

Te Pātaka o Rākaihautū
Banks Peninsula Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board will be held on:

Date: Monday 4 February 2019
Time: 10am
Venue: Lyttelton Community Boardroom,
25 Canterbury Street, Lyttelton

Membership

Chairperson	Pam Richardson
Deputy Chairperson	Jed O'Donoghue
Members	Felix Dawson
	Tyrone Fields
	Janis Haley
	John McLister
	Tori Peden
	Andrew Turner

30 January 2019

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

Open to new ideas, new people and new ways of doing things – a city where anything is possible.

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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 Te Pātaka o Rākaihautū/Banks Peninsula Community Board meeting held on [Monday, 17 December 2018](#) be confirmed (refer page 7).

4. Public Forum

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

4.1 Corsair Bay Maintenance

Diana Harrison will speak regarding parks issues in Corsair Bay.

5. Deputations by Appointment

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

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

6. Presentation of Petitions

- 6.1** Donna and Martin Richardson will present a petition regarding their lease for the Dark Star Café. The prayer of the petition states:

Sadly we've made a family decision to stop trading as Dark Star Café and bar in March 2019. This petition seeks your support to demand that the Christchurch City Council allow the café building lease to remain in place, until such time as new services are built on the Godley House site, so that new owners can continue to serve the community, visitors & tourist after we finish.

The February 2011 earthquake destroyed Godley House, and the café and bar building was built to provide a temporary business for the Godley House tenants who operated a restaurant, function centre, accommodation and take-away services. This also ensured that the community, and the large number of seasonal visitors, retained a number of food service alternatives to choose from until such time as a replacement venue was built on the Godley House site. Despite the considerable efforts of the local community and the Community Association, there are no immediate Council plans for any new building, and our community

still suffers from a lack of hospitality services to offer locals and visitors.

During the summer season there is insufficient hospitality capacity in Diamond Harbour to cater for all the visitors, and removing the café and bar building will almost certainly detrimentally affect the quality of visitor experience, and also remove a social venue that is highly valued by locals year-round.

While there are still two years remaining on the temporary building lease, the Council proposes to cancel the lease in March and remove the café and bar from our community.

Please help us stop this needless loss and sign our petition.

Many thanks, Donna, Martin & Family

Staff Recommendation

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board receive the petition and refer it to Property Consultancy Staff for consideration.

Staff Comment

Staff have met with the owners of Dark Star Café (the current lessees) and have listed relevant points as follows:

- The current lease for the Dark Star Café is governed by the Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011 (the 'Earthquake Order') which expired April 2018; the legislation has been extended and **expires 30 June 2021.**
- The lease was originally issued in 2012 to provide a temporary use after Godley House was demolished to permit activity post quakes.
- The lease is for the land only – the tenant owns or leases all buildings and structures.
- The 9289m² of land that the buildings sit on is zoned commercial under the Christchurch City District Plan.
- The land is held as a reserve and is subject to the Reserves Act 1977.
- The lease is currently holding over on a month to month basis (either party able to give the other, one months' notice in writing to end).
- Council would consider (by mutual agreement) an extension of the Lease to 30 June 2021 by issuing approval through a Warrant under the Earthquake Order, and have communicated this to the lessees.
- A Warrant is personal to the holder and not assignable (transferable).
- After 30 June 2021 the earthquake legislation ends and thereafter all Council procurement processes, consenting requirements under the Building Act and Resource Management Act as well as the legislation under the Reserves Act would need to be met and the activity would need to comply with the Christchurch City District Plan provisions.
- Any new lease issued after the export of the earthquake order on 30 June 2021 would need to meet the requirements and regulations. An options report would be considered by the local Community Board who have the delegation to grant leases on land held as reserves in conjunction with the Reserves Act.
- The Council's Parks team need to carry out a public consultation on the future use of the Godley House site.
- A Reserve Management Plan is required to be developed which is subject to statutory processes. The Godley House site is not included in the current Stoddart Point Reserve Management Plan.

- The Community Board has the delegation to grant commercial leases on reserve land for a period of up to 33 years if it benefits the reserve.
- Parks are yet to consult with the local community on the management plan for this site.
- The outcome of this public consultation will determine the future use.
- Council cannot predetermine the outcome prior to the public consultation. The community and Community Board will indicate what future use they want for this site.
- Once any requirement for a commercial use (if any) is determined these are effected under the provisions of the Reserves Act.
- Any new lease would be required to be publically advertised through a Council procurement process ensuring an opportunity for all to participate in an open and transparent process.

Summary:

The current lessees are permitted to remain on the land until 30 June 2021 by way of the Earthquake Order Legislation.

The current lessees need to advise staff if they wish to seek a new warrant extending the current month to month arrangement until 30 June 2021.

The Council is unable to offer any certainty on lease tenure for the lessee beyond 30 June 2021.

The Council would consider an alternative lessee should a purchaser for the business be secured. Any new purchaser would have to meet the requirements set by Council which includes review of their business plan, financial position, experience, etc.

As a minimum requirement, any new purchaser would need to commit to the Warrant (Lease) terms and conditions that include among other things, the removal of the buildings and structures at no cost to ratepayers at the end of the warrant expiry being 30 June 2021.

Te Pātaka o Rākaihautū Banks Peninsula Community Board OPEN MINUTES

Date: Monday 17 December 2018
Time: 10am
Venue: Akaroa Boardroom, 78 Rue Lavaud, Akaroa

Present

Chairperson	Pam Richardson
Deputy Chairperson	Jed O'Donoghue
Members	Felix Dawson
	Tyrone Fields
	Janis Haley
	John McLister
	Tori Peden
	Andrew Turner

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

Mihi/Karakia Timatanga: John McLister.

The agenda was dealt with in the following order.

1. Apologies

Part C
Community Board Decision

There were no apologies received for this meeting.

2. Declarations of Interest

Part B

Pam Richardson declared an interest in Items 5 and 10 and John McLister declared an interest in Item 6.5.1.

3. Confirmation of Previous Minutes

Part C
Community Board Resolved BKCB/2018/00140

Community Board Decision

That the minutes of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board meeting held on Monday, 12 November 2018 be confirmed.

Jed O'Donoghue/Janis Haley

Carried

4. Public Forum

Part B

4.1 Jan Whitehead

Jan Whitehead spoke to the Board regarding the Akaroa Tennis and Netball courts and a proposal to re-establish a multi sports body to redevelop the croquet, tennis and netball area in Akaroa to better fit the needs of the Clubs and the greater Banks Peninsula community.

The Board **agreed** to pass the information circulated by Ms Whitehead to staff for comment.

4.2 Victoria Andrews

Victoria Andrews spoke to the Board regarding the 2017 Marine, River and Lake Facilities Bylaw. She tabled a number of questions relating to how the cruise ship visits to Akaroa fitted with the bylaw.

The Board **agreed** to forward Ms Andrews questions, including two additional questions she asked, to staff for reply:

- How did the Council decide that only one cruise ship per day will access the new Lyttelton cruise ship terminal yet Akaroa must accept between 2-4 ships with its inadequate infrastructure?
- Lyttelton currently hosts 14-20 cruise ships so why can more not be directed to Lyttelton to take pressure off Akaroa in the 2019-2020 season?
- Will the Council equalise wharf fees between Lyttelton and Akaroa through the upcoming Annual Plan/Long Term Plan process?
- What is the safe carrying capacity of the wharf on a daily basis? Where is the evidence to support increased use (8,754 in 2010-2011; 278,080 in 2018-2019) and that the Council has undertaken due diligence with regard to public health and safety on and around the wharf and through the town?
- Are the tents/gazebos that are erected on the wharf/pontoons by cruise ship staff licensed?
- How can Council provide fair and equitable access to the Akaroa Wharf for all users at all times?

The Board also **requested** answers from staff in response to its questions as follows:

- What is the process for determining the number of ships that can come into the Akaroa Harbour at any one time?
- On what basis is that number determined?
- Why are “double cruise ship days” allowed?
- Is there a legal mechanism to restrict the number of cruise ship visits?

4.3 Friends of Akaroa Museum - David Miller

David Miller, President of the Friends of Akaroa Museum (FOAM), spoke to the Board regarding the activities of FOAM over the past year. He also spoke about the upcoming review of the Akaroa Museum Advisory Committee, saying that FOAM members were unanimous in their support of retaining the Committee.

4.4 Mike Norris

Mike Norris spoke to the Board regarding the untidy state of Akaroa, its lack of appropriate public toilets and the state of the traffic management signage associated with the cruise ship visits. He asked the following questions:

- Why can Council not find a more suitable location for the temporary toilets?
- Why can the traffic management signage not reflect the nature of Akaroa as a tourist town?
- Can the traffic cones that are stored inside a fence at the temporary information site be stored out of sight?

The Board **agreed** to pass these questions to staff for reply.

The Chairperson thanked the Public Forum speakers for their presentations.

5. Deputations by Appointment

Pam Richardson declared an interest in this item and Item 10 on the agenda, and took no part in the Board's discussion and/or voting thereon. She vacated the Chair, which was taken by Deputy Chairperson Jed O'Donoghue for the hearing of Items 5 and 10.

Part B

5.1 Akaroa Community Health Trust

Paul de Latour and Gordon Bloxall, on behalf of the Akaroa Community Health Trust, spoke to the Board regarding the Akaroa Community Health Centre Funding Request report. (Refer Item 10). They asked that Council consult with the community on a suggested rates levy to help fund the Akaroa Community Health Centre, and indicated that the Trust preferred the levy to be a fixed charge levied over a four year period.

5.2 Craig Hastie

Craig Hastie spoke to the Board regarding the Akaroa Community Health Centre Funding Request report. (Refer Item 10) He voiced his opposition to a proposed rates levy to help fund the Akaroa Community Health Centre and asked that the Board decline the proposal.

5.3 Guardians of Akaroa Hospital

Allison Crow spoke on behalf of the Guardians of Akaroa Hospital regarding the Akaroa Community Health Centre Funding Request report. (Refer Item 10) She said the Guardians group fully supported the request from the Akaroa Community Health Trust for a rates levy to help fund the Akaroa Community Health Centre.

10. Akaroa Community Health Centre Funding Request

Board Comment

The Board generally felt that it could support this proposal, but only if the Akaroa Ward community was fully consulted and showed its support for the proposed rates levy. Board members also expressed a wish to be involved in the production of any consultation document to ensure that all possible options for the levying of such a rate were covered.

Staff Recommendations

That Te Pātaka o Rākaihautū/Banks Peninsula Community Board recommends to Council that it either:

1. Agrees in principle to the request from the Akaroa Community Health Trust to provide it with One-off Council Grant funding up to a maximum of \$1,300,000. The Grant to be used to fund the Trust's outstanding funding commitment to the Canterbury District Health Board for the Akaroa Community Health Centre.

Or:

Declines the Akaroa Community Health Trust request for One-off Council Grant funding up to a maximum of \$1,300,000.

Or:

Defers consideration of the request for funding until the end of 2019 to enable the Akaroa Community Health Trust to have a clearer view of its eventual funding requirements.

That Te Pātaka o Rākaihautū/Banks Peninsula Community Board recommends to Council that if it agrees in principle to provide the Akaroa Community Health Trust with One-off Council Grant funding (Option 1 above), that:

2. The Council proposes that the Grant be paid for from a Grants Targeted Rate on properties in the Akaroa and Bays area, on the basis that the Rate is:
 - a. Applied to all rateable units in the Akaroa subdivision of the Banks Peninsula ward;
 - b. Calculated on a proportional basis according to the capital value of each Rating Unit;
 - c. Applied for a maximum of ten years from 1 July 2019 – 30 June 2028/29;
 - d. Limited in total revenue raised to a maximum of \$1,300,000 adjusted for interest revenue and interest costs arising from the difference in timing between when the Targeted Rate revenue is received and when the One-off Council Grant is paid;
 - e. Calculated based on the interest rate earned by ratepayers on Targeted Rate amounts paid to Council before the Grant is paid in 2022/23 being 3.0 per cent (being an estimate of what the Council would earn by investing those funds on term deposit);
 - f. Calculated based on the interest rate paid by ratepayers on Targeted Rate revenue received after the Grant is paid in 2022/23 to be 4.5 per cent (being an estimate of what the Council would pay on borrowing over this period);
 - g. Reduced if the Trust receives further funding from other sources – the Grants Targeted Rate will be the funder of last resort.
3. The Council uses a decision making process that includes appropriate community consultation that:
 - a. proposes the Council's preferred option as well as any other options the Council considers practicable;
 - b. meets the requirements of section 82 of the Local Government Act 2002;
 - c. is focused on the communities directly affected by the proposal but be open to all Christchurch residents;
4. The Council agrees that a Hearings Panel be convened at the completion of the consultation period to receive and hear submissions on the proposal, deliberate on those submissions, and to report back recommendations to the Council.

