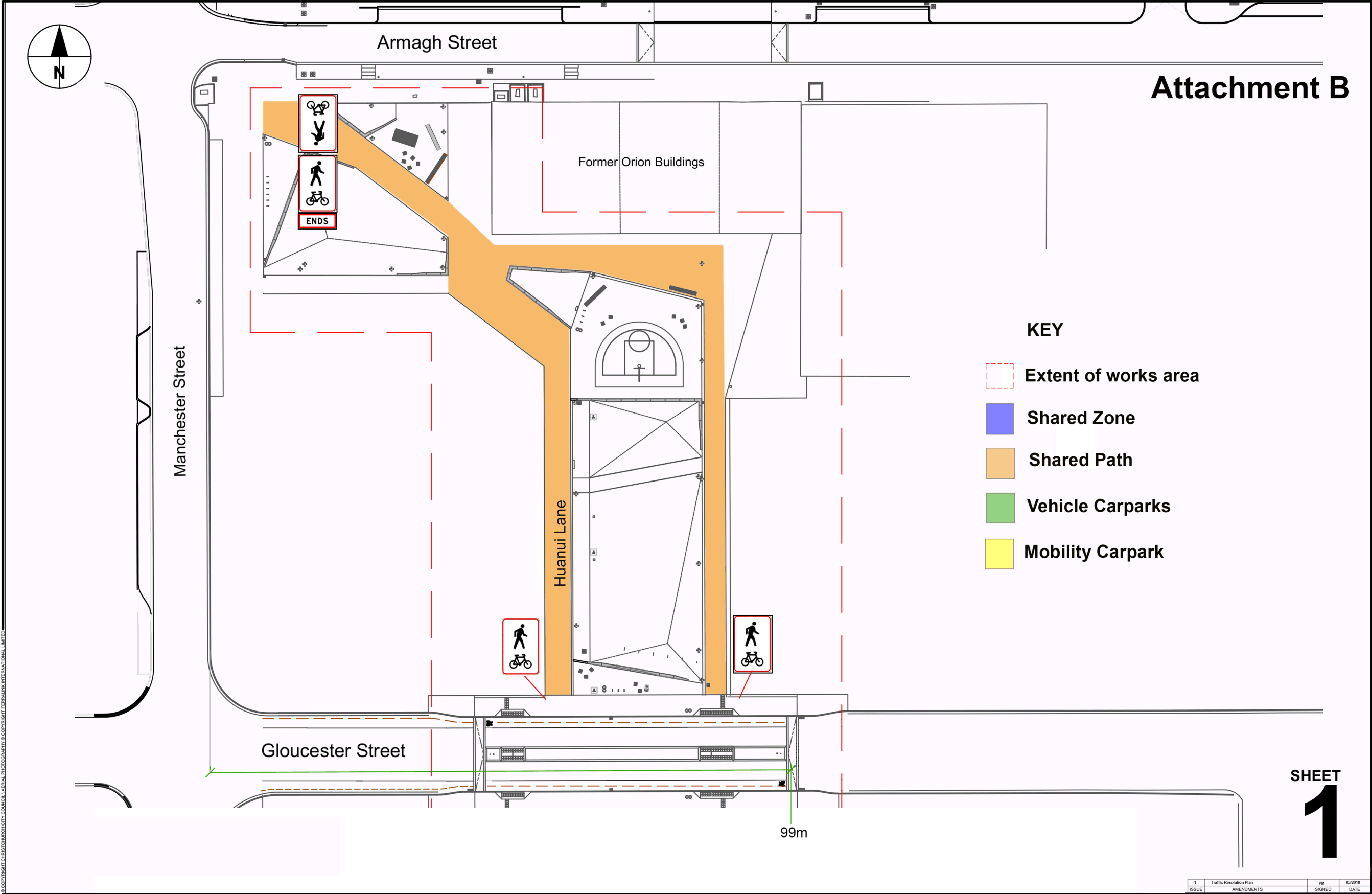
HEREFORD STREET

CASHEL STREET

LICHFIELD STREET

<div>Christchurch City Council</div> <div></div>	DATUM	C.D.D.	NAME	SIGNED	DATE	APPROVED		CONSULTANT	<div>PROJECT TITLE</div> <div>EAST FRAME TRAFFIC RESOLUTIONS APRIL 2018</div>	DRAWING TITLE	Scheme Overview FOR COUNCIL APPROVAL		CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES
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	SURVEY		DRAWN	SL	SL	03/2018	FOR CONSTRUCTION								
	SURVEY LB		DRW. CHECK	PM	PM	03/2018	DATE	SIGNED							
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	SAP WBS														