Community Board Decided BKCB/2018/00141

Part A

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board recommends to Council that it:

1. Agrees in principle, subject to community consultation, to the request from the Akaroa Community Health Trust to provide it with One-off Council Grant funding up to a maximum of \$1,300,000. The Grant to be used to fund the Trust's outstanding funding

commitment to the Canterbury District Health Board for the Akaroa Community Health Centre, subject to the Council using a decision making process that includes appropriate community consultation as follows:

- a. proposes the Council's preferred option as well as any other options the Council considers practicable, including:
 - i. the community is asked if they support a targeted rate;
 - ii. options of a four year and ten year rating period;
 - iii. the community is asked what level of support should be required for the targeted rate to be implemented;
 - b. the Community Board formally approves the Consultation Document;
 - c. meets the requirements of section 82 of the Local Government Act 2002;
 - d. is focused on the communities directly affected by the proposal but be open to all Christchurch residents;
2. The Council agrees that a Hearings Panel be convened and hearings held, including in Akaroa, at the completion of the consultation period to receive and hear submissions on the proposal, deliberate on those submissions, and to report back recommendations to the Council.
 3. The grant be reduced if the Trust receives further funding from other sources – the Grants Targeted Rate will be the funder of last resort.

Andrew Turner/John McLister

Carried

6. Presentation of Petitions

Part B

There was no presentation of petitions.

Felix Dawson left the meeting at 11:56 a.m.

Felix Dawson returned to the meeting at 12:01 p.m.

7. Reserve Management Committee Meeting Minutes

Staff Recommendations

That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committee Meetings:
 - Robinsons Bay Reserve Management Committee – 5 November 2018
 - Lyttelton Reserves Management Committee – 18 November 2018
 - Cass Bay Reserves Management Committee – 6 December 2018
2. Approve the appointment of Jeremy Webb and David Taylor to the Cass Bay Reserve Management Committee.
3. Note that the Steadfast land in Cass Bay will be included in the Port Hills Management Plan, which is under development.
4. Request that staff investigate options for the Cass Bay community to have limited access to the Steadfast land while the Port Hills Management Plan is under development.

Community Board Resolved BKCB/2018/00142

Part B

That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committee Meetings:
 - Robinsons Bay Reserve Management Committee – 5 November 2018
 - Lyttelton Reserves Management Committee – 18 November 2018
 - Cass Bay Reserves Management Committee – 6 December 2018
2. Approve the appointment of Jeremy Webb and David Taylor to the Cass Bay Reserve Management Committee.
3. Note that the Steadfast land in Cass Bay will be included in the Port Hills Management Plan, which is under development.
4. Request that staff investigate options for the Cass Bay community to have limited access to the Steadfast land while the Port Hills Management Plan is under development.
5. Request a discussion with staff regarding a track linking the Summit Road to the Cass Bay / Governors Bay area.
6. Request a discussion with staff regarding options for what can be done about people developing pirate tracks in Council reserves.

John McLister/Tyrone Fields

Carried

8. Akaroa Museum Advisory Committee 28 November 2018 Minutes

Staff Recommendations

That the Banks Peninsula Community Board:

1. Receive the minutes from the meeting of the Akaroa Museum Advisory Committee held on 28 November 2018.

Community Board Resolved BKCB/2018/00143

Part B

That the Banks Peninsula Community Board:

1. Receive the minutes from the meeting of the Akaroa Museum Advisory Committee held on 28 November 2018.
2. Note that the Committee supports the Board's Visitor Planning Project and that staff at the Museum collect visitor data.

Janis Haley/Tori Peden

Carried

9. Head to Head Walkway Working Party Notes - 19 November 2018

Community Board Resolved BKCB/2018/00144

[Original Staff Recommendation accepted without change.]

Part B

That the Banks Peninsula Community Board:

1. Receive the information in the Head to Head Walkway Working Party meeting held on 19 November 2018.

Jed O'Donoghue/John McLister

Carried

11. Onuku Road Proposed Speed Humps

Community Board Resolved BKCB/2018/00145

[Original Staff Recommendation accepted without change.]

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve that two speed humps be installed on Onuku Road in the vicinity of Onuku Marae, as indicated in the drawing attached to the agenda; TG133470 Issue 1, dated 6/11/2018.

Tori Peden/Andrew Turner

Carried

12. Rapaki- Proposed No Stopping Restrictions & Give Way Controls

Community Board Resolved BKCB/2018/00146

[Original Staff Recommendation accepted without change.]

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board approve:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the parts of Rapaki Drive, Omaru Road, Kororā Tahi Road and Kina Road, as indicated in the drawing attached to the agenda; TG133422 Issue 1, dated 3/12/2018.
2. Under the Land Transport Rule: Traffic Control Devices 2004 that a Give Way control be placed against Kina Road at its intersection with Rapaki Drive, as indicated in the drawing attached to the agenda; TG133422 Issue 1, dated 3/12/2018.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

John McLister/Tyrone Fields

Carried

**13. Banks Peninsula Community Board 2018-19 Discretionary Response
Applications - Governors Bay Community Association Fete and Music Festival
Community Board Resolved BKCB/2018/00147**

[Original Staff Recommendation accepted without change.]

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approves a grant of \$2,648 from its 2018-19 Discretionary Response Fund to Governors Bay Community Association (Inc) towards hire of portable toilet facilities and sound and lighting equipment for the Governors Bay Fete and Music Festival.

John McLister/Andrew Turner

Carried

**14. Banks Peninsula Community Board - Meeting Schedule 2019
Community Board Resolved BKCB/2018/00148**

[Original Staff Recommendation accepted without change.]

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Adopts the following meeting schedule from 4 February to 16 September 2019:

Monday 4 February	10am	Lyttelton	(followed by a seminar)
Monday 18 February	10am	Little River	(followed by a seminar)
Monday 4 March	10am	Lyttelton	(followed by a seminar)
Monday 18 March	10am	Akaroa	(followed by a seminar)
Monday 1 April	10am	Lyttelton	(followed by a seminar)
Monday 15 April	10am	Little River	(followed by a seminar)
Monday 6 May	10am	Lyttelton	(followed by a seminar)
Monday 20 May	10am	Akaroa	(followed by a seminar)
Monday 10 June	10am	Lyttelton	(followed by a seminar)
Monday 24 June	10am	Little River	(followed by a seminar)
Monday 8 July	10am	Lyttelton	(followed by a seminar)
Monday 22 July	10am	Akaroa	(followed by a seminar)
Monday 5 August	10am	Lyttelton	(followed by a seminar)
Monday 19 August	10am	Little River	(followed by a seminar)
Monday 2 September	10am	Lyttelton	(followed by a seminar)
Monday 16 September	10am	Akaroa	(followed by a seminar)

2. Agrees that every meeting will host a Public Forum.
3. Notes that seminars will be scheduled as required.

Andrew Turner/Jed O'Donoghue

Carried

15. Banks Peninsula Community Board Recess Committee - 2018/2019

Community Board Resolved BKCB/2018/00149

[Original Staff Recommendation accepted without change.]

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Appoint a Recess Committee comprising the Board Chairperson and Deputy Chairperson (or their nominees from amongst the remaining Board members) plus a minimum of any other two Board members, to be authorised to exercise the delegated powers of the Banks Peninsula Community Board for the period following its ordinary meeting on 17 December 2018 up until the Board resumes normal business on 4 February 2019.
2. Requires that the application of any such delegation be reported back to the Board for record purposes.
3. Notes that any meeting of the Recess Committee will be publicised and details forwarded to all Board members.

Andrew Turner/Tyrone Fields

Carried

16. Banks Peninsula Community Board Area Report - December 2018

Community Board Resolved BKCB/2018/00150

[Original Staff Recommendation accepted without change.]

Part B

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report for December 2018.
2. Approve the Board submission made to the Whakaraupō Mātaimai community engagement process.
3. Approve the appointment of Darin Rainbird as the Akaroa District Promotions representative on the Akaroa Issues Working Party.
4. Ask staff to review a previous decision regarding a shower at the Akaroa Beach, in light of the increase to water quantity in Akaroa and an offer from the Lions Club to fund the project.
5. Request that staff arrange for the long grass in all unmown public areas of Akaroa to urgently be cut, including the picnic area in Childrens Bay, the grounds of Yew Cottage and the track on L'Aube Hill up to the French Cemetery.
6. Seek reassurance from staff that both the temporary toilets, and the sanitary bins in all toilets in Akaroa, will be fully operational over the upcoming holiday period.

Pam Richardson/Jed O'Donoghue

Carried

17. Elected Members' Information Exchange

Part B

17.1 Public Places Recycling Scheme

The Board **requested** that staff provide advice regarding the Council's obligation under the Public Places Recycling Scheme.

17.2 BP Meats Site - Petition

At the Board meeting on 13 August 2018 the Board received a petition and subsequently requested that staff provide advice regarding using the BP Meats site in Akaroa as a car park. The Board had expected that advice prior to the holiday season. The Board noted its disappointment that the advice has not yet been provided.

17.3 Banks Peninsula Land Drainage and Pest Control Rates

The Board **requested** that staff provide a briefing on land drainage and pest control rates on Banks Peninsula.

17.4 Maritime New Zealand's Proposed Maritime Levy

The Board **decided** to make a submission opposing the increase that Maritime New Zealand was proposing to the Maritime Levy. As the submission was due before the Board would meet again in the new year, authority was delegated to Pam Richardson and John McLister to approve the submission.

17.5 Parks and Road Maintenance Contract

The Board noted that it had recently been given an undertaking that Community Boards would be involved in the review of the Parks Maintenance Contract and the Road Maintenance Contract, and members **requested** that staff liaise with the Board at an early stage in those processes.

17.6 Akaroa Lighthouse Slip

The Board **requested** an update on the slip below the Akaroa Lighthouse, which it was reported was still moving.

17.7 Akaroa Cemeteries Group

The Board heard that the Akaroa Cemeteries Group which had recently been successfully established and operating, had received a number of instructions from staff, and was seeking answers from Board members on issues relating to working in the cemeteries, future planning, a public survey and interpretation panels.

The Board **requested** that the list of questions from the Group be passed to staff for response back to the Board and the Akaroa Cemeteries Group.

Karakia Whakamutunga: John McLister.

Meeting concluded at 1.15pm.

CONFIRMED THIS 4th DAY OF FEBRUARY 2019

PAM RICHARDSON
CHAIRPERSON

Item 3 - Minutes of Previous Meeting 17/12/2018

7. Reserve Management Committee Meeting Minutes

Reference: 19/47429

Presenter(s): Liz Carter – Community Board Adviser

1. Purpose of Report

Correspondence has been received from:

Committee	Meeting Date
Robinsons Bay Reserve Management Committee	15 January 2019

2. Staff Recommendations

That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committee Meetings:
 - Robinsons Bay Reserve Management Committee – 15 January 2019

Attachments

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MINUTES OF THE ROBINSONS BAY RESERVE MANAGEMENT COMMITTEE

Held at the Reserve on Monday 15th January 2019

PRESENT: Pippa Foley, Pam Richardson, Paddy Stronach, Raywyn Stronach, Marion Wilson, Suky Thompson

APOLOGIES: None; all present.

MINUTES: The minutes of the Meeting held on 5th November 2018 were read and confirmed by all.

BUSINESS FROM MINUTES: (Also part of correspondence). Lee Robinson happy to come to picnic and address residents. Julian Calcutt happy to move bridge stringers/bearers, Pippa to remind him before barbecue.

FINANCIAL: No transactions since last meeting. Bank Statement \$868.36. \$14,000 in account of CCC.

CORRESPONDENCE: Matt Stanford: Enviroschools Facilitator. re development of schools' resource.

GENERAL BUSINESS:

Neighbourhood Week This to be held as a barbecue on 9th February, similar to this year. Pippa to order 100 sausages, 5 loaves bread, butter, tomato sauce, fruit juice. Paddy to bring plum sauce. Pippa bring barbecue, Paddy and Suky tables. Plates, napkins left from last year. Suky to update invitation and distribute via community email. Covering letter will invite recipients to help at working bee and contribute to raffle. Working bee to be held on Sat 2nd Feb at 10.00am. If wet 3rd Feb. Pippa will also advertise in Akaroa Mail. Paddy will put raffle together and buy book.

Update on Cocksfoot Display. Paddy reported still waiting for Nick Thacker. Paddy will follow up. Suky produced draft of display board. Photos were finalised and Suky will follow up and send to CCC. She will email a copy to Paddy for Nick Thacker to view. Bird call boxes were discussed. Decided to leave until exhibits finished.

Reserve Management Plan. Suky unable to change format to "Word" for development plan so not worth distributing. However we agreed the plan would be relatively easy to update. Decided to leave til next meeting when we may have heard from Delia Walker, employed by CCC to complete a BP Reserve Management plan.

Schools Resource: Pippa and Paddy will contact Pam Raffey from Duvauchelle School for ideas after the barbecue. Pippa will acknowledge Matt Stanford's letter. His suggestions could be useful.

Meeting finished approx 6.10pm.

Signed as a true and correct record..... Date.....

8. Briefing - Orion New Zealand Ltd - Proposed Electricity Upgrade - Lyttelton Tunnel

Reference: 19/58421

Presenter(s): Liz Carter

1. Purpose of Report

The Board will be briefed on the following:

Subject	Presenter(s)	Unit/Organisation
Proposed Electricity Cable Upgrade – Lyttelton Tunnel	Linda McGregor	Communications & Engagement Manager, Orion New Zealand Ltd
	Steve Macdonald	General Manager, Infrastructure, Orion New Zealand Ltd
	Phil Bunnage	Project Manager, Orion New Zealand Ltd

2. Staff Recommendations

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Notes the information supplied during the Briefings.

Attachments

There are no attachments to this report.

9. Lyttelton Seafarers Welfare

Reference: 19/18458

Presenter(s): Joan Blatchford – Community Governance Manager, Banks Peninsula

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Te Pātaka o Rākaihautū / Banks Peninsula Community Board to recommend to the Council that it seek staff advice on whether Council can include a provision in the Letter of Expectation and Statement of Intent for Christchurch City Holdings and the Lyttelton Port Company (LPC) that LPC assist with funding for the Lyttelton Seafarers Centre.

Origin of Report

- 1.2 This report is staff generated to progress a request of the Banks Peninsula Community Board from its 10 September 2018 meeting, where the Board had noted its concern, and community expectations, about seafarers' welfare in Lyttelton. The Board had *asked for advice from staff by the end of the year on how those concerns can be taken into account in the Letter of Expectation and Statement of Intent processes for Christchurch City Holdings Ltd and Lyttelton Port Company, and how the Board could influence those processes.*
- 1.3 At the 10 September Board meeting the Board had heard from John McLister who spoke on behalf of the Lyttelton Seafarers Trust. He told the Board he believed there needs to be a plan in place for seamen visiting Lyttelton, along with appropriate funding to implement the plan. Reverend McLister said the Lyttelton Seafarers Trust wanted to partner with the Council in providing a service for seafarers, and he asked that the Board advocate to the Council to source funding through a levy on ships visiting Lyttelton Port. It was noted that the Lyttelton community had indicated its support for a fully functioning seafarers centre in Lyttelton at a recent public meeting.

2. Significance

- 2.1 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by assessment against the criteria in the Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendation

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board recommend to the Council that it:

1. Ask staff to investigate whether Council can include a provision in the Letter of Expectation and Statement of Intent for Christchurch City Holdings Limited (CCHL) and the Lyttelton Port Company (LPC) or other mechanisms which provide for the Council, CCHL or LPC to assist with meeting the desired outcomes for the Lyttelton Seafarers' Centre in line with the recommendations from the February 2018 Council meeting.

4. Key Points

- 4.1 The Banks Peninsula Community Board has advocated for a long time for the welfare of seafarers visiting Lyttelton. In particular the Board has sought funding for the Lyttelton Seafarers Centre through a levy on visiting ships.
- 4.2 The Board strongly supports the Maritime Labour Convention, of which New Zealand has become a member state. The Board specifically supports provisions relating to access to *shore based welfare facilities*. The Board is aware that the Convention suggests that one method to secure funding for shore-based seafarers welfare centres is through a levy on shipping (MLC B4.4.4).
- 4.3 The Board has resolved to *support the introduction of a levy on ships in Lyttelton to support seafarer's welfare, and to advocate for this to appropriate authorities*.
- 4.4 Board members believe that New Zealand has an opportunity to be a world leader in seafarer welfare. The Board also believes that it is the responsibility of New Zealand and New Zealanders to demonstrate Manaakitanga to guests from overseas, and the provision of high quality facilities for seafarers is a simple way to achieve this.

5. Context/Background

- 5.1 At its meeting on 1 February 2018, the Council received a report from the Banks Peninsula Community Board which asked the Council to consider if it has *"a moral obligation to voluntarily uphold the Maritime Labour Convention"*.
- 5.2 In response the Council resolved that it:
 1. *Receive the report and attached legal advice, noting the provisions of the Maritime Labour Convention regarding seafarers' welfare centres.*
 2. *Supports the provision of access to shore based welfare facilities as set out in the Maritime Labour Convention.*
 3. *Note the challenges facing the Seafarer's Centre regarding the resources required to provide these services and the constraints they face due to a short-fall in funding.*
 4. *Note the provisions of the Maritime Labour Convention which suggest methods of funding, which include a levy on ships.*
 5. *Note that staff are continuing to discuss with the Seafarers Centre the options that may be available to them for seeking funding and grants.*
 6. *Request the Deputy Mayor and staff to meet with the Seafarers' Centre and Lyttelton Port Company to explore a range of initiatives, including the possibility of a levy on shipping, that could support the Seafarers' Centre and report back to the Community Board within two months.*
- 5.3 As per Clause 6 of the resolution, the Deputy Mayor and staff have met with the Seafarers Centre and Lyttelton Port Company (LPC) to discuss options to support the Centre, including a possible levy on shipping. LPC do not believe that a levy on shipping is the most appropriate mechanism to support seafarer welfare.
- 5.4 At the 10 September 2018 meeting of the Board, it was resolved to seek staff advice on how the continuing concerns of the Board and the Lyttelton community, about seafarer welfare, could be included in the considerations for the Letter of Expectation (LOE) and Statement of Intent (SOI) processes for Christchurch City Holdings Ltd (CCHL) and LPC.
- 5.5 Legal Services staff advised that as the Board is not the decision maker in regard to the LOE and SOI for CCHL and LPC, the Board should recommend to the Council that Council ask staff to

investigate whether it can include something in the LOE/SOI. The Council can then consider whether or not this is a matter it wishes staff to investigate/include in the LOE and SOI, in the context of Council's knowledge of other matters to be set out in the LOE and SOI for CCHL and LPC, and other recent decisions affecting CCOs, including the living wage resolutions.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Author	Liz Carter - Community Board Advisor
Approved By	Joan Blatchford - Manager Community Governance, Banks Peninsula/Lyttelton Judith Cheyne - Associate General Counsel Len Van Hout - Manager External Reporting & Governance John Filsell - Head of Community Support, Governance and Partnerships

10. Pedestrian Improvements - Godley Quay/Voelas Road, Lyttelton

Reference: 18/752699

Presenter(s): Andy Cameron and Andrew Hensley

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to advise the Te Pātaka o Rākaihautū/Banks Peninsula Community Board on the outcome of community consultation and ask that it approve the proposed pedestrian improvements at the intersection of Godley Quay and Voelas Road, and safety improvements on Godley Quay.
- 1.2 The report is also to provide the Te Pātaka o Rākaihautū/Banks Peninsula Community Board with responses to questions raised at the Board meeting of the 15th October 2018 pertaining to proposed Pedestrian Improvements - Godley Quay/Voelas Road, Lyttelton.

Origin of Report

- 1.2 This report is staff generated following community consultation.
- 1.3 The pedestrian improvements at the intersection of Godley Quay and Voelas Road were initiated to satisfy the requirements of Section 5.3 of the Lyttelton Port Recovery Plan. To provide safe convenient public access to Dampier Bay. Details were presented to the Board on 25th June 2018 prior to consultation.
- 1.4 The changes to road markings on Godley Quay were initiated in response to known safety concerns, and were also presented to the Board on 25th June 2018.
- 1.5 At its meeting on 15 October 2018, the Board considered a report on the proposed pedestrian improvements for Godley Quay/Voelas Road, and resolved:

That the report be left to lie on the table and staff be asked to provide further information on:

- *Questions supplied by Board members*
- *A copy of the un-redacted submissions*
- *Advice from Council staff on the legal challenge received*
- *Advice on when the ongoing pipeline work on Godley Quay would be completed*

- 1.6 The additional information requested, and answers to the Board's questions, is addressed in the memorandum attached to this report as Attachment E.

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 factors relating to this decision against the criteria set out in Council's Significance and Engagement Policy. The low significance reflects the low numbers of people affected and the level of impact caused to those people.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.
 -

3. Staff Recommendations

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve that all existing parking and stopping restrictions on the north east side of Voelas Road, commencing at intersection with Godley Quay and extending in a north westerly direction for a distance of 25 metres be revoked.
2. Approve that all existing parking and stopping restrictions on the south west side of Voelas Road, commencing at intersection with Godley Quay and extending in a north westerly direction for a distance of 15 metres be revoked.
3. Approve that all existing parking and stopping restrictions on the north west side of Godley Quay, between its intersections with Voelas Road and Simeon Quay be revoked.
4. Approve that all existing parking and stopping restrictions on the north west side of Godley Quay, commencing at intersection with Voelas Road and extending in a south westerly direction for a distance of 420 metres be revoked.
5. Approve that all existing parking and stopping restrictions on the south east side of Godley Quay, between its intersections with Simeon Quay and Cyrus Williams Quay be revoked.
6. Approve that all existing parking and stopping restrictions on the north side of Cyrus Williams Quay, commencing at intersection with Godley Quay and extending in an easterly direction for a distance of 20 metres be revoked.
7. Approve that the stopping of vehicles be prohibited on the north east side of Voelas Road, commencing at intersection with Godley Quay and extending in a north westerly direction for a distance of 25 metres.
8. Approve that the stopping of vehicles be prohibited on the south west side of Voelas Road, commencing at intersection with Godley Quay and extending in a north westerly direction for a distance of 15 metres.
9. Approve that the stopping of vehicles be prohibited on the north west side of Godley Quay, commencing at intersection with Simeon Quay and extending in a south westerly direction for a distance of 40 metres.
10. Approve that the stopping of vehicles be prohibited on the north west side of Godley Quay, commencing at intersection with Voelas Road and extending in a north easterly direction for a distance of 13 metres.
11. Approve that the stopping of vehicles be prohibited on the north west side of Godley Quay, commencing at intersection with Voelas Road and extending in a south westerly direction for a distance of 420 metres.
12. Approve that the stopping of vehicles be prohibited on the south east side of Godley Quay, commencing at intersection with Simeon Quay and extending in a south westerly direction for a distance of 370 metres.
13. Approve that the stopping of vehicles be prohibited on the south east side of Godley Quay, commencing at intersection with Cyrus Williams Quay and extending in a northerly direction for a distance of 65 metres.
14. Approve that the stopping of vehicles be prohibited on the south east side of Godley Quay, commencing at point 99 metres north of its intersection with Cyrus Williams Quay and extending in a northerly direction for a distance of 65 metres.
15. Approve that the stopping of vehicles be prohibited on the north side of Cyrus Williams Quay, commencing at intersection with Godley Quay and extending in an easterly direction for a distance of 20 metres.

16. Approve the lane marking changes, kerb alignment changes, traffic island and road surface changes at the intersection of Godley Quay with Voelas Road as detailed in Attachment A.
17. Approve that resolutions 1-16 take effect when the traffic control devices that evidence the restrictions described in the staff report are in place, including any revocations.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- Activity: Active Travel
 - Level of Service: 10.5.1.0 Reduce the number of reported cycling and pedestrian crashes on the network - Less than 45
- 4.2 The following feasible options have been considered:
 - Option 1 – Provide a safe pedestrian crossing at the intersection of Godley Quay and Voelas Road and improvements to Godley Quay line marking including 'No Stopping' (preferred option)
 - Option 2 – Provide a safe pedestrian crossing at the intersection of Godley Quay and Voelas Road
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Provides a safe crossing option on Godley Quay and Voelas Road at the pedestrian access point to the marina development.
 - Provides clear delineation between pedestrians and motor vehicles on Godley Quay.
 - Clearly defines where vehicles can safely park on Godley Quay.
 - Reduces the likelihood of crashes on Godley Quay.
 - Provides an improved environment to accommodate the expected growth in traffic and pedestrian volumes.
 - Council meets its implementation obligations of the Lyttelton Port Recovery Plan
 - 4.3.2 The disadvantages of this option include:
 - The loss of 14 potential parking spaces to provide pedestrian improvements at Godley Quay / Voelas Quay intersection.
 - The perception of the loss of parking spaces along Godley Quay. Some of this parking is currently on the footpath or causes a hazard in the road way.

5. Context/Background

Back Ground

- 5.1 Pedestrian improvements at the intersection of Godley Quay and Voelas Road
 - The Lyttelton Port Recovery Plan was approved in November 2015 and includes design guidelines for Dampier Bay which detail the requirement to provide pedestrian access onto Godley Quay at the intersection of Voelas Road. The Lyttelton Port Company as part of the marina development at Dampier Bay has provided new steps to link to this location. Council has agreed through the Lyttelton Port Recovery Plan to provide for safe pedestrian crossing facilities at Godley Quay. The steps have been installed by the Lyttelton Port Company as part of the marina development. They are currently behind security fencing until a safe crossing

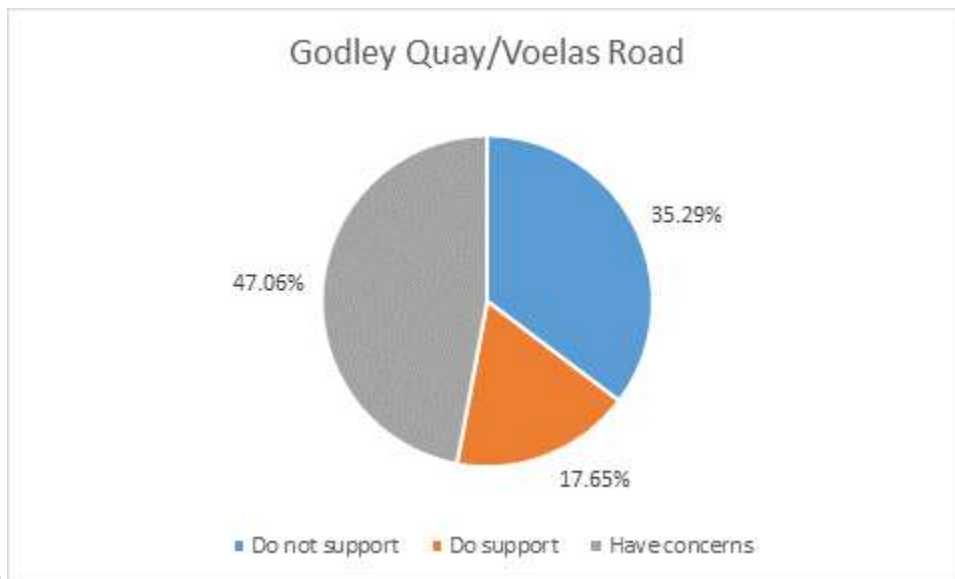
facility is constructed. The replacement twin pressure sewer main connecting Naval Point to Norwich Quay is now being constructed along this section of Godley Quay. The completion of these works is required prior to the construction of this project and completion is currently anticipated by the end of September.