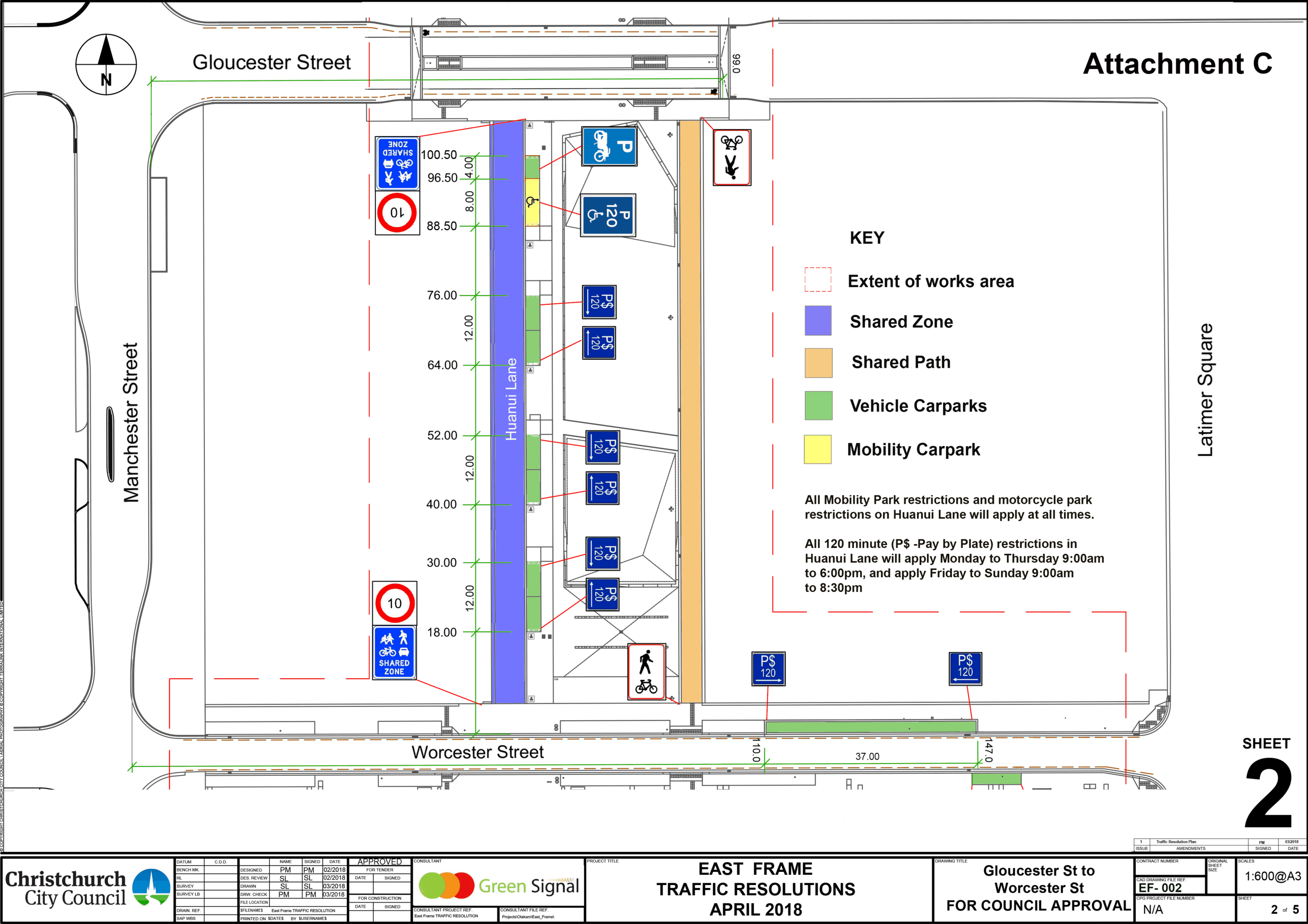


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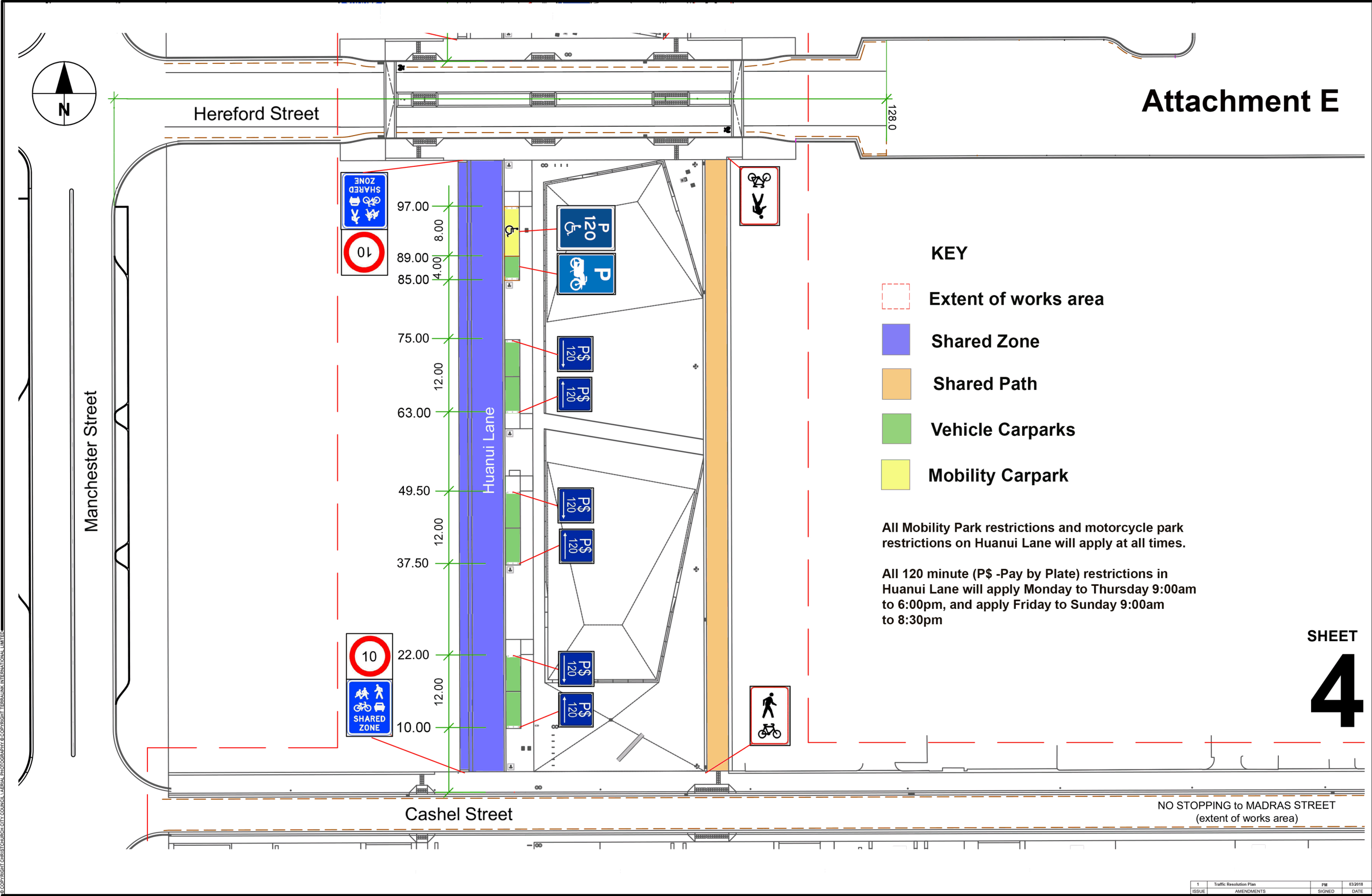


Attachment C

Attachment C Item 7

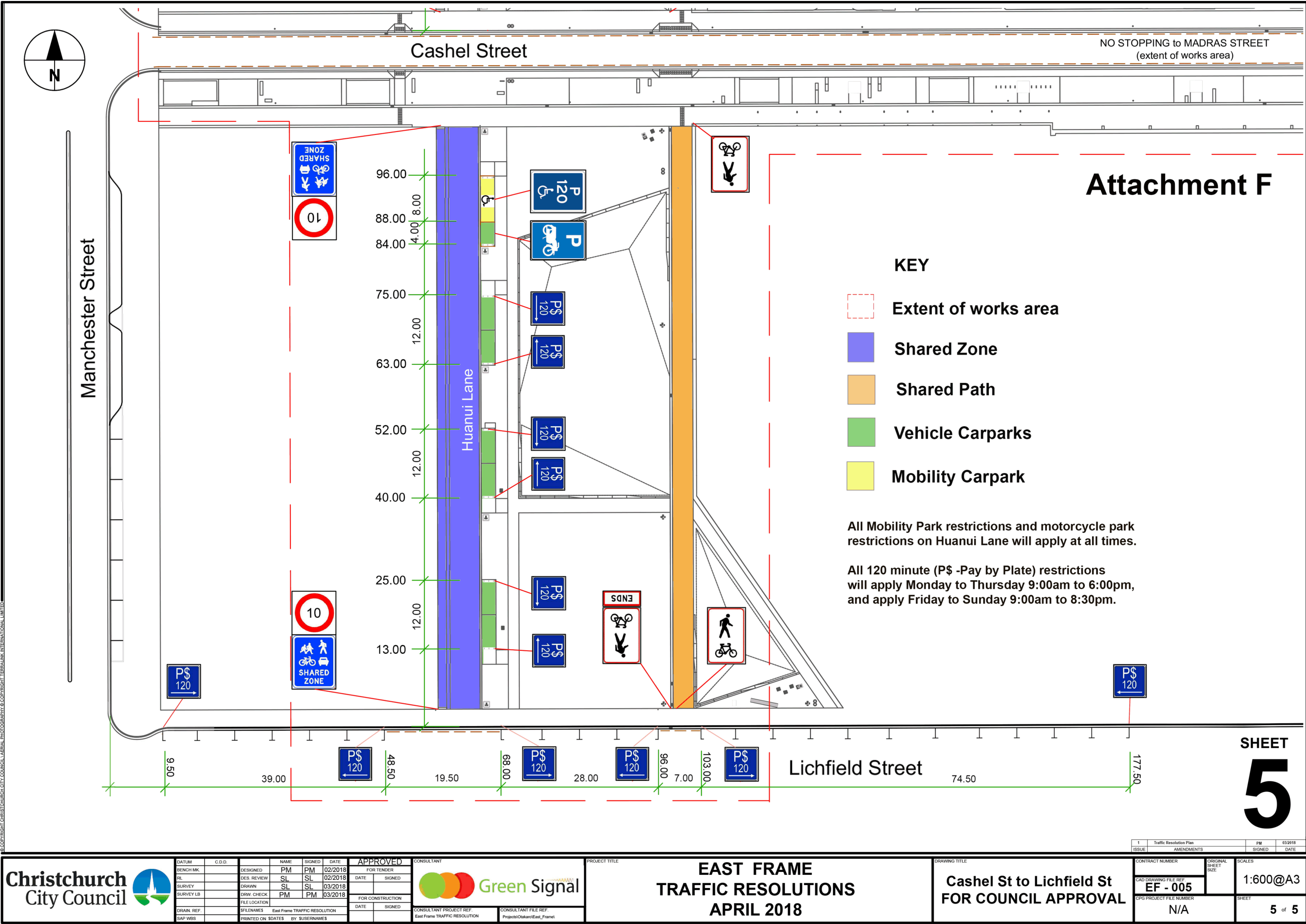


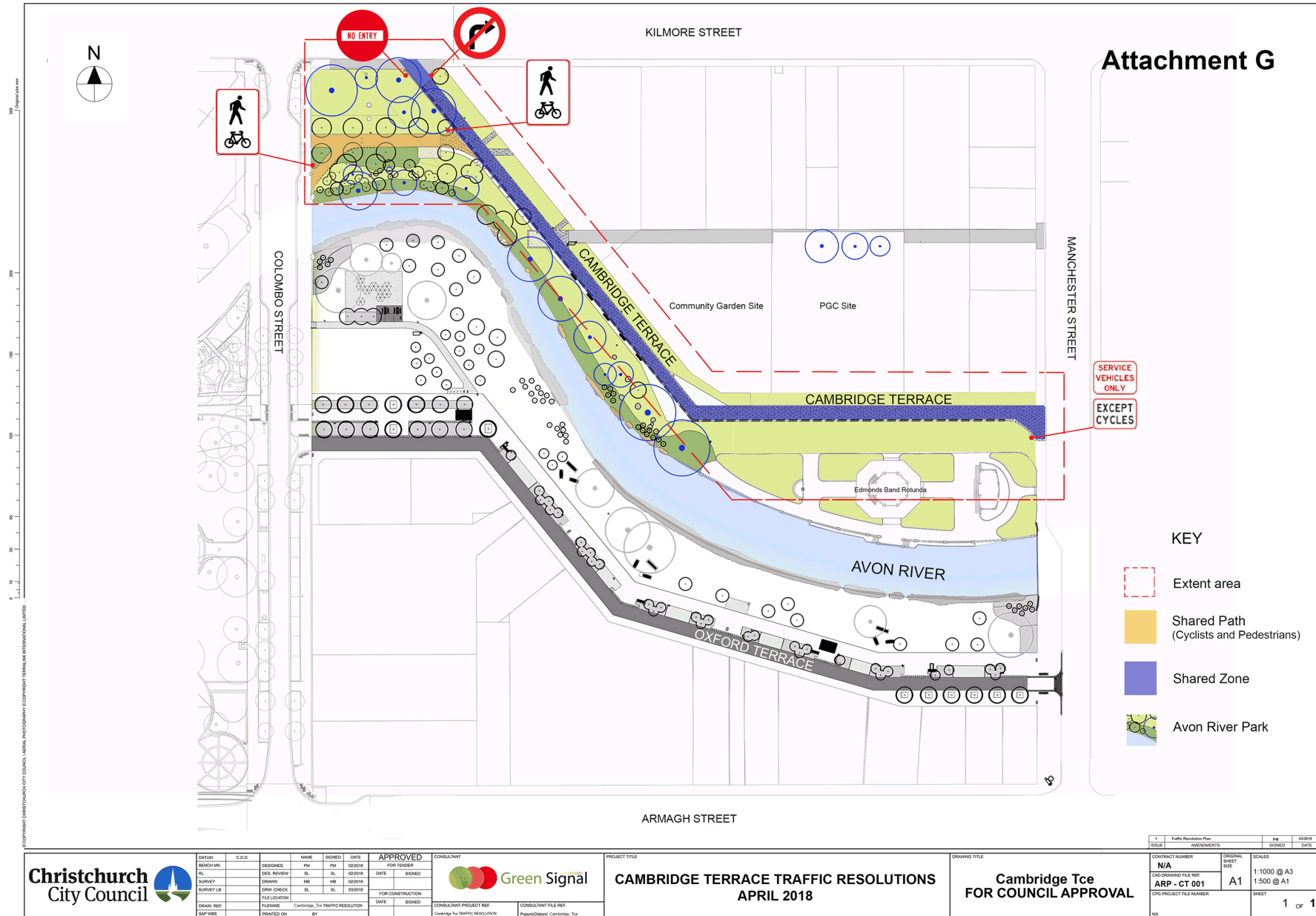




<div>Christchurch City Council</div> <div></div>	DATE	C.D.D.	NAME	SIGNED	DATE	APPROVED	CONSULTANT	<div>PROJECT TITLE</div> <div>EAST FRAME TRAFFIC RESOLUTIONS</div> <div>APRIL 2018</div>	<div>DRAWING TITLE</div> <div>Hereford St to Cashel St FOR COUNCIL APPROVAL</div>	CONTRACT NUMBER	ORIGINAL SHEET SIZE	SCALES		
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	SURVEY		SL	SL	SL	03/2018								
	SURVEY LB		BRW. CHECK	PM	PM	03/2018	FOR CONSTRUCTION							
			FILE LOCATION				DATE			SIGNED	CONSULTANT PROJECT REF.	CONSULTANT FILE REF.	CPG PROJECT FILE NUMBER	SHEET
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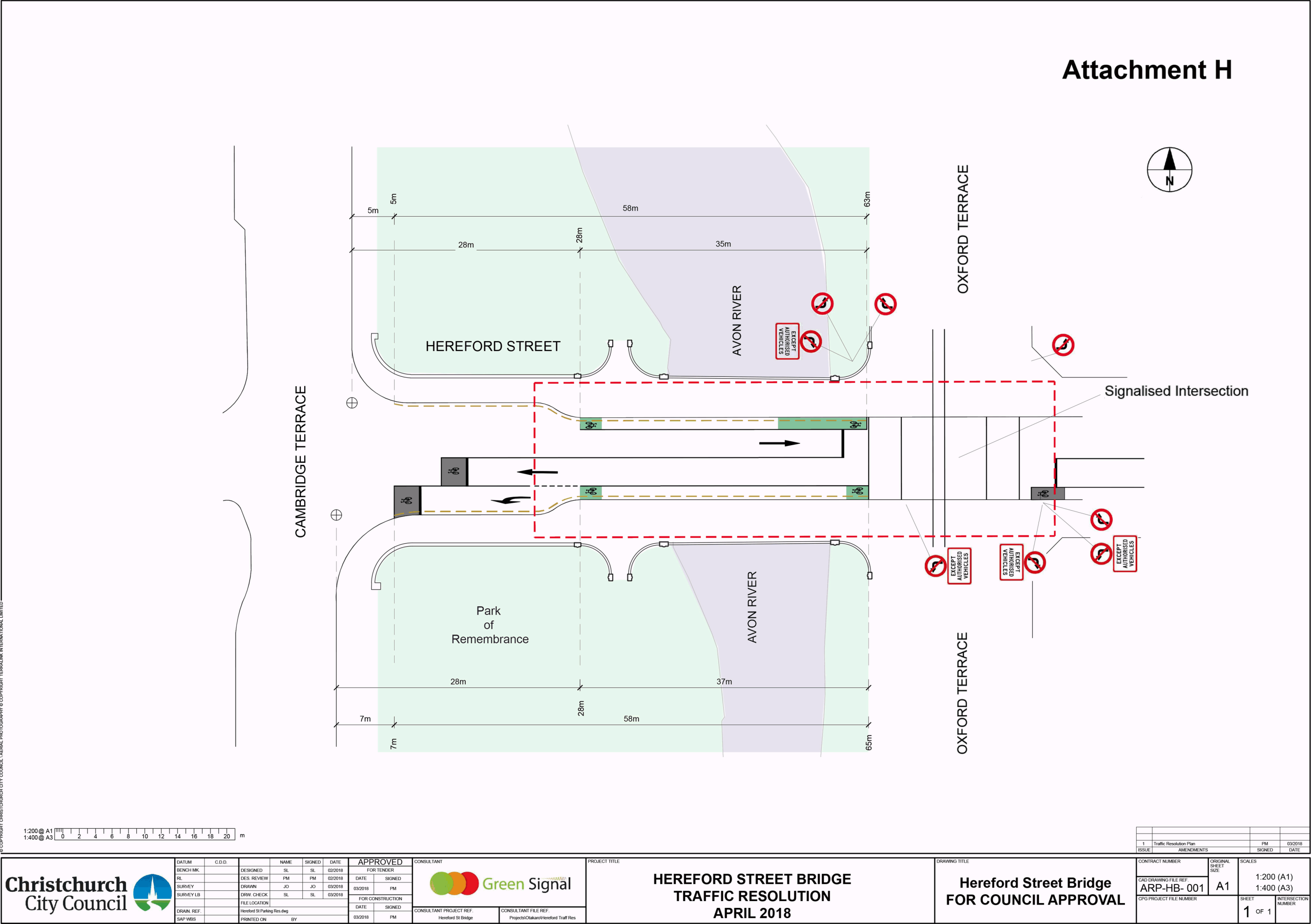