- 5.2 Godley Quay line marking and ‘No Stopping ‘
- Discussions with user groups in the area have raised safety concerns regarding access to Naval Point and the playing fields and the large vehicles mainly from oil companies operating out of the Port.
 - This part of the project looks to address the following issues on Godley Quay:
- This section of road has poorly defined edges with sharp changes in vertical and horizontal alignment.
- The road caters for a high percentage of heavy vehicles and towing vehicles.
- A small number of vehicles are regularly illegally parked on the pavement resulting in pedestrians having to use the road space at a place where there is poor visibility along the road and also resulting in vehicles needing to cross the centreline when forward visibility is poor. This is particularly an issue with the high number of heavy vehicles.
- The space available for pedestrians to walk when there is no formal path clearly defined.
- Safe parking opportunities are not clearly defined.

The initiation of this part of the project was designed to coincide with the change in road alignment that would occur as a result of the pedestrian upgrade at the intersection of Godley Quay and Voelas Road, and provide for future increases to pedestrian and vehicular traffic volumes.

Community Feedback

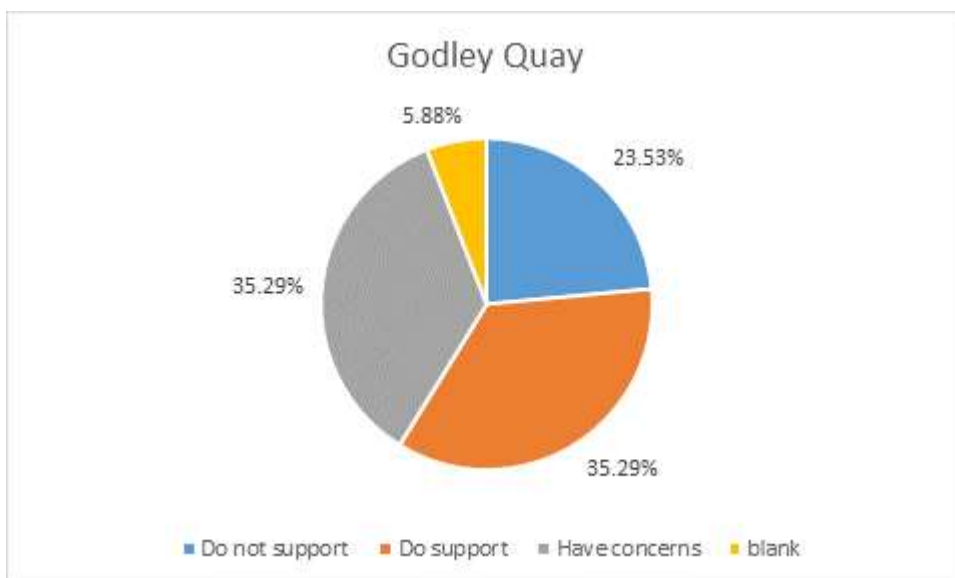
- Community engagement and consultation for this project was undertaken from 10 July 2018 to 30 July 2018. Affected property owners and residents were advised of the recommended option by a leaflet drop. The consultation leaflets were hand delivered to 25 properties. The leaflet was also sent to 13 absentee landowners, and key stakeholders.
- During the course of the engagement, the Council received 17 submissions. Attachment C.
- **Godley Quay/Voelas Road pedestrian improvements:**
- Three submissions were in support, six were not in support, and eight were in support but had some concerns.



- Of the six submissions that did not support three were due to the restricted access into Voelas Road for large vehicles. Subsequently the project team has worked with the oil companies to provide a design that accommodates access from Godley Quay in to Voelas Road should Godley Quay become closed. The remaining three “do not support” submitters were generally opposed to the location of the pedestrian improvements. This is covered in more detail in Section 6.6.1 of this report.

• **Godley Quay line marking changes:**

- Six were in support, four were not in support, six were in support but had some concerns and one did not specify. Concerns raised were mainly around parking and is covered in detail in Section 6.6.2 of this report.



- A letter has been sent to all submitters advising of the outcome of the consultation, including details of the Community Board meeting, and how they can speak to their submission if they wish. Also included in this letter is a link to the feedback received and the Community Board report (when published).

6. Option 1 – Provide a safe pedestrian crossing at the intersection of Godley Quay and Voelas Road and improvements to Godley Quay line marking including ‘No Stopping’ (preferred)

Option Description

- 6.1. Install a landing, buildout, and traffic island at the intersection of Godley Quay and Voelas Road with associated ‘No stopping’. On Godley Quay provide edge lines, ‘No Stopping’ and changes to centre line, as detailed in Attachment A and B.

Significance

- 6.2. The level of significance of this option is low consistent with Section 2 of this report.
- 6.3. Engagement requirements for this level of significance are consistent with those carried out by the project which included consultation with those immediately affected and key stakeholders.

Impact on Mana Whenua

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

Community Views and Preferences

- 6.5. The following are directly affected by this option:

- Local residents.
- Lyttelton Port Company.
- Local businesses including fuel companies.
- Those utilising all day parking in the area.

- 6.6. Team responses to the common themes raised through consultation are as follows:

6.6.1. Pedestrian improvements at the intersection Godley Quay and Voelas Road

- Voelas Road will become inaccessible to large vehicles in emergencies if Godley Quay becomes blocked.
 - Project Team response – After discussions with the fuel company’s representative it has been agreed to lower the pedestrian refuge island to allow large vehicles to drive over it in emergency scenarios once signs have been removed.
- Location of crossing unsafe for pedestrians.
 - Project team response – This location provides the greatest sight line distances for pedestrians crossing Godley Quay in this vicinity and meets current design guidelines. Pedestrians currently transiting along Godley Quay crossing Voelas Road are exposed to turning vehicles. The construction of a pedestrian refuge island and a raised apron to slow turning vehicles will allow for adequate sight lines for pedestrians. This location is one of the pedestrian connection points to the Dampier Bay development which has been designed in line with the Lyttelton Port Recovery Plan.
- Voelas Road / Simeon Quay intersection and Godley Quay / Simeon Quay intersection need improvements.
 - Project team response – This feedback has been noted, however changes beyond the project area are outside of scope.
- There is no forward notification to traffic of pedestrians crossing.

- Project team response – Pedestrians crossing signs will be installed as part of the project.
- Right turning out of Voelas should be stopped as it is dangerous.
 - Project team response – Enforcing the banning of a right turn through the introduction of a physical barrier is not an option due to constraints imposed by the layout of the intersection.

6.6.2. Godley Quay line marking and 'No Stopping'

- Parking will be removed from 32 & 22 Godley Quay adversely affecting the resident's life.
 - Project team response – Parking is currently occurring on the footpath in this location which is prohibited. This presents a significant risk to both motorists; including large fuel trucks; and pedestrians. Council has an obligation to address safety concerns on the road network. Property No. 32 has a garage and property 22 has parking options within 40m.
- Area for parking proposed between 1 and 18 Godley Quay may be too small (one submitter).
 - Project team response – 11 on street parking spaces will remain between No.1 and No.18 Godley Quay, with a further 23 spaces available in Voelas Road. The current observed daytime demand for these parking spaces is low.
- Will resident permits be issued to people on Voelas Road?
 - Project team response – No. The criteria for resident's permits are not met in this location. For details of criteria see Attachment D.
- The restriction of car parking through narrow sections of Godley Quay will minimise the need for Fuel tankers to cross the centreline.
 - Project team response – Agree.
-

Alignment with Council Plans and Policies

6.7. This option is consistent with Council's Plans and Policies as it addresses known safety concerns, reducing the likelihood of pedestrian and vehicle accidents.

Financial Implications

6.8. Cost of Implementation –

- 6.8.1 Pedestrian improvements at the intersection of Godley Quay and Voelas Road has an expected cost of \$60,000.
- 6.8.2 Godley Quay line marking and 'No Stopping' has an expected cost of \$2,000.

6.9. Maintenance / Ongoing Costs - This is covered under the area maintenance contract and has been accounted for in forward planning.

6.10. Funding source – 2018-28 Long Term Plan, Godley Quay/Voelas Road pedestrian improvements (ID# 50181).

Legal Implications

6.11. There is not a legal context relevant to this decision

Risks and Mitigations

6.12. Not Applicable

Implementation

- 6.13. Implementation dependencies – Completion of the pressure sewer project.
- 6.14. Implementation timeframe - Construction to be completed within this financial year

Option Summary - Advantages and Disadvantages

- 6.15. The advantages of this option include:
- Provides a safe crossing option on Godley Quay and Voelas Road at the pedestrian access point to the marina development.
 - Provides clear delineation between pedestrians and motor vehicles on Godley Quay.
 - Clearly defines where vehicles can safely park on Godley Quay.
 - Reduces the likelihood of crashes on Godley Quay.
 - Provides an improved environment to accommodate the expected growth in traffic and pedestrian volumes.
 - Council meets its implementation obligations of the Lyttelton Port Recovery Plan
- 6.16. The disadvantages of this option include:
- The loss of 14 potential parking spaces to provide pedestrian improvements at Godley Quay / Voelas Quay intersection.
 - The perception of the loss of parking spaces along Godley Quay. Some of this parking is currently on the footpath or causes a hazard in the road way.

Note: The current Road User Rules bring many of these spaces in to question due to the road environment. For related road user rules see Attachment D

7. Option 2 - Provide a safe pedestrian crossing at the intersection of Godley Quay and Voelas Road

Option Description

- 7.1. Install a landing, buildout, and traffic island at the intersection of Godley Quay and Voelas Road with associated 'No stopping'.

Significance

- 7.2. The level of significance of this option is low consistent with Section 2 of this report.
- 7.3. Engagement requirements for this level of significance are consistent with those carried out by the project which included consultation with those immediately affected and key stakeholders.

Impact on Mana Whenua

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

Community Views and Preferences

- 7.5. This is detailed in 6.5 and 6.6.1.

Alignment with Council Plans and Policies

- 7.6. This option is inconsistent with Council's Plans and Policies
- 7.7. Inconsistency – It does not address known safety concerns raised by the public.

Financial Implications

- 7.8. Cost of Implementation - This project is being carried out as part of the inner harbour improvements programme and has estimated construction costs of \$60,000
- 7.9. Maintenance / Ongoing Costs - This is covered under the area maintenance contract and has been accounted for in forward planning.
- 7.10. Funding source – 2019 CAPEX Inner Harbour Road Improvement (ID#50181)

Legal Implications

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

Risks and Mitigations

- 7.12. Known safety concerns are not being addressed.

Implementation

- 7.13. Implementation dependencies - Completion of the pressure sewer replacement.
- 7.14. Implementation timeframe – To be constructed this financial year.

Option Summary - Advantages and Disadvantages

- 7.15. The advantages of this option include:
- Provides a safe crossing option on Godley Quay and Voelas Road at the pedestrian access point to the marina development.
 - Provides an improved environment to accommodate expected growth in pedestrian volumes.
 - Council meets its implementation obligations for the Lyttelton Port Recovery Plan.
- 7.16. The disadvantages of this option include:
- Availability of safe parking options will not be clearly defined along Godley Quay.
 - Clear delineation for pedestrians and vehicles will not be achieved along Godley Quay.
 - The loss of 14 potential parking spaces to provide pedestrian improvements at Godley Quay / Voelas Quay intersection.