Attachment H

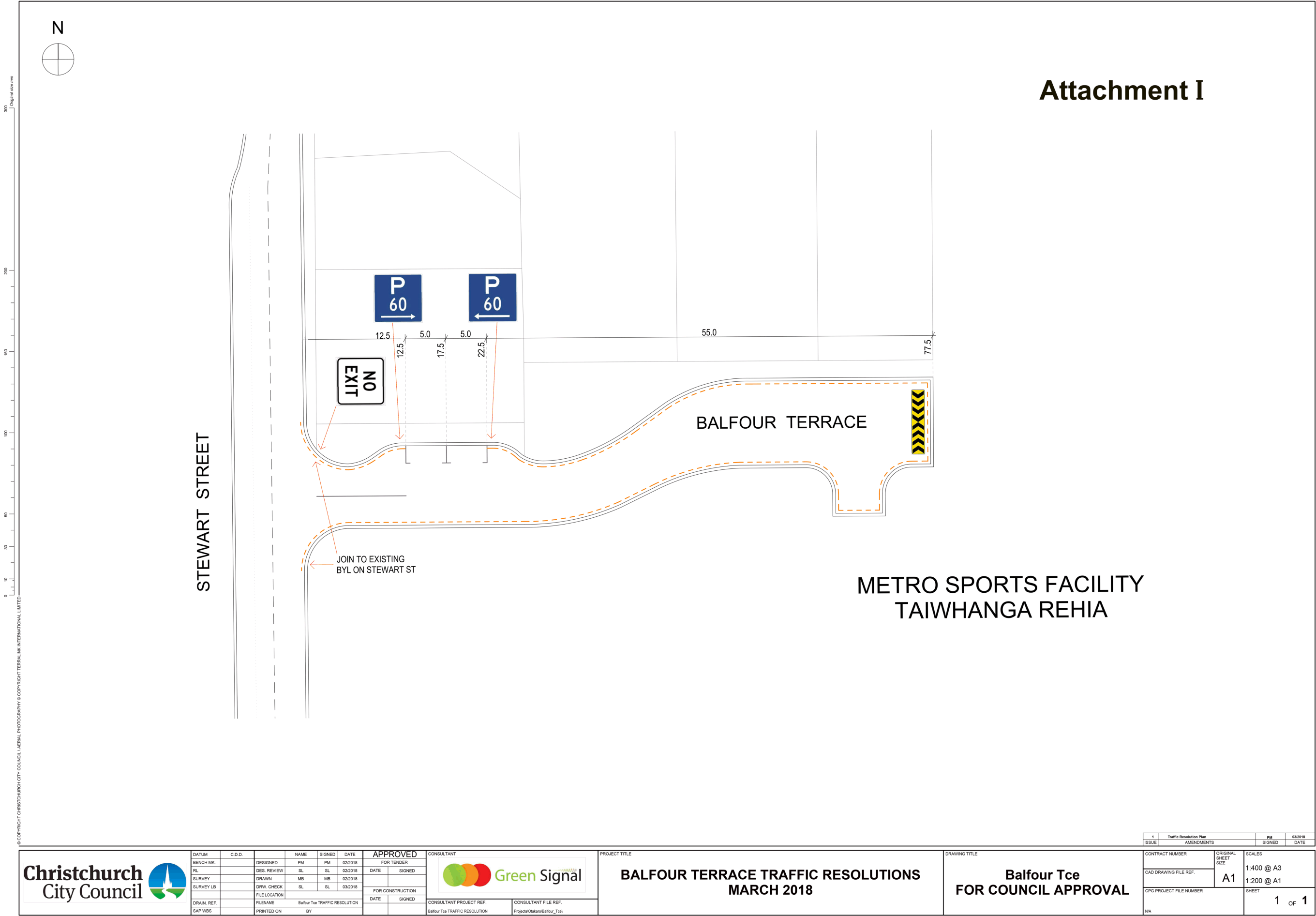
Attachment H Item 7



Attachment I

Item 7

Attachment I





21 March 2018

Tim Cheesebrough  
53 Hereford Street  
Christchurch  
8013

Dear Tim

**RE: PUBLIC ENGAGEMENT ON CHANGES TO STREETS WITHIN THE AVON RIVER PRECINCT, EAST FRAME, AND METRO SPORTS FACILITY SITES**

This letter provides a summary for Council of public engagement on changes to streets within the Avon River Precinct, East Frame and Metro Sports Facility sites. I have focussed on the areas of these projects which you are preparing traffic resolutions for.

Throughout the design phase for each of the projects in question Ōtākaro Limited (**Ōtākaro**) has consulted with key and affected stakeholders. Full public consultation on the proposed designs and associated proposed traffic resolutions was undertaken in January-February 2017.

This public consultation followed Local Government Act requirements: the proposed traffic resolutions were publicly notified and made available on the Ōtākaro and Council websites. Letters were sent to key stakeholders, including all adjacent landowners, and a public drop-in session held where people could meet and talk through concerns or ideas with members of the project team and Council staff. Questions via the website or media were responded to, and members of the project team met with all those who requested individual meetings.

---

**For the Avon River Precinct Hereford Street Bridge and Cambridge Terrace works**

---

***Aim of works***

Traffic resolutions are already in place for the vast majority of the Avon River Precinct. There are two areas remaining: Hereford Street Bridge and Cambridge Terrace between Colombo and Manchester Streets.

Hereford Street bridge is an important heritage feature within the new Avon River Precinct. The aim of the proposed traffic resolutions are to improve the function and aesthetic of the Bridge through widening the public footpath, providing a cycle lane, and moving the existing carparks and taxi rank.

Cambridge Terrace between Colombo and Manchester Streets forms part of the cycle network being developed in the Central City. It is central to completing the cycle route that will run along the Avon River connecting the hospital, western part of the central city, new Retail Precinct, Convention Centre, East Frame, Margaret Mahy Playground and eastern part of the central city. I understand the proposed traffic resolutions are for this to be a Shared Zone / Path so that pedestrians and cyclists are prioritised, whilst

[otakarold.co.nz](http://otakarold.co.nz)

Level 8, HSBC Tower, 62 Worcester Boulevard, Christchurch 8013  
PO Box 73, Christchurch 8140





vehicle access be maintained for authorised vehicles when necessary. In the future this Shared Zone / Path will link across the proposed new 'Art Bridge', providing a pedestrian and cyclist link across the River. In the meantime the Shared Zone / Paths in this area have been designed so that the new Art Bridge can be easily incorporated with minimal re-work of the area.

***Engagement during design***

During the design phase (February 2013 – February 2017) a range of meetings were held with representatives from the following key stakeholders and adjacent property owners, to gather their ideas, feedback, and understand their concerns about the design as it developed:

- Blind Foundation New Zealand
- Carter Group Limited
- Central City Business Association
- Christchurch Club
- Earthquake Disability Leadership Group
- Gough Properties Limited
- Heritage New Zealand
- Horticultural Society of Christchurch
- New Zealand Police
- Ngai Tahu Properties Limited
- Peebles Group Limited
- Tailorspace Limited

Barrier Free New Zealand were commissioned to undertake an independent accessibility audit of the proposed design, and Opus Limited to do an independent Safety Audit.