Attachments

No.	Title	Page
A ↓	Plan - Godley Quay/Voelas Road Pedestrian Improvements	37
B ↓	Plan - Godley Quay Line Marking	38
C ↓	Godley Quay consultation feedback	39
D ↓	Road User Rules	45
E ↓	Pedestrian improvements - Godley Quay/Voelas Road, Lyttelton, further information requested by the Te Pataka o Rākaihautū/Banks Peninsula Community Board - 15 October 2018	46

Confirmation of Statutory Compliance

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

(a) This report contains:

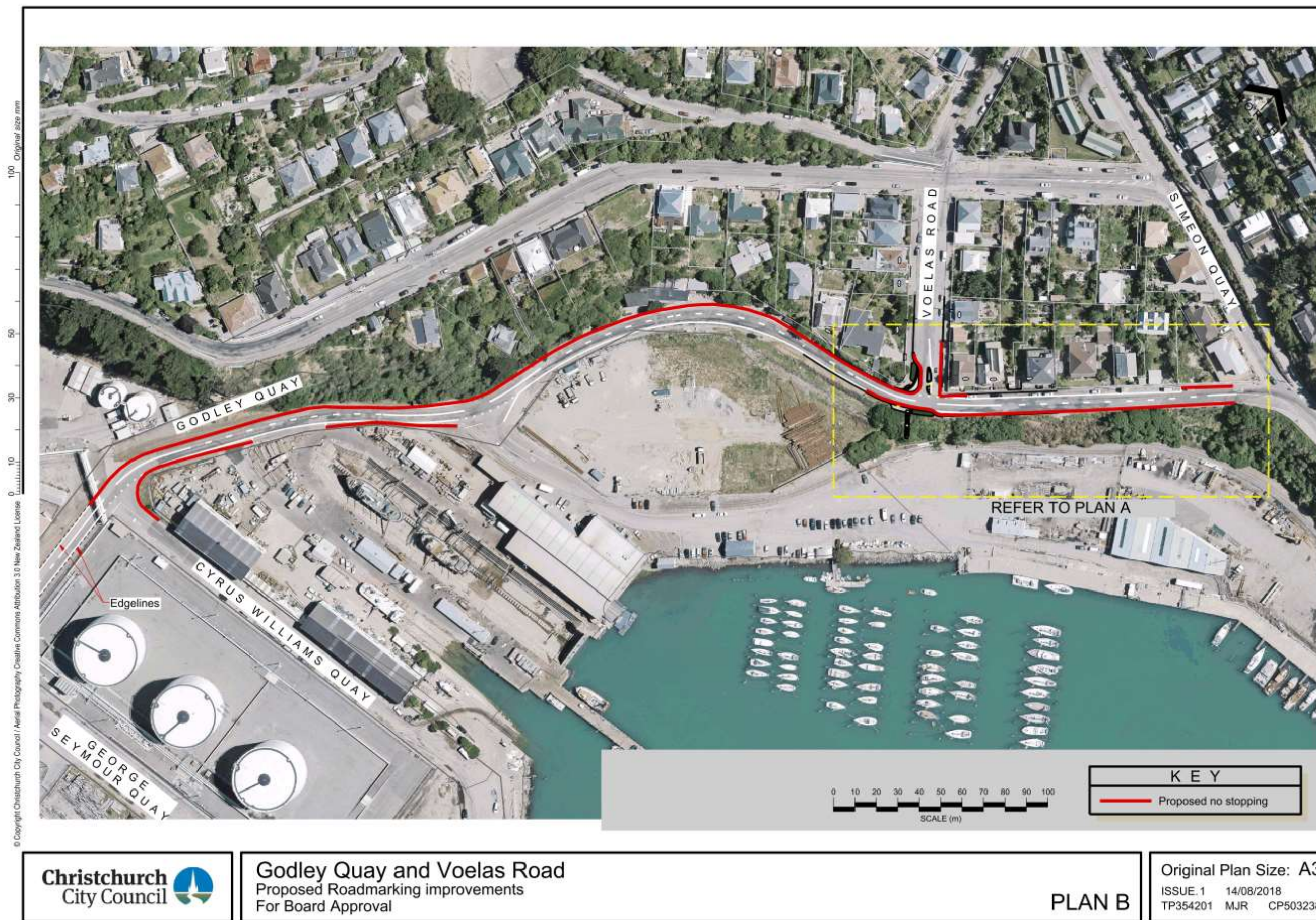
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

Signatories

Author	Andy Cameron - Junior Project Manager
Approved By	Lynette Ellis - Manager Planning and Delivery Transport





Submission ID	I / We	Comments - please be as specific as possible to help us understand your views	I/We	Comments - please be as specific as possible to help us understand your views	Name	Name of organisation (if applicable)
	Godley Quay/ Voelas Road		Godley Quay			
17341	do not support the plan	See attachment	support the plan	See attachment	Georgina McPherson	Oil Companies BURTON PLANNING CONSULTANTS LIMITED (Z Energy Ltd, BP Oil Ltd, Mobil Oil NZ Ltd)
17337	do not support the plan	We are concerned that the proposed crossing point at the corner of Voelas and Godley is on a busy intersection with limited visibility of traffic coming from Naval Point once it reaches 32 Godley Quay. Vehicles from this section of Godley Quay immediately south of Voelas Road can't be seen from the proposed crossing point and there is a real risk inexperienced or inattentive pedestrians will not see immediately oncoming traffic. Suggest instead consideration be given to a crossing point approximately half way along Godley Quay between Voelas Road and Simeon Quay that will allow unimpaired vision of oncoming traffic from either direction. It would require a footpath being established on the opposite side of Godley Quay to then be able to reach the steps but would be a safer long term option. The wider issue is that Godley Quay as a road is inadequate, and will become increasingly inadequate for the traffic that uses it as Te Ana gets busier, and Naval Point gets redeveloped all in addition to the existing traffic as well as foot traffic (high volume of children who use this road to reach rec grounds) and the problems at the Voelas Rd and Simeon Quay intersection are completely ignored in the proposal. We cannot see any solution long term other than diverting through traffic off Godley Quay to along behind the Marina or cantilevering a widened Godley Quay.	have some concerns	We presume from the images provided there will still be some parking allowed on the lower side of Godley Quay (between Voelas Road and the Te Ana entrance). On this basis we are generally supportive.	Andrew Scott	
17312	have some concerns	My sister in law lives on Voelas road and we have friends with a boat in the marina. The steps are a great addition to the area. I am visually impaired/legally blind and often have trouble judging the speed of traffic. In your plan there really isn't any forward notification for downhill traffic approaching the crossing point, their speed is unchecked. Best practice roading engineering may consider creating some edge friction using vertical elements along the road edge. Simply opening up the road and removing the parks may create a hiway effect.	have some concerns	See previous comments.	Laurence Mote	

Submission ID	I / We	Comments - please be as specific as possible to help us understand your views	I/We	Comments - please be as specific as possible to help us understand your views	Name	Name of organisation (if applicable)
17291	have some concerns	Parking for residents must be considered	do not support the plan	As the homeowner of [REDACTED] I am very concerned that I will not have any parking with your proposal. Where are you proposing that I or any visitors that I may have park please? Your proposal is going to cause me major inconvenience. This will have a major negative impact on my day to day quality of life and I am sure should in the future I decide to sell my home as it is just too far to walk to the house this is going to have an adverse effect on the sale ability of my house. While it shows on your plan that there is parking on the other side of the road, this is completely impractical. I have discussed this with CCC Engagement Advisor Samantha Sharland who on closer inspection of Google maps from her office agreed. It is plainly obvious that a major widening of Godley Quay is required to safely accommodate pedestrians and traffic while recognising that local residents also need to be able to park closer than 200 metres from their dwelling. I have been amazed how many people walk and drive recreationally down Godley Quay past my house at [REDACTED]. The development of the Te Ana Marina is bound to exponentially increase this. Surely the CCC must see this as a great opportunity to widen the road to provide safe passage for walkers, vehicles and also parking for homeowners? It must also be noted that Godley Quay provides access for multiple people such as large trucks, sports people for the sports fields, recreational fishers, boaties, jetskiers, port workers, dog walkers, waka ama enthusiasts, to name a few. I beg you to please hear my plea as I believe my property is one of the most affected by your proposal. It seems to be a quick cheap bandage fix for something that while may cost more to address properly will in the long term enable the residents of greater Christchurch to enjoy in a safe manner.	Robyn Robinson	
17263	support the plan		support the plan		lee sharland	Iscoachingnz
17256	support the plan		have some concerns	Plan B shows Plan A to include the intersection of Godley Quay and Simeon Quay, however this intersection is not shown on Plan A. The safety of this intersection for pedestrians should however also be considered as part of this proposal. At present, vehicles coming from the tunnel and turning left down Godley Quay often do not indicate and turn the corner at speed. In addition, heavy trucks or vehicles towing boats often have trouble turning right from Godley Quay into Simeon Quay as they are required to do a hill start. This intersection is particularly dangerous for pedestrians, particularly those that are more vulnerable such as children. With the merger of the two schools in Lyttelton, more children must navigate this intersection on the way to school and consequently some consideration should be given to improving the safety of this intersection.	Jillian Frater	

Submission ID	I / We	Comments - please be as specific as possible to help us understand your views	I/We	Comments - please be as specific as possible to help us understand your views	Name	Name of organisation (if applicable)
17247	do not support the plan	<p>With driving a long truck there is no way of safely turning left to go towards Gebbies Pass.</p> <p>It appears your planner has not driven an articulated truck.</p> <p>This a port area (industrial). Not a shopping mall.</p> <p>Think about articulated trucks.</p>	support the plan		Allan Bain	
17135	have some concerns	<p>I use this road daily and the solution probably wont work until you create a no right turn at the bottom of Vailoas road, the reason is in a car you CANNOT see traffic coming on not only a blind corner but a rise too, and the reflector mirror installed gives an inaccurate vision of how fast the car is going and how quick</p> <p>When a collision happens (there have been many here) a vehicle approaching from the south will try and avoid the car pulling out of vialoas road and will directly HIT THE PEDESTRIAN ACCESS WAY.</p> <p>I strongly suggest one of you attempt to to a right turn with a tanker approaching using the mirror to judge and see if you have clean underwear afterwards!</p> <p>(probably 50+ tankers use this daily)</p> <p>Seriously stop right turning traffic from vialoas, it causes accidents and now you'll have pedestrians to hit too, the detour is very quick and this will save a life or two one day</p> <p>Thanks folks</p>			dudley jackson	Independent Doors
17093	have some concerns	<p>My father and myself have concerns with your pedestrian improvements and the no stopping on the part of Godley Quay outside our property 22 Godley Quay as we have no drive on access or garage.</p> <p>It would affectly stop family, deliver of firewood, gas bottles, grocery shopping, trademen, the house still has to have earthquake repairs to be done.</p> <p>Mobil moved the pipeline our of the Godley Quay tank farm to below the road as a result of that the road has been narrowed between Voelas Rd corner, passed our place to 26 Godley Quay.</p> <p>Our suggestion for the pedestrian crossing would be to do the same as Norwich Quay has got.</p>	do not support the plan		William & Vanessa Hansen	
17080	have some concerns	<p>I am concerned on two points.</p> <p>The first being the placement of the new steps on a dangerous corner. I believe where pedestrians come up from the Marina that they will walk along the Quay where there is no footpath.</p> <p>Secondly when you come down Voelas Rd to turn on to Godley Quay the right line to check traffic approaching in both directions is very short and blind. This needs to be addressed also with a pedestrian access also being thrown into the mix of a hazard spot.</p>	have some concerns	<p>I am concerned that the area proposed for parking is too small. 1b Godley Quay usually has a minimum of 3 adult residents and operates as a BnB and would need 2 off street parks.</p> <p>No 14 needs 2 off street parks and No 10 uses one park. No 8 uses 3 parks. This area for parking will potentially be full for residents but leaves no parking for No 18 who has nursing services to park or for any visitors to those properties. It is also a concern that when the Marina develops in it's later stages visitors to the Marina will potentially park on Godley Quay and leave no resident spaces. I think the area needs to be designated as resident parking only.</p> <p>Lastly the area designated on Godley Quay to park is the only flat area & is used by heavy trucks & cars with boats to pull over & check their loads. if the area is congested with parking there is no safe pull over area for heavy vehicles.</p>	Lisa Williams	

Submission ID	I / We	Comments - please be as specific as possible to help us understand your views	I/We	Comments - please be as specific as possible to help us understand your views	Name	Name of organisation (if applicable)
16990	have some concerns	A lot of rate payers money to be spent on area with very little pedestrian traffic. I walk that area regularly at various times, of day, I hardly pass any other pedestrians. I have been in the area for 22 yrs. Spend money on repairing the streets & pot holes. Your plan may have a 'feel good' factor but its a waste of my rates.	do not support the plan	People park there as there is very little off street parking. Traffic has managed for past 50 yrs ok.	R Gilbertson	
16954	have some concerns	I generally support both the proposed plans to improve pedestrian safety, but the plans do not go far enough. a). This junction is very dangerous and will become more so with the addition of the steps to Te Ana marina. Vehicles turning onto Godley quay from Voelas road have very limited view of vehicles coming up Godley quay from the right side. The corner and the rise involved on Godley quay mean that a driver must use the fish eye mirror, which is fraught with difficulty and the potential to get it wrong, notwithstanding that the mirror itself is easily vandalised. There are a large number of trucks and fuel tankers coming up the hill from the tank farm already, but the traffic is likely to increase with increasing use of Te Ana marina, especially once retail facilities in the Woolstore open up. The potential for a serious motor vehicle accident is significant. b). With the additional pedestrian traffic that the new steps will produce there will be a larger number of people crossing Godley quay from Voelas. Given the difficulties with the junction as described above, the pedestrian hazard will be increased and I feel a pedestrian crossing is required close to the steps to reduce the risk of pedestrian accidents.	have some concerns	See above	Melanie Betts	
16938	do not support the plan	Goodley Quay is the only access road to the bulk fule storage area, should this road become inaccessible for any reason the only other rout is via Voelas road, if the proposed plan should go ahead this will signifently reduce the access for heavy vehicles to access voleas road	support the plan		Dwayne Pool	Fire & Emergency New Zealand Lyttelton Station (Deputy Chief Fire Officer)
16931	do not support the plan	i AGREE WITH THE PARKING NO RESTRICTIONS 6 TO 16 BUT NO FURTHER THE PEDESTRIAN SITUATION AT THE BOTTOM OF VOLES RD WILL ONLY MAKE A DANGEROUS SITUATION MUCH WORSE AND IT APPEARS THAT THE DESIGNER HAS NOT OBSERVED THE SITE SITUATION AT ALL, THESE PROPOSED CHANGES WILL BE NEGATIVE IN THE EXTREME FOR ANY ONE ON FOOT.	do not support the plan	OPPOSITE THE LYTTETLTON DRY DOCK THE ROAD IS WIDE AND PARKING IS AND HAS BEEN USED FOR YEARS WITH NO ISSUES SO SHOULD STAY. THERE ARE MANY USERS OF THIS AREA AND IT HAS NOT BEEN ANY ISSUE BUT THE PROPOSED RESTRICTIONS MUST BE FOR THE ASSUMED CAR PARKING FOR THE SIGHT SEERS TO THE NEW MARINA? WHICH WILL BE AN IMPEDIMENT TO THE HEAVY TRAFFIC WHICH USES THIS ROAD EXTENSIVELY FROM THE TANK FARM AND MORE. THE CORNER SIMEON QUAY AND GODLEY QUAY HAS BEEN A MAGOR ISSUE FOR MANY YEARS BUT THE CCC WISH TO IGNORE THE POSSIBLE IMPROVEMENTS THAT HAVE BEEN PROPOSED	ralph stark	stark bros ltd

Submission ID	I / We	Comments - please be as specific as possible to help us understand your views	I/We	Comments - please be as specific as possible to help us understand your views	Name	Name of organisation (if applicable)
16928	do not support the plan	<p>This Plan A is totally unbelievable - and to think that the proposal can be called a "Pedestrian Improvement Consultation Plan" makes it even more unbelievable.</p> <p>Having transited this intersection - Godley Quay and Voelas Road almost every day for the past 30 years, usually multiple times per day - mostly on Godley Quay, and while not as frequently but often coming down Voelas Road and turning right onto Godley Quay, I am very familiar with the risks and hazards of this intersection. It is not an intersection that can in any way be considered safe for pedestrians to cross Godley Quay, it is essentially a blind corner when turning from Voelas Road right onto Godley Quay, and there has been many near misses due to the Godley Quay Traffic coming from the South which cannot be seen - also difficult actually seeing vehicle in the installed mirror.</p> <p>We have noted the steps from the new Te Ana Marina that have recently been installed, and commented that a suicide platform has been installed - we cannot understand how such a mistake has been allowed to occur.</p> <p>What were the designers of Te Ana thinking - I can tell you - they were not thinking - what a stupid place to install steps from the Te Ana Marina development to a blind corner.</p> <p>These steps simply should not be allowed.</p> <p>Pedestrian entry to the Te Ana Marina development should be down Godley Quay and into the main vehicle entry, or from Simeon Quay down the steps to the North end of the Te Ana development. There is no way to make safe a pedestrian access in this location that does not compromise the flow vehicle traffic - which should have priority.</p> <p>We have approximately 40 staff - all of whom travel to / from work via Godley Quay, some also coming down Voelas Road and turning right onto Godley Quay.</p> <p>There are obviously other businesses that operate down Godley Quay and Naval Point, in addition to the recreational trailer boats and recreation ground users, particularly on weekends - and the traffic will without doubt increase with the Marina Development. In addition to our Staff movements to/from work, we operate a fleet of heavy vehicles, including Crane Trucks, Flat Decks, Tankers, Low Loaders, Curtainsiders, etc, which travel up and down this road to pick up and move cargo from our Naval Point Transport Facility to / from the commercial wharves in the Port of Lyttelton, and to / from Christchurch as and when required.</p> <p>Heavy vehicles can struggle on the incline of Godley Quay just South of the Voelas Road intersection, and also definitely at the intersection of Godley Quay / Simeon Quay.</p> <p>Any wayward pedestrian interface will only make the life of the truck drivers at these 2 locations even more challenging.</p> <p>The current Vehicle to Vehicle interface at the Godley Quay / Voelas Rd intersection is already congested and dangerous, any suggestion that pedestrians should be introduced and allowed to cross Godley Quay at this point should be considered stupidity and not allowed.</p> <p>We believe the ability for pedestrians to cross Voelas Road is currently safe and it should be encouraged that pedestrians</p>	have some concerns	<p>We agree with the no stopping on the Eastern Side of Godley Quay from Simeon Quay to just South of Voelas Road, and around by the dry dock and on the corner of Cyrus Williams Quay.</p> <p>We do not agree with the No Stopping on the Western Side of Godley Quay from Cyrus Williams Quay to the head of the Dry Dock - this area has been used for excess dry dock contractor use and does not cause issues to road users.</p> <p>We also believe that street parking should be allowed on the Western Side of Godley Quay from 32 - 26 Godley Quay, consisting of the 2 residential address and 1 commercial premises.</p> <p>We - Stark Bros Ltd - therefore support parts and oppose parts of the proposed plans to restrict parking in Godley Quay as per above.</p> <p>We are more than happy to talk to our submission if the Decision Making Body requires more clarification or wishes to question us on any aspect of our submission.</p>	Andrew Stark	Stark Bros Ltd

Submission ID	I / We	Comments - please be as specific as possible to help us understand your views	I/We	Comments - please be as specific as possible to help us understand your views	Name	Name of organisation (if applicable)
		<p>proceed across Voelas Road and continue up or down Godley Quay to the safe crossing zones (at the vehicle entrance to Te Ana Marina, or on Simeon Quay Stairs Entry)</p> <p>We - Stark Bros Ltd - therefore oppose in the strongest possible way the proposed plans to attract pedestrians to this intersection - and believe that the only sensible and safe solution is that the Stairway that has been placed opposite Voelas Road should be removed immediately before someone using them is killed.</p> <p>We are more than happy to talk to our submission if the Decision Making Body requires more clarification or wishes to question us on any aspect of our submission.</p>				
16908	have some concerns	There are 2 -3 homes on that part of Voelas Road that do not have driveways/drive on access - is there going to be any provision for "residents parking" and if so will there be a charge for it?	support the plan		Alexa Eveleigh	
16904	support the plan		support the plan		Brandon Craine	

Attachment C

Exerts from Road User Rules

6.3 Parking close to corners, bends, etc

- (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.
- (2) A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority.

Compare: SR 1976:227 r 35(2)(a), (d)

**Part 6
Stopping and parking**

6.1 Vehicles must be parked with due care and consideration

A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a road, whether attended or unattended, without due care or without reasonable consideration for other road users.

Compare: SR 1976:227 r 35(1)(a)

Residents' parking

A residents' parking permit can make it easier for residents to park outside their own property.

We are not required to provide on-street parking where the amount of off-street parking is insufficient for the number of vehicles at a property.

We will consider installing a residents' parking area outside your property if:

- there is no off-street parking at all on your property and
- there is no space on the property that could be converted to off-street parking and
- there is no private parking within a reasonable distance that could be used and
- there are no other traffic engineering matters that would exclude this, such as parking meters.

If you meet the above conditions you may apply for a residents' parking permit to display in your vehicle.

We will then determine whether a permit and/or a reserved parking area will be issued.

Memos



Memorandum

Date: 28/11/2018
From: Andy Cameron Junior Project Manager
To: Banks Peninsula Community Board, Liz Carter Community Board Advisor
Cc:
Subject: Pedestrian improvements - Godley Quay/Voelas Road, Lyttelton, further information requested by the Te Pātaka o Rākaihautū/Banks Peninsula Community Board.
Reference: 18/1260995

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide further information as requested by the Board at the meeting of 15th October as detailed below:
- Community Board Resolved BKCB/2018/00108

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Resolve that the report be left to lie on the table and staff be asked to provide further information on:
 - Questions supplied by Board members
 - A copy of the un-redacted submissions
 - Advice from Council staff on the legal challenge received
 - Advice on when the ongoing pipeline work on Godley Quay would be completed

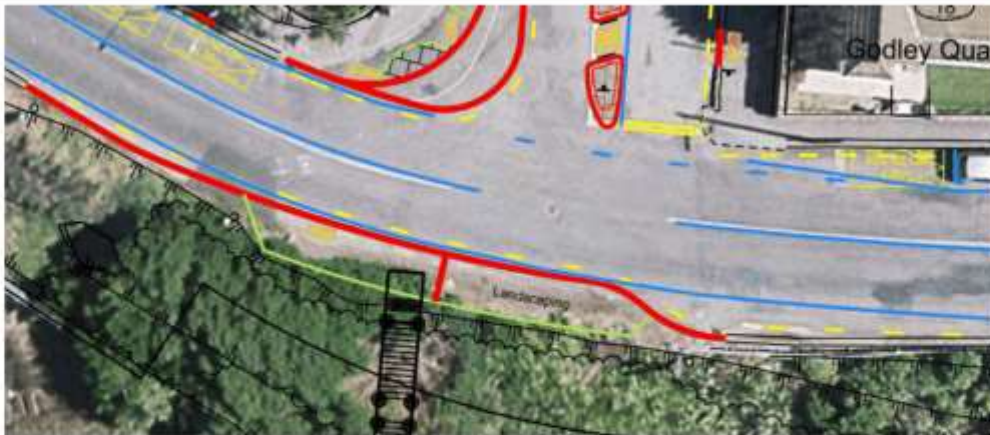
Andrew Turner/Tyrone Fields Carried



2. Questions later supplied by Board members

- 2.1 Does the fact that the platform at the top of the steps would be directly in the path of any and all vehicles heading southwest down Godley Quay, until they veer to the right at the last minute to follow a road that slopes to the left, pose a risk to pedestrians?
- 2.1.1 Staff Response:
- The project has been independently safety audited and the location of the path was not raised as a safety concern. Pedestrians will have the protection of the kerb which will assist with guiding vehicles around the bend away from the landing. As can be seen from the below plan, the footpath only slightly encroaches on the existing sealed surface, and will not impede on the current path vehicles take.

Memos



- 2.2 Given that almost every vehicle heading southwest down Godley Quay crosses the centre line as it passes through the intersection of Voelas and Godley, do staff consider this to be a risk to pedestrians?

2.2.1 Staff response:

- This will not be a risk to pedestrians. The majority of vehicles do not have to cross the centre line, although it is accepted that larger heavy goods vehicles will have to cross the centre line. This is the existing situation and cannot be resolved as the road space is too narrow. This project does not make it any worse than existing.

- 2.3 Given that almost every vehicle heading northwest up Godley Quay crosses the centre line as it passes number 26 Godley Quay, would a car parked in a marked bay outside number 22 Godley Quay be a nuisance to pedestrians crossing at the intersection of Voelas and Godley?

2.3.1 Staff response:

- Yes. Cars parking in this location would present a significant risk to pedestrian safety because it blocks the pedestrian visibility. This visibility is known as Crossing Sight Distance (CSD). CSD is essential to have at pedestrian crossing points, as it is the distance a pedestrian requires to be able to see to know that it is safe to cross the road. If this is not provided a pedestrian has to start crossing the road without knowing whether it is safe to cross or not, resulting in a higher probability of a crash occurring as pedestrians will be more likely to step out in front of cars.

- 2.4 Are strategically placed Stop signs an option?

2.4.1 Staff response:

- Stop signs will offer no benefit to pedestrian crossing movements.

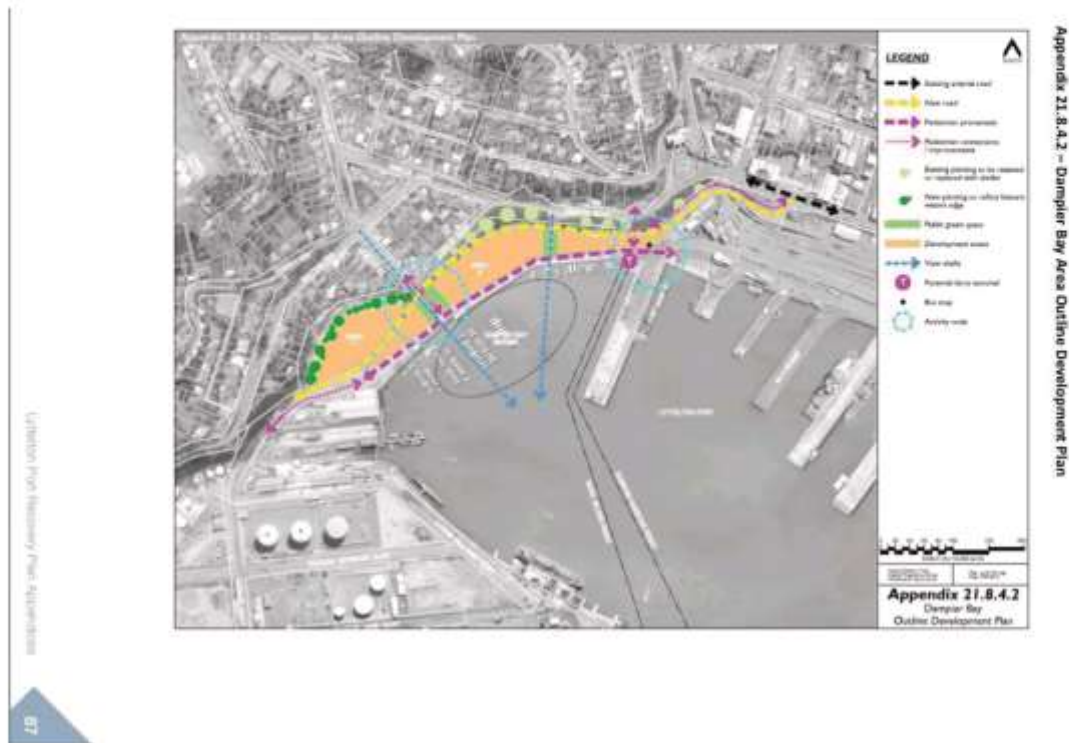
- 2.5 Can the steps be moved?