***Full public consultation on proposed traffic resolutions***

Full public consultation on the associated proposed traffic resolutions was undertaken in February 2017. All adjacent property owners and key stakeholders were sent information and feedback forms describing the proposed resolutions. This information was also made available on the Ōtākaro and Council websites. A public drop-in session was held on 16 February and individual meetings held with stakeholders who requested them.

Six submissions were received:

- The Canterbury District Health Board (CDHB) supported the measures aimed at creating a more pedestrian-friendly environment, citing the positive impacts on people's wellbeing of this if implemented. They did, however, ask that adequate cycle parking be provided near Hereford Bridge as it is close to the new Retail Precinct, and that the Cambridge Terrace riverfront be accessible to people in wheelchairs or with pushchairs.
- Apollo Yoga Limited opposed the removal of carparking from the Bridge and Cambridge Terrace.
- Tailorspace Limited opposed the removal of the current taxi stand from the Bridge.
- A nearby landowner and developer opposed the removal of the current taxi stand and carparking from the Bridge.
- The Central City Business Association opposed the removal of taxi stand and carparking from the Bridge.
- One anonymous respondent requested that the proposed Shared Path be paved (not 'agroc' crushed surface).



***Changes in response to feedback received***

In response to feedback received a new taxi rank will be provided as part of the wider Hereford Street works less than 20metres from the existing rank (opposite the Fat Eddie's/Rockpool establishments). Since the time of public consultation, several new off-street parking buildings have opened within 100m of the site: Hereford Street carpark, KEB 'West End' carpark, and the Lichfield Street carpark. Our understanding is that off-street carparking is also being investigated in the Performing Arts Precinct and 'northern' side of the central city.

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**For the new East Frame Public Realm**

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***Aim of works***

A new public park (Rauora Park) and laneway (Huanui Lane) has been constructed running north-south from Armagh Street to Lichfield Street through the East Frame. This new public realm connects the Margaret Mahy Family Playground and new residential development with the Innovation Precinct. It also provides new greenspace and amenity for local residents and the public. Huanui Lane provides access to the new residential developments and Rauora Park itself. It is, however, designed to be a Shared Zone where vehicle speeds are low, and pedestrians and cyclists prioritised to support the residential and park nature of the area.

***Engagement during design***

Most of the adjacent land is owned by the Crown, or Fletchers Living Limited under development agreement with the Crown. The remaining property owners have been engaged through the design process (Les Mills Limited and the Christchurch Club). No major concerns have been raised with the new park and laneway, and issues during construction have been addressed directly with these property owners.

Barrier Free New Zealand were commissioned to undertake an independent accessibility audit of the proposed design, and Abley Transportation Consultants Limited to do an independent Safety Audit.

***Full public consultation on proposed traffic resolutions***

Full public consultation on the proposed traffic resolutions was undertaken in February 2017. All adjacent property owners and key stakeholders were sent information and feedback forms describing the proposed resolutions. This information was also made available on the Ōtakaro and Council websites. A public drop-in session was held on 16 February and individual meetings held with stakeholders who requested them.

One submission was received:

- The CDHB recommended that mobility parks be placed in the new Huanui Lane of the East Frame.

***Changes in response to feedback received***

In response to feedback received from the CDHB and the Council's Infrastructure Transport and Environment Committee, it is proposed that accessible carparks be placed in each block of Huanui Lane.

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**For the Metro Sports Facility**

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Ōtakaro wrote to and met with the adjacent property owners in July 2016 to go through the proposed changes to the road layout of Balfour Terrace. All property owners were supportive and each subsequently gave written agreement to the proposed changes.



I hope the above provides a useful summary of engagement to date on the projects in question. We briefed the Mayor and Councillors on these in January 2017, prior to public consultation, and briefed the Council's Infrastructure Transport and Environment Committee in more detail in February 2018.

We are very happy to answer questions and provide further information if required.

Yours sincerely



**Lizzy Pearson**  
Manager Planning, Placemaking and Design



## 8. An Accessible City: Kilmore Street (Colombo - Durham) - Town Hall

Reference: 18/337960

Presenter(s): Stefan Jermy, Project Manager, Transport

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is to advise the Parking Restrictions Subcommittee on the outcome of community consultation for changes to Kilmore Street between Colombo and Durham Street North, and request they approve the proposed parking and stopping restrictions as detailed in **(Attachment A)**.
- 1.2 Note that the traffic controls relating to the proposed plan will be considered by the Council on 26 April 2018, having been approved for recommendation to the Council by the Infrastructure, Transport and Environment Committee on 11 April 2018.

#### Origin of Report

- 1.3 This report is staff generated following community consultation on An Accessible City Project for Kilmore Street and Durham Street North.

### 2. Significance

- 2.1 The decisions in this report are 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 very small area affected within the Christchurch District and the low risk of implementing the scheme.
  - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

### 3. Staff Recommendations

That the Parking Restrictions Subcommittee:

#### 1. Notes:

- (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 reconstruction. 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 Committees' approval of resolutions as detailed on Attachment A.
2. Approve the parking and stopping restrictions as detailed in Attachment A, and the below resolutions all relating to the Kilmore Street project, noting that the scheme design and bus passenger shelter location within it will be considered by the Council, as per paragraph 5.5 of this report.

**Existing Kilmore Street - Durham Street North and Victoria Street to Colombo Street: Parking and Stopping Restrictions**

- a. Approve that all parking and stopping restrictions on Kilmore Street from its intersection with Durham Street North and Victoria Street to its intersection with Colombo Street be revoked.

**New Kilmore Street - Durham Street North and Victoria Street to Colombo Street: Parking and Stopping Restrictions**

- b. Approve that the stopping of vehicles be prohibited at any time on the north side of Kilmore Street commencing at its intersection with Colombo Street, and extending in a westerly direction for a distance of 96 metres. *Note 2 applies.*
- c. Approve that a Loading Zone (Goods Vehicles Only) be installed and restricted to a maximum period of five minutes on the north side of Kilmore Street commencing at a point 96 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 14 metres. *Note 2 applies*
- d. Approve that the stopping of vehicles be prohibited at any time on the north side of Kilmore Street commencing at a point 110 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of five metres. *Note 2 applies*
- e. Approve that a Loading Zone (Goods Vehicles only) be installed and restricted to a maximum period of five minutes on the north side of Kilmore Street commencing at a point 115 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 14 metres. *Note 2 applies*
- f. Approve that the stopping of vehicles be prohibited at any time on the north side of Kilmore Street commencing at a point 129 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 17 metres. *Note 2 applies*
- g. Approve that a Loading Zone (Goods Vehicles only) be installed and restricted to a maximum period of five minutes on the north side of Kilmore Street commencing at a point 146 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 12 metres. *Note 2 applies*
- h. Approve that the stopping of vehicles be prohibited at any time on the north side of Kilmore Street commencing at a point 158 metres west of its intersection with Colombo Street, and extending in a westerly direction to its intersection with Durham Street North and Victoria Street. *Note 2 applies*
- i. Approve that the stopping of vehicles be prohibited at any time on the south side of Kilmore Street commencing at its intersection with Durham Street North and Victoria Street, and extending in an easterly direction for a distance of 100 metres. *Note 2 applies.*
- j. Approve that a bus stop be installed on the south side of Kilmore Street commencing at a point 100 metres east of its intersection with Durham Street North and Victoria Street, and extending in an easterly direction for a distance of 14 metres. *Note 2 applies.*
- k. Approve that the stopping of vehicles be prohibited at any time on the south side of Kilmore Street commencing at a point 114 metres east of its intersection with Durham Street North and Victoria Street, and extending in an easterly direction for a distance of five metres. *Note 2 applies.*
- l. Approve that a bus stop be installed on the south side of Kilmore Street commencing at a point 119 metres east of its intersection with Durham Street North and Victoria Street, and extending in an easterly direction for a distance of 14 metres. *Note 2 applies.*
- m. Approve that the parking of vehicles be prohibited at any time on the south side of Kilmore Street and within any part of the slip lane, which is separated by a median from

the south side Kilmore Street traffic lane outside the Town Hall entrance, commencing at a point 133 metres east of its intersection with Durham Street North and Victoria Street and extending in an easterly direction for a distance of 65 metres, as detailed on Attachment A. *Note 2 applies.*