2.5.1 Staff Response:

- As part of the Lyttelton Port Recovery Plan, Outline Development Plan, Voelas Road has been designated as a pedestrian access point into Dampier Bay (illustrated below). This connection links the area of Lyttelton to the north west of Dampier Bay with the port development. The final location of the stairs and the eventuating scheme design came about from the need to

Memos

meet current standards for pedestrian Crossing Sight Distance, which could only be met in this location and is therefore considered the safest location to have pedestrians crossing.



2.5.2 It should be noted that a change to the existing steps would be expensive and there is no budget provision in the 2018-28 Long Term Plan.

3. Request for a copy of the un-redacted submissions.

3.1.1 Staff Response:

- A copy of the un-redacted submissions was provided to the Board on 19th October.

4. Request for advice from Council staff on the legal challenge received.

4.1.1 Staff Response:

- A copy of the response from Council's Legal Services was provided to the Board on the 19th October.

5. Request for advice on when the ongoing pipeline work on Godley Quay would be completed.

5.1.1 Staff Response:

- The works on Godley Quay are complete.
- The remaining traffic management on Godley Quay associated with the pipe line work being carried out on Simeon Quay has now been removed.

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6. Conclusion

- 6.1 The Pedestrian Improvements - Godley Quay/Voelas Road, Lyttelton options report presented to the Te Pātaka o Rākaihautū/Banks Peninsula Community Board on the 15th October 2018 will be represented on the 17th December 2018.

Attachments

There are no attachments to this report.

Signatories

Author	Andy Cameron - Junior Project Manager
Approved By	Sharon O'Neill - Team Leader Project Management Transport Lynette Ellis - Manager Planning and Delivery Transport

11. London Street Lyttelton, Parking Controls

Reference: 18/1037578

Presenter(s): Peter Rodgers, Graduate Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Te Pātaka o Rākaihautū/Banks Peninsula Community Board to consider parking controls on London Street in accordance with Attachment A.
- 1.2 The report is also to provide the Te Pātaka o Rākaihautū/Banks Peninsula Community Board with responses to questions raised at the Board meeting on 13 August 2018 when it was first considered by the Community Board.

Origin of Report

- 1.3 This report is staff generated in response to requests from businesses for parking restrictions as their customers are finding it difficult to find a park on this section of London Street.
- 1.4 At its meeting on 13 August 2018, the Board considered this report and resolved that it:
 - *Leave this report to lie on the table and request that staff carry out further investigation on Residents' Only Parking and angle parking for the portion of London Street between Canterbury Street and Dublin Street, so that the Board can consider these as realistic options for parking.*
 - *That further consultation be carried out with the residents in this area as part of this proposal.*
 - *That staff report back on this to the first Banks Peninsula Community Board meeting in November.*
- 1.5 The additional information provided in response to the Board's requests above, is included under Section 5 of this report, Clauses 5.15 – 5.20.

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 factors relating to this decision 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 reflect the assessment.

3. Staff Recommendations

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board approve Option 1:

Option 1

1. Approve that the stopping of vehicles be prohibited at any time in the parts of London Street and Canterbury Street referred to as 'Area A', 'Area C', 'Area H', 'Area I' and 'Area J' as indicated on **Attachment A**, drawing TG133026 Issue 2, dated 27/07/2018, attached to the agenda for this meeting.

2. Approve that the installation of a 'keep clear' zone, in the parts of London Street referred to as 'Area E', 'Area F', and 'Area G' as indicated on **Attachment A**, drawing TG133026 Issue 2, dated 27/07/2018, attached to the agenda for this meeting.
3. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of London Street referred to as 'Area B' as indicated on **Attachment A**, drawing TG133026 Issue 2, dated 27/07/2018, attached to the agenda for this meeting, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 5 minutes between the hours of 8.00am and 5.00pm Monday to Sunday.
4. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of London Street referred to as 'Area D' and 'Area K' as indicated on **Attachment A**, drawing TG133026 Issue 2, dated 27/07/2018, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 60 minutes between the hours of 8.00am and 5.00pm Monday to Sunday.
5. Approve that the parking of vehicles be restricted to vehicles displaying residents permits only at any time outside 66 London Street as shown on **Attachment C**, this being on the northern side of London Street commencing at a distance of 48 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of six metres.
6. Approve that the parking of vehicles be restricted to vehicles displaying residents permits only at any time outside 64 London Street as shown on **Attachment C**, this being on the northern side of London Street commencing at a distance of 54 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of six metres.
7. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
8. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

That should the Te Pātaka o Rākaihautū/Banks Peninsula Community Board decline to approve Option 1, that the Te Pātaka o Rākaihautū/Banks Peninsula Community Board approve Option 2:

Option 2

9. Approve that the stopping of vehicles be prohibited at any time in the parts of London Street and Canterbury Street referred to as 'Area A', 'Area C', 'Area H', 'Area I' and 'Area J' as indicated on **Attachment B**, drawing TG133026 Issue 1, dated 27/07/2018, attached to the agenda for this meeting.
10. Approve that the installation of a 'keep clear' zone, in the parts of London Street referred to as 'Area E', 'Area F', and 'Area G' as indicated on **Attachment B**, drawing TG133026 Issue 1, dated 27/07/2018, attached to the agenda for this meeting.
11. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of London Street referred to as 'Area B' as indicated on **Attachment B**, drawing TG133026 Issue 1, dated 27/07/2018, attached to the agenda for this meeting, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 5 minutes between the hours of 8.00am and 5.00pm Monday to Sunday.
12. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of London Street referred to as 'Area D', 'Area K', 'Area L', 'Area M', and 'Area N' as indicated on **Attachment B**, drawing TG133026 Issue 1, dated 27/07/2018, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 60 minutes between the hours of 8.00am and 5.00pm Monday to Sunday.
13. Approve that the parking of vehicles be restricted to vehicles displaying residents permits only at any time outside 66 London Street as shown on **Attachment C**, this being on the northern side

of London Street commencing at a distance of 48 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of six metres.

14. Approve that the parking of vehicles be restricted to vehicles displaying residents permits only at any time outside 64 London Street as shown on **Attachment C**, this being on the northern side of London Street commencing at a distance of 54 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of six metres.
15. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
16. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

That should the Te Pātaka o Rākaihautū/Banks Peninsula Community Board decline to approve Option 1 or Option 2, that the Te Pātaka o Rākaihautū/Banks Peninsula Community Board approve Option 3:

Option 3

17. Approve that the stopping of vehicles be prohibited at any time in the parts of London Street and Canterbury Street referred to as 'Area A', 'Area C', 'Area H', 'Area I' and 'Area J' as indicated on **Attachment D**, drawing TG133026 Issue 3, dated 27/07/2018, attached to the agenda for this meeting.
18. Approve that the installation of a 'keep clear' zone, in the parts of London Street referred to as 'Area E', 'Area F', and 'Area G' as indicated on **Attachment D**, drawing TG133026 Issue 3, dated 27/07/2018, attached to the agenda for this meeting.
19. Approve that the parking of vehicles be restricted to vehicles displaying residents permits only at any time outside 66 London Street as shown on **Attachment C**, this being on the northern side of London Street commencing at a distance of 48 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of six metres.
20. Approve that the parking of vehicles be restricted to vehicles displaying residents permits only at any time outside 64 London Street as shown on **Attachment C**, this being on the northern side of London Street commencing at a distance of 54 metres east of its intersection with Dublin Street and extending in an easterly direction for a distance of six metres.
21. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
22. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key Points

- 4.1 This recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#).
- 4.2 The following feasible options have been considered:
 - Option 1 - Install parking restrictions on the north side of London Street, No Stopping restrictions, and crosshatching (preferred option)
 - Option 2 – Install parking restrictions on both sides of London Street, No Stopping restrictions, and crosshatching
 - Option 3 – Do minimum, install crosshatching and No Stopping restrictions
 - Option 4 – Receive information regarding angle parking
 - Option 5 – Do nothing, do not make any changes

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Provides four additional 60 minute and one 5 minute parking space, to provide turnover outside the immediately adjacent businesses on the north side of London Street.
- Provides clear road markings to keep emergency service vehicle entrances clear.
- Rationalises redundant restrictions associated with the old fire station layout.
- Helps to maintain property access to residential properties.
- Provides Residents Only parking spaces for properties which qualify for the Residents Only Parking Policy.

4.3.2 The disadvantages of this option include:

- Reallocates parking spaces which are presently available for all-day parking.

5. Context/Background

- 5.1 Staff have received requests for parking restrictions from businesses on London Street, to provide parking turnover for customers, as some parking spaces are being parked in for long periods of time.
- 5.2 The parking restrictions and line markings along London Street are inconsistent with the current usage and inconsistent with other parts of Lyttelton and the wider Christchurch City. Changes to parking restrictions have been requested by several businesses in the area.

Emergency Service Vehicle Access

- 5.3 The rebuilding and relocation of the Lyttelton Fire Station also requires review of the emergency services access road markings and removal of the now redundant markings. These are proposed to be replaced with crosshatching consistent with other similar markings around Christchurch City. The markings outside St Johns Ambulance opposite the Lyttelton Fire Station will also be updated.

Vehicle Entrances

- 5.4 There have also been some issues with non-residents parking over vehicle crossings, some of which are not clearly vehicle crossings. It is proposed to mark 'no stopping' over these driveways to clarify to drivers that they are not permitted to park there. The vehicle crossing for 54A London Street already has this treatment and the proposal will treat other properties along this stretch of London Street consistently.
- 5.5 The Land Transport (Road User) Rule 2004 prohibits a driver of a vehicle parking over a vehicle crossing. Operational policy is not to install 'no stopping' restrictions over a vehicle crossing, as this is already prohibited by the Road User Rule. In this case exceptions have been made because this is a high parking demand area, particularly on Saturdays, the vehicle entrances are not clearly vehicle entrances from the street (particularly when gates are closed).
- 5.6 The service vehicle entrance to Albion Square, on Canterbury Street, is also proposed to be treated this way. Maintenance contractors working in Albion Square report that their vehicles are often trapped in by vehicles parking over the entrance.

Proposed time restricted parking changes

- 5.7 A parking restriction of 60 minutes (P60) was initially proposed for both north and south sides of the western part of London Street, between Canterbury Street and the new fire station, with a P5 parking space directly outside the ATM at 56 London Street. Currently most of this parking is

unrestricted, with only two existing P60 spaces outside Albion Square, in accordance with Attachment B.

Consultation Feedback - Angle Parking

- 5.8 Angle parking was requested on this block of London Street (the western block) by several submitters. London Street between Canterbury Street and Oxford Street (the eastern block of London Street) has angle parking along the southern side.
- 5.9 Angle parking accommodates more vehicles in the same length of road, and the parking manoeuvre is easier for angle parking than parallel parking. However, disadvantages to angle parking include:
- 5.9.1 All angle parking presents a greater hazard to road users than parallel parking, because parking at an angle always requires reversing which creates a bottleneck in the moving traffic and may lead to collisions directly involving the reversing vehicle.
- 5.9.2 There can be sight/visibility issues and increased conflict with pedestrians crossing midblock
- 5.10 The western block also needs to cater to larger vehicles than the eastern block, due to the fire station, ambulance station, and industrial properties. Reducing the lane width to accommodate angle parking will lead to issues with heavy vehicle and emergency service vehicle access.
- 5.11 The eastern block has the advantage over the western block in that there are very few vehicle entrances along both the north and south sides. This allows for a longer length of unbroken angle parking to be installed, and so a larger number of angle parking spaces and fewer conflicts with vehicles entering and exiting driveways and vehicles reversing out of angle parks.
- 5.12 The locations of vehicle entrances on the western block, and the potential need for traffic calming measures to mitigate the risks of angle parking, means that few parking spaces can be gained, at the cost of safety and impact on emergency service vehicle and heavy vehicle access.

Changes resulting from Consultation

- 5.13 Due to the feedback received during consultation, it was proposed to only install 60 minute parking restrictions on the northern side of London Street, and leave the southern side unrestricted, including the parking spaces outside the fire station which will be created by removal of the redundant crosshatching. This would have resulted in an additional five unrestricted parking spaces, all directly outside businesses, becoming restricted.
- 5.14 No changes to the proposed crosshatching or 'no stopping' over vehicle entrances was proposed, and no opposition to these aspects of the proposal was received during consultation.
- 5.15 At its meeting on 13th August 2018, the Banks Peninsula Community Board requested staff to:
- *Carry out further investigation on Residents' Only Parking and angle parking for the portion of London Street between Canterbury Street and Dublin Street, so that the Board can consider these as realistic options for parking.*
 - *Carry out further consultation with the residents in this area as part of this proposal.*
- 5.16 Staff have now discussed further with residents affected and have consulted the standards for on-street angle parking in order to assess the feasibility of angle parking for this section of London Street. Information on angle parking is contained within **Option 4** of this report.
- 5.17 As a result, two Residents Only parking spaces are proposed. The Residents Only parking policy is an opt-in policy which provides a dedicated parking space for properties which meet the criteria. Both 64 and 66 meet the criteria, and the residents have requested Residents Only parking spaces. Residents Only parking spaces have been included in **Options 1, 2 and 3** of this report.