- n. Approve that the parking of vehicles be restricted to a maximum period of 180 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4(1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the south side of Kilmore Street, commencing at point 198 metres east of its intersection with Durham Street North and Victoria Street, and extending in an easterly direction for a distance of eight metres. *Note 2 applies.*
- o. Approve that the stopping of vehicles be prohibited at any time on the south side of Kilmore Street commencing at a point 206 metres east of its intersection with Durham Street North and Victoria Street, and extending in an easterly direction to its intersection with Colombo Street. *Note 2 applies.*

**Existing Kilmore Street - Colombo Street: Parking to Eastern Extent of Project: Parking and Stopping Restrictions.**

- p. Approve that all parking and stopping restrictions on Kilmore Street from its intersection with Colombo Street to a point 52 metres east of its intersection with Colombo Street be revoked. *Note 1 applies.*

**New Kilmore Street - Colombo Street: Parking to Eastern Extent of Project: Parking and Stopping Restrictions.**

- q. Approve that the stopping of vehicles be prohibited at any time on the north side of Kilmore Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 52 metres. *Note 2 applies*
- r. Approve that the stopping of vehicles be prohibited at any time on the south side of Kilmore Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 52 metres. *Note 2 applies*

**Existing Durham Street North – Kilmore Street and Victoria Street to Southern Extent of project: Parking and Stopping Restrictions**

- s. Approve that all parking and stopping restrictions on the west side of Durham Street North from its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of 74 metres be revoked. *Note 1 applies.*
- t. Approve that all parking and stopping restrictions on the east side of Durham Street North from its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of 73 metres be revoked. *Note 1 applies.*

**New Durham Street North – Kilmore Street and Victoria Street to Southern Extent of Project: Parking and Stopping Restrictions**

- u. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North from its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of 42 metres. *Note 2 applies.*
- v. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment on the west side of on Durham Street North commencing at point 42 metres south of its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of six metres as detailed on Attachment A. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, and Friday to Sunday 9:00 am to 8:30pm *Note 2 applies.*



- w. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at a point 48 metres south of its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of 14 metres. *Note 2 applies.*
- x. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment on the west side of on Durham Street North commencing at point 62 metres south of its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of 12 metres as detailed on Attachment A. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, and Friday to Sunday 9:00 am to 8:30pm *Note 2 applies.*
- y. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North from its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of 42 metres. *Note 2 applies.*
- z. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment on the east side of on Durham Street North commencing at point 42 metres south of its intersection with Kilmore Street and Victoria Street and extending in a southerly direction for a distance of 38 metres as detailed on Attachment A. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, and Friday to Sunday 9:00 am to 8:30pm *Note 2 applies.*

#### 4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):
  - 4.1.1 Activity: Public Transport Infrastructure
    - Level of Service: 10.4.3 Provide journey reliability on high frequency core services  
Activity: Parking
    - Level of Service: 10.3.8 Optimise operational performance
- 4.2 The Christchurch Central Recovery Plan and its transport chapter (An Accessible City) provides the strategic direction for the proposed changes.
- 4.3 The proposal is compatible with potential future plans for the two-way conversion of Kilmore Street and Salisbury Street.
- 4.4 Completion of the works this year will avoid the need for further significant roading changes in the Kilmore Street following the re-opening of the Town Hall.
- 4.5 The following feasible options have been considered:
  - Option 1 – Kilmore Street (Colombo – Durham) - Town Hall (preferred option).
  - Option 2 – Do nothing.
- 4.6 Option Summary - Advantages and Disadvantages (Preferred Option)
  - 4.6.1 The advantages of this option include:
    - Replaces kerb and channel on an alignment that supports possible future two-way conversion of Kilmore Street. Renews the asphalt road surface.
    - Installs an additional bus stop on the south side along with a bus shelter.
    - Provides the location for two new bus stops on the northern side in preparation for the possible future two-way conversion.



- Provides painted on-road cycle lanes.
- Installs a mobility park on the southern side near Colombo Street.
- Provides for additional trees and landscaping.
- Provides additional space for pedestrians at the intersection crossing point.
- Installs a 30 km/h threshold gateway on Durham Street North to support the 30 km/h slow core.
- Supports the completion of the Town Hall rebuild with renewed infrastructure and removes the need for any future work in front of the Town Hall.

4.6.2 The disadvantages of this option include:

- Loss of parking directly on this section of Kilmore Street, however this has been offset by the inclusion of the same quantity on Durham Street North.

## 5. Context/Background

### Extent of work

- 5.1 The work on this length of Kilmore Street has been identified to be undertaken to align with the completion of the reconstruction of the Town Hall. The Town Hall rebuild contract provides for the kerb and channel, and footpath on Kilmore Street outside the Town Hall to be reconstructed. That scope of work is currently programmed for completion in July 2018.
- 5.2 The length of Kilmore Street covered by this report is between Colombo Street and Durham Street North. It also includes a short section of Durham Street North, south of Kilmore Street, to provide for the 30 km/h threshold in Durham Street North. This is detailed in Attachment A.
- 5.3 A decision of the Council on 22 February 2018, Ref: CNCL/2018/00024 was to proceed with the length of Kilmore Street between Colombo Street and Durham Street North, for delivery by the time the Town Hall rebuild is completed.
- 5.4 The potential two-way conversion of Salisbury and Kilmore Streets is a project planned to begin delivery in 2022. Engagement on any potential solutions will take place prior to the construction being undertaken.

### Traffic controls

- 5.5 The Infrastructure, Transport and Environment Committee on 11 April 2018 considered the following traffic controls relating to the Kilmore Street projects and recommended these to Council for its consideration at its meeting on 26 April 2018:
  - Notes staff will progress with the detailed design and tender prior to conclusion of the 2018-2028 Long Term Plan, utilising current budgets.
  - Approve the scheme design and bus passenger shelter location as detailed in Attachment A, and the below resolutions all relating to the Kilmore Street project.

#### **Existing Intersection - Kilmore Street / Victoria Street / Durham Street North: Traffic Control**

- Approve that all traffic controls including the Kilmore Street Give Way at the east approach left turn slip lane and traffic signals at the intersection of Kilmore Street, Victoria Street and Durham Street North be revoked.

#### **New Intersection - Kilmore Street / Victoria Street / Durham Street North: Traffic Control**

- Approve that the intersection of Kilmore Street, Victoria Street and Durham Street North be controlled by traffic signals (in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Attachment A.
- Approve the lane marking changes, kerb alignment changes, traffic island and road surface changes at the intersection of Kilmore Street, Victoria Street and Durham Street North as detailed on Attachment A.

**Existing Intersection - Kilmore Street / Colombo Street: Traffic Control**

- Approve that all traffic controls including traffic signals at the intersection of Kilmore Street and Colombo Street be revoked.

**New Intersection - Kilmore Street / Colombo Street: Traffic Control**

- Approve the lane marking changes, kerb alignment changes and road surface changes at the intersection of Kilmore Street and Colombo Street as detailed on Attachment A.

**Existing Kilmore Street - Colombo Street to eastern Extent of Project: Traffic Controls**

- Approve that all traffic controls except the speed limit, on Kilmore Street from its intersection with Colombo Street and extending in an easterly direction for a distance of 52 metres be revoked.

**New Kilmore Street - Colombo Street to eastern Extent of Project: Traffic Controls**

- Approve the lane marking changes, and any new kerb alignment, on Kilmore Street from its intersection with Colombo Street and extending in an easterly direction for a distance of 52 metres as detailed on Attachment A.
- Approve that pursuant to section 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Kilmore Street be one way east to west from a point 52 metres east of its intersection with Colombo Street to its intersection with Colombo Street, as detailed on Attachment A.
- Approve that pursuant to section 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of westbound cycles only, be established on the north side of Kilmore Street, from a point 52 metres east of its intersection with Colombo Street to its intersection with Colombo Street, as detailed on Attachment A.
- Approve that pursuant to section 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of westbound cycles only, be established on the south side of Kilmore Street, from a point 52 metres east of its intersection with Colombo Street to its intersection with Colombo Street, as detailed on Attachment A.

**Existing Kilmore Street - Durham Street North to Colombo Street: Traffic Controls**

- Approve that all traffic controls except the speed limit, on Kilmore Street from its intersection with Durham Street North and Victoria Street to its intersection with Colombo Street be revoked.

**New Kilmore Street - Durham Street North and Victoria Street to Colombo Street: Traffic Controls**

- Approve the lane marking changes, any new kerb alignment, and traffic islands on Kilmore Street from its intersection with Durham Street North and Victoria Street to its intersection with Colombo Street as detailed on Attachment A.
- Approve that pursuant to section 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Kilmore Street be one way east to west from its intersection

with Colombo Street to its intersection with Durham Street North and Victoria Street as detailed on Attachment A.

- Approve that pursuant to section 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of westbound cycles only, be established on the north side of Kilmore Street, from Colombo Street to Durham street North, as detailed on Attachment A.
- Approve that pursuant to section 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of westbound cycles only, be established on the south side of Kilmore Street, from Colombo Street to Durham street North, as detailed on Attachment A.
- Approve the installation of a bus passenger shelter beside the new westbound bus stop on Kilmore Street, located beside the Town Hall as detailed on Attachment A.

**Existing Durham Street North – Kilmore Street and Victoria Street to Chester Street West:  
Traffic Control**

- Approve that all traffic controls except the speed limit on Durham Street North from its intersection with Kilmore Street and Victoria Street, and extending in a southerly direction for a distance of 73 metres be revoked.

**New Durham Street North – Kilmore Street and Victoria Street to Chester Street West:  
Traffic Control**

- Approve the lane marking changes, kerb alignment changes, and road surface changes on Durham Street North from its intersection with Kilmore Street and Victoria Street, and extending in a southerly direction to its intersection with Chester Street West as detailed on Attachment A.
- Approve that pursuant to section 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Durham Street North be one-way North to South from its intersection with Kilmore Street and Victoria Street to its intersection with Chester Street West as detailed on Attachment A. Approve that pursuant to section 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of southbound cycles only, be established on the East side of Durham Street North, from its intersection with Kilmore Street and Victoria Street and extending in a southerly distance to its intersection with Chester Street West, as detailed on Attachment A.

## 6. Option 1 – Kilmore Street (Colombo to Durham) - Town Hall (preferred)

### Option Description

- 6.1 Implementation of proposed street layout changes to Kilmore Street in support of the completion of the Town Hall rebuild.
- 6.2 This proposed solution supports possible future two-way conversion of Kilmore Street should it be required.

### Significance

- 6.3 The level of significance of this option is low and consistent with section 2 of this report.
- 6.4 Engagement requirements for this level of significance were exceeded because of the heightened interest in this section of Kilmore Street, which includes the Christchurch Town Hall, a key venue and landmark building.

### Impact on Mana Whenua

- 6.5 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

- 6.6 During the development of a concept plan for Kilmore Street (from Colombo Street to Durham Street North) discussions were held with key stakeholders including representatives of Vbase, which manages Christchurch Town Hall operations, Fino Hotel and Suites, and the developers of the Peterborough Quarter on the former Convention Centre site.
- 6.7 Consultation was undertaken from 28 February until 21 March. Leaflets were delivered to 400 businesses and residences in the vicinity of this block of Kilmore Street, and sent to 180 absentee owners, and libraries and service centres in the Christchurch City area. In addition, 200 key stakeholders received emails about the project.
- 6.8 Of the 44 responses received, 18 (40%) supported the scheme outlined in the consultation plan, 21 (48%) generally supported the plan but had some concerns, four (9%) did not support the plan, and one submitter did not state a view.
- 6.9 Key issues arising from the consultation plan included the shared path for pedestrians and cyclists on the south side of the Kilmore Street block near the Durham Street North intersection, cycling facilities, and the proposed removal of the left turn lane from Kilmore Street onto Durham Street North. Removal of parking on the western side of Durham Street North to provide a gateway to the 30 km/h zone was also a concern, with 43 people signing a petition opposing the parking loss.
- 6.10 Two submitters, the Foundation for the Blind and Earthquake Disability Leadership Group, opposed the shared path saying footpaths, especially for those with impairments must be logical, usable and safe. Two other submitters referred to safety issues, while two submitters supported the shared path.
- 6.11 As a result of feedback, the shared path in front of 70 Kilmore Street has been removed from the plan for approval because of potential conflict with pedestrians. The southern footpath is expected to be heavily used by pedestrians when events are occurring at the Town Hall.
- 6.12 Cycling advocacy group Spokes was one of six submitters critical of cycling facilities. Of particular concern was the width of the cycle lanes. Submitters have been advised that in the plan for approval Kilmore Street cycle lanes are 1.8 metres wide. Cycle lanes at bus stops (1.5 metres) are narrower in order to accommodate the width of buses. As buses

have no doorways exiting into the cycle lane a safer environment exists than that provided against car parking spaces. Two submitters wanted separated cycle lanes while two did not support marked cycle lanes.

- 6.13 Removal of the free left turn from Kilmore Street onto Durham Street North was supported by Ōtākaro Limited, Environment Canterbury, the Canterbury District Health Board (CDHB), the Blind Foundation and the Earthquake Disability Leadership Group, but opposed by two respondents.
- 6.14 Environment Canterbury also submitted that the coach stop, to be available from 6pm to 6am in front of the Town Hall, should be located at the front rather than the rear of the two stops to facilitate bus turnover. The plan for approval has been changed to reflect this.
- 6.15 The proposed bus passenger shelter is located beside the westbound bus stop. The shelter will be provided, operated and maintained by Adshel NZ. Staff have engaged with VBase, who will operate the Town Hall, in addition to other departments within the Council (Heritage, Landscape, Urban Design, and Planning). No objection has been received to the proposed shelter type or location.
- 6.16 Three submitters commented on the drop-off zone in front of the Town Hall entrance, with the CDHB calling for effective circulation to prevent queuing vehicles from backing up in traffic lanes and over the cycleway. The Earthquake Leadership Disability Group added that there was a need for a permanent dedicated drop-off zone in front of the Town Hall for disabled people, the elderly and those arriving by taxi or Uber. They were advised that the drop-off area would be managed by Vbase, operator of the Town Hall. If the drop-off area in front of the Town Hall was unavailable, three evening P5 parking spaces have been provided for drop-offs on Kilmore Street to the east of Colombo Street.
- 6.17 The availability of mobility parking near the entrance to the Town Hall was highlighted by one submitter. He was advised that a mobility park was provided near the entrance and two others would be provided on Colombo Street immediately south of Kilmore Street. The drop-off facilities may also assist those with impairments.
- 6.18 Following discussions with Fino Hotel about loading and access, a loading zone has been provided at No. 87 Kilmore Street. The other two loading zones on the north side of the block are proposed to convert to bus stops if the two-way conversion proceeds.
- 6.19 The project team has reviewed the number of future car parks on the western side of Durham Street North near the Kilmore Street intersection following strong concerns expressed on behalf of a café, supported by a 43-name petition.
- 6.20 The project team noted that in the consultation plan six parking spaces were added on the east side of Durham Street and five existing spaces were removed on the western side to make way for the gateway to the 30 km/h zone. The review concluded that no further spaces could be added on the western side. The threshold north of the café was needed to signal entry to the 30 km/h zone and Spark has a consent to install a cell phone tower in this location.
- 6.21 One submitter criticised the number of additional trees in the consultation plan while another said he was delighted at the replacement lime trees in front of the Town Hall. These were a reminder of the historical connection to the Limes Hospital, which was formerly located on the Town Hall site.
- 6.22 Three submitters were concerned at the proposed delay in implementing the change from one-way to two-way traffic. They were advised that the draft 2018-28 Long Term Plan (LTP), which provides funding for construction of the remainder of Kilmore Street and Salisbury Street in 2021/22, is out for consultation until 13 April 2018.

- 6.23 Four submitters expressed concern about disruption during construction and the need to stage works to prevent impacts on businesses and traffic. They were advised that the work on Kilmore Street, between Colombo Street and Durham Street North, was expected to precede construction on Victoria Street but follow the completion of works on Durham Street North.
- 6.24 The following changes have been made to the scheme plan to take into account consultation feedback:
1. Road markings have been updated to minimise the rework in if the two-way conversion of Kilmore Street is undertaken. This includes:
    - Cycle lanes on Kilmore Street west of the intersection of Kilmore Street / Colombo Street have been moved next to the new kerbs.
    - Cycle lane green surfacing has been amended slightly.
  2. Loading zone and bus stops:
    - A loading zone has been installed outside Fino Hotel at No.87 Kilmore Street.
    - A proposed new tree outside the hotel has been removed.
    - Entry tapers and exit tapers of bus stops on both sides of Kilmore Street have been modified.
  3. 30 km/h threshold:
    - Length of colour surfacing has been extended from 3.5 metres to 10 metres.
    - Two proposed trees at the gateway have been removed for installation of new gateway 30 km/h speed signs.
    - Location of a proposed cell tower in the gateway landscaping area has been noted.
  4. Footpath:
    - The proposed 5 metres wide shared path from Durham Street North to the west of the Town Hall has been changed to footpath for pedestrians only. Relevant cycle ramps and road marking have been removed.
  5. Parking:
    - 120-minute time restrictions have been specified for six new parking spaces on the east side of Durham Street North.
    - 180-minute time restrictions have been specified for the mobility parking space on the south side of Kilmore Street, west of Kilmore Street and Colombo Street intersection.
  6. Other:

- A proposed new tree on the south side of Kilmore Street west of the bus stop has been removed. This is to avoid any potential conflicts between the tree and heavy vehicles turning into the driveway.
- Locations of proposed cycle racks have been slightly changed.
- Size of proposed bus shelter has been enlarged.
- Tactile pavers have been slightly changed.

6.25 Submitters were sent information on how to access a summary of the consultation, the table of submissions and project responses, and the plan for approval. They were also advised of the decision-making process and how to seek speaking rights for the Infrastructure, Transport and Environment Committee meeting if they wished to do so.

#### Alignment with Council Plans and Policies

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

#### Financial Implications

- 6.27 These financial implications relate to the whole scheme and not just to the parking and stopping restrictions.
- 6.28 Cost of Implementation – approx. \$2.0 million. The cost estimate for this section of Kilmore Street, including the Town Hall street frontage is based on a preliminary cost estimate. The development of costings have been undertaken following the programme report to Council (resolution number CNCL/2018/00024) and the publication is the draft 2018-28 Long Term Plan.
- 6.29 Further design work is required to finalise construction scope and quantities. The estimate has currently realised the following key contributors to the \$2.0 million; full road reconstruction inclusive of gravel layers under the asphalt along with the requirement to lower the road, two intersection signal upgrades, drainage upgrade and full kerb and channel replacement.
- 6.30 Maintenance / Ongoing Costs – Costs are likely to reduce due to the renewal of assets, any costs that are incurred will be covered under the Road Maintenance Contract.
- 6.31 Funding source – This project is funded through the Council's Capital Programme of the 2015-2025 Long Term Plan. The draft 2018-2028 Long Term Plan proposes to retain \$1.0 million in FY19 and shift the bulk of the funding to 2024 and 2025.
- 6.32 It is proposed that in finalising the Long Term Plan funding for AAC Salisbury Street and Kilmore Street (18325) is adjusted to \$2.0 million to allow for the construction of this project in FY19 and that the remaining funding be realigned to allow construction to start in 2022. It is expected that these changes will be offset within the draft LTP programme.

#### Legal Implications

6.33 There is not a legal context, issue or implication relevant to this decision.

#### Risks and Mitigations

6.34 The risks associated with this scheme are considered to be low.

6.35 Key risk, consequences and mitigations are:

Risk	Consequence	Mitigation
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Public criticism	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement
Completion after Town Hall opens	Disruption to Town Hall operations	Joint delivery planning with Town Hall contractor to ensure key milestones are aligned

### Implementation

6.36 Implementation dependencies - Town Hall street frontage construction works to be completed.

6.37 Implementation timeframe – July 2018 for commencement.

### Option Summary - Advantages and Disadvantages

6.38 The advantages of this option include:

- Replaces kerb and channel on an alignment that supports possible future two-way conversion of Kilmore Street. Renews the asphalt road surface.
- Install an additional bus stop on the south side along with a bus shelter.
- Provides the location for two new bus stops on the northern side in preparation for the possible future two-way conversion.
- Provides painted on road cycle lanes.
- Installs a mobility park on the southern side near Colombo Street.
- Provides for additional trees and landscaping.
- Provides additional space for pedestrians at the intersection crossing point.
- Installs a 30km/h threshold on Durham Street North to support the 30km slow core.
- Supports the completion of the Town Hall rebuild with renewed infrastructure and removes the need for any future work in front of the Town Hall.

6.39 The disadvantages of this option include:

- Loss of parking directly on this section of Kilmore St, however this has been offset by the inclusion of the same quantity on Durham Street North.



## 7. Option 2 – Do Nothing

### Option Description

- 7.1 Do nothing and retain the current street layout until the two-way conversion of Salisbury and Kilmore Streets is undertaken in financial year 2022.

### Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report as future plans still provide for the two-way conversion as per the transport chapter of the Christchurch Central Recovery Plan.

### 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 This option was not consulted on.

### Alignment with Council Plans and Policies

- 7.5 This option is inconsistent with Council's Plans and Policies.
- 7.5.1 Inconsistency – Yes.
- 7.5.2 Reason for inconsistency - will be in conflict to resolution ref: CNCL/2018/00024, made on the 22 February 2018 to proceed with the length of Kilmore Street between Colombo Street and Durham Street North, for delivery by the time the Town Hall rebuild is completed.

### Financial Implications

- 7.6 Cost of Implementation – There is no cost associated with this option.
- 7.7 Maintenance / Ongoing Costs – Any costs that are incurred will be covered under the Road Maintenance Contract.
- 7.8 Funding source – The funding identified in the draft 2018-2028 Long Term Plan will need adjustment to allow construction to be undertaken in 2022. This will be undertaken as part of the finalisation of the Long Term Plan. Should this not occur construction will be programmed to align with the current funding profile.

### Legal Implications

- 7.9 There is not legal context, issue or implication relevant to this decision.

### Risks and Mitigations

- 7.10 The risks associated with the do nothing option are considered to be low.
- 7.11 Key risk, consequences and mitigations are:

Risk	Consequence	Mitigation
Public criticism of not delivering this project efficiently with the completion of the Town Hall rebuild, and hence having to cause further disruption if the two-way change is implemented	Negative media, dissatisfied stakeholders	Implement the Preferred Option

### Implementation

7.12 Implementation dependencies – Nil.

7.13 Implementation timeframe – Nil.

### Option Summary - Advantages and Disadvantages

7.14 The advantages of this option include:

- Deferred spending of the allocated one million dollars until the two-way conversion of Kilmore Street and Salisbury Streets takes place.

7.15 The disadvantages of this option include:

- Major road works and disruption after the Town Hall is open and operating.
- Cost inefficiencies as some of the work completed by the Town Hall contractor will have to be removed and redone.

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Kilmore Street (Colombo - Durham) - Proposed Scheme Design	55

### Confirmation of Statutory Compliance

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

(a) This report contains:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- 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

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