- 5.18 Residents Only parking is a tool that can be used to reinforce the allocation of kerbside parking in accordance with the Parking Strategy (2003). In residential areas, this strategy prioritises parking for residents over parking for commuters. However, in commercial areas, parking for customers is prioritised over parking for residents, as a result it is not appropriate to install Residents Only parking in a commercial area. For this reason, Residents Only parking is only proposed outside properties which are zoned residential, and not outside properties which are zoned industrial or commercial.
- 5.19 It is likely that introducing parking restrictions outside businesses will displace the demand for all day parking to outside residential properties, for example if this parking is being used by business owners or workers parking all day. Some residential properties qualify for the Council's Resident Only Parking policy, and Residents Only parking spaces are proposed for these properties, but many others do not. For properties which do not qualify for Residents Only parking, parking could be managed by introducing time restrictions, however this has not been proposed, as these are likely to only incur inconveniences on both commuters and on residents by requiring them to move their cars a short distance a few times a day to avoid parking infringements. As such they are unlikely to be effective, and consultation feedback indicates that if it were proposed, are unlikely to be supported by the residents of the street.
- 5.20 The impact of displaced all-day parking can be mitigated by limiting the number of additional time restricted parking spaces introduced.
- 5.20.1 **Option 1** (an amended plan after considering consultation feedback) proposes time restrictions on five additional parking spaces,
- 5.20.2 **Option 2** (the plan which originally went to consultation) proposes time restrictions on eleven additional parking spaces, and
- 5.20.3 **Option 3** proposes no additional time restrictions

6. Option 1 - Install Parking Restrictions on the North side of London Street (preferred)

Option Description

- 6.1 Install parking time restrictions on the north side of London Street between Canterbury Street and Dublin Street in accordance with Attachment A.
- 6.2 This option will convert four currently unrestricted parking spaces to 60 minute parking, outside #48, #50 and #54, and will convert one unrestricted parking space to 5 minute parking outside #56 and the ATM.
- 6.3 Two parking spaces outside Albion Square and the Shroom Room, and one parking space opposite, are pre-existing 60 minute parking spaces, operating 8am to 5pm.
- 6.4 This option includes two Residents Only Parking spaces outside 64 London Street and 66 London Street, outside properties which are zoned residential, which have no off-street parking and no capacity to create off-street parking.

Significance

- 6.5 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 6.6 This option does not involve a significant decision in relation to 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

- 6.7 Community engagement and consultation for this project was undertaken from 19 June 2018 to 9 July 2018.
- 6.8 Affected property owners and residents were advised of the recommended option by face to face conversations with the businesses and a leaflet drop.
- 6.9 The consultation leaflets were hand delivered to 60 properties and businesses. The leaflet was also sent to 37 absentee landowners.
- 6.10 During the course of the engagement, the Council received 26 submissions with eight respondents in general support, 12 respondents supporting the plan but with some concerns and six respondents did not generally support the proposal. The feedback received is attached in **Attachment E**.
- 6.11 Following the Community Board meeting on 13th August 2018, the residents of properties which qualify for the Residents Only Parking Policy, 64 and 66 London Street, were contacted to ask if they wish to opt into the Residents Only Parking scheme.
- 6.12 Both indicated that they did wish to opt in to the scheme at this stage.
- 6.13 As a result, it is recommended to install two Residents Only parking spaces, one outside 64 and one outside 66 London Street as per **Attachment C**. Staff will coordinate installation of these parking spaces with the issuing of permits.
- 6.14 Residents living on the southeast side of London Street, where P60 restrictions were originally proposed, expressed concern about the loss of all day parking outside these properties. As a result, parking restrictions are no longer proposed outside these properties in **Option 1**. Staff contacted these submitters to see if they had any further comment or concerns, and whether they were satisfied with **Option 1** or would prefer no time restrictions at all. One submitter responded, stating that they would prefer no time restrictions and that they believed that people would not only ignore any time limits installed.
- 6.15 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.17 Cost of Implementation - \$2,000 for the installation of traffic controls, plus \$750 for consultation and the preparation of this report
- 6.18 Funding source - Traffic Operations Budget.
- 6.19 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 6.20 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.21 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 6.22 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.23 Not applicable

Implementation

- 6.24 Implementation dependencies - Community Board approval.
- 6.25 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.26 The advantages of this option include:
- Provides four additional 60 minute and one 5 minute parking space, to provide turnover outside the immediately adjacent businesses on the north side of London Street.
 - Provides clear road markings to keep emergency service vehicle entrances clear.
 - Rationalises redundant restrictions associated with the old fire station layout.
 - Helps to maintain property access to residential properties.
 - Provides Residents Only parking spaces for properties which qualify for the Residents Only Parking Policy.
- 6.27 The disadvantages of this option include:
- Reallocates five unrestricted parking spaces to time restricted parking
 - Not supported by some who submitted during consultation

7. Option 2 - Install Parking time restrictions on the both sides of London Street

Option Description

- 7.1 Install parking restrictions on the both sides of London Street in accordance with **Attachment B**.
- 7.2 This option will convert four currently unrestricted parking spaces to 60 minute parking, outside #48, #50 and #54, and will convert one unrestricted parking space to five minute parking outside #56 and the ATM.
- 7.3 Two parking spaces outside Albion Square and the Shroom Room are pre-existing 60 minute parking spaces.
- 7.4 This option will also convert seven parking spaces on the south side of London Street to 60 minute parking, outside #47, #53, #55 and the Lyttelton Fire Station.
- 7.5 This option includes two Residents Only Parking spaces outside 64 London Street and 66 London Street, outside properties which are zoned residential, which have no off-street parking and no capacity to create off-street parking.

Significance

- 7.6 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.7 This option does not involve a significant decision in relation to 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

- 7.8 See section 6.7-6.14. This option is inconsistent with consultation feedback which request that parking restrictions not be installed on the south side of London Street, and some submitters opposed any additional parking restrictions. In total, six out of 26 submitters do not support this option, and a further 12 indicated support but have some concerns, primarily about the introduction of time restrictions:
 - Six submitters oppose the proposal (although none specifically oppose the crosshatching and no stopping),
 - Eight submitters support the proposal, and
 - 12 submitters support the plan in general but with some concerns.
- 7.9 See section 6.7 – 6.14 for further details.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.11 Cost of Implementation - \$2,000 for the installation of traffic controls, plus \$750 for consultation and the preparation of this report
- 7.12 Funding source - Traffic Operations Budget.
- 7.13 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 7.14 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 7.15 Not applicable.

Implementation

7.16 Implementation dependencies - Not applicable.

7.17 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

7.18 The advantages of this option include:

- Provides eleven additional 60 minute and one five minute parking space, to provide turnover near businesses on London Street.
- Provides clear road markings to keep emergency service vehicle entrances clear.
- Rationalises redundant restrictions associated with the old fire station layout.
- Helps to maintain property access to residential properties.
- Provides Residents Only parking spaces for properties which qualify for the Residents Only Parking Policy.

7.19 The disadvantages of this option include:

- Reallocates eleven unrestricted parking spaces to time restricted parking.
- Not supported by some who submitted during consultation.

8. Option 3 - Do Minimum, install crosshatching and No Stopping Restrictions

Option Description

- 8.1 Do minimum – do not change any time restrictions, install only the No Stopping restrictions and crosshatching, and remove the redundant crosshatching outside the old fire station entrance.
- 8.2 This will improve access to properties and for emergency services, and will make minimal changes to the on-street parking when the redundant crosshatching is removed. Staff note that this crosshatching is regularly used for parking at present.
- 8.3 This option includes two Residents Only Parking spaces outside 64 London Street and 66 London Street, outside properties which are zoned residential, which have no off-street parking and no capacity to create off-street parking.

Significance

- 8.4 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

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

Community Views and Preferences

- 8.6 This option is inconsistent with community requests for parking restrictions from businesses along London Street, and inconsistent with the feedback received during consultation. In total, 20 out of 26 submitters do not support this option.
 - Six submitters oppose the proposal (although none specifically oppose the crosshatching and no stopping),
 - Eight submitters support time restrictions, and
 - 12 submitters support the plan in general but with some concerns.
- 8.7 See section 6.7 to 6.14 for further details.

Alignment with Council Plans and Policies

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

Financial Implications

- 8.9 Cost of Implementation - \$1,000 for the installation of traffic controls, plus \$1500 for consultation and the preparation of this report and the previous report
- 8.10 Funding source - Traffic Operations Budget.
- 8.11 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 8.12 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 8.13 Not applicable.

Implementation

- 8.14 Implementation dependencies - Not applicable.
- 8.15 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

8.16 The advantages of this option include:

- Maintains the status quo; has minimal impact on current parking
- No submissions during consultation expressed concern with this aspect of the proposal
- Provides clear road markings to keep emergency service vehicle entrances clear
- Rationalises redundant restrictions associated with the old fire station layout
- Helps to maintain access to properties along London Street
- Provides Residents Only parking spaces for properties which qualify for the Residents Only Parking Policy.

8.17 The disadvantages of this option include:

- It does not provides an area for vehicle turnover outside the immediately adjacent businesses

9. Option 4 – Angle Parking

Option Description

9.1 The Community Board requested that staff provide additional information on the possibility of introducing angle parking to the section of London Street between Dublin Street and Canterbury Street. Staff have considered various configurations for angle parking for compliance with the relevant standard, impact on the overall number of parking spaces, and safety implications.

Number of Parking Spaces

- 9.2 New Zealand Standards (AS 2890.5-1993), adopted by Council, contain provisions for on-street angle parking.
- 9.3 To meet the requirements of the Standard within London Street's 13.7m carriageway it is not feasible to retain parking on both sides of the road.
- 9.4 Having to remove parking on one side of the road to facilitate angle parking negates the anticipated parking space gains. The following table outlines angle parking options and the impact on parking space numbers.

Angle of parking	Road Width Required (NB no parking provided opposite angle parking)	Gain (+) or Loss (-) of Parking Spaces
30 degrees	12.1 m	-7
45 degrees	13.7 m	-3
60 degrees	14.8 m	Insufficient width to meet standard
90 degrees	15.3 m	Insufficient width to meet standard

Table 1: Summary of Angle Parking Options

- 9.5 As indicated above all compliant options for angle parking involve a reduction in the number of spaces compared to the current layout.
- 9.6 Whilst it is recognised that the section of London Street between Oxford Street and Canterbury Street has angle parking and retains parallel parking on the opposite side of the road, this configuration does not meet the present standard. Because of this and the crash record (refer paragraph 9.5 below), this particular configuration is not supportable for the Dublin Street to Canterbury Street section of London Street.

Crash Analysis

- 9.7 Staff reviewed the crash record of London Street for the past 10 years (2008 – 2018). There has been one recorded crash between Canterbury and Dublin Streets, being the street block to which the recommendations of this report relate to. This compares to five reported crashes between Canterbury and Oxford Streets, where there is presently angle parking. Of these five crashes, three involved vehicles reversing out of the existing angle parking into oncoming traffic.

Significance

- 9.8 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 9.9 This option does not involve a significant decision in relation to 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

- 9.10 This option has been specifically requested by the community board and by eleven submitters during consultation.

Alignment with Council Plans and Policies

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

Financial Implications

- 9.12 Cost of Implementation - \$1,500 for consultation and the preparation of this report.
9.13 Funding source – Not applicable
9.14 Maintenance / Ongoing Costs – Not applicable

Legal Implications

- 9.15 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 9.16 None identified.

Implementation

- 9.17 Implementation dependencies – Not applicable.
9.18 Implementation timeframe - Not known.

Option Summary - Advantages and Disadvantages

- 9.19 The advantages of this option include:
- Community support (although based on an assumption that the option will increase parking).
- 9.20 The disadvantages of this option include:
- Loss of parking.
 - Increased crashes.

10. Option 5 - Do Nothing

Option Description

- 10.1 Do not make any changes to existing parking restrictions.

Significance

- 10.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 10.3 This option does not involve a significant decision in relation to 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

- 10.4 This option is inconsistent with community requests and feedback received during consultation. In total 20 out of 26 submitters do not support this option. Refer to paragraphs 6.7 – 6.15 for further details.

Alignment with Council Plans and Policies

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

Financial Implications

- 10.6 Cost of Implementation - \$1,500 for consultation and the preparation of this report
10.7 Maintenance / Ongoing Costs - \$0
10.8 Funding source – Existing staff budgets.

Legal Implications

- 10.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 10.10 Not applicable.

Implementation

- 10.11 Implementation dependencies - Not applicable.
10.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

- 10.13 The advantages of this option include:

- Has no impact on current parking.

- 10.14 The disadvantages of this option include:

- It does not provide an area for vehicle turnover outside the immediately adjacent businesses.
- It does not provide clear road markings to keep emergency service vehicle entrances clear.
- It does not rationalises redundant restrictions associated with the old fire station layout.
- It does not help to maintain access to properties along London Street.

Attachments

No.	Title	Page
A ↓	Option 1: Parking Restrictions on the North Side of London Street Only	66
B ↓	Option 2: Parking Restrictions on Both Sides of London Street	67
C ↓	Resident's Only Parking Spaces on London Street	68
D ↓	Option 3: Crosshatching and No Stopping Restrictions	69
E ↓	Consultation Feedback	70

Confirmation of Statutory Compliance

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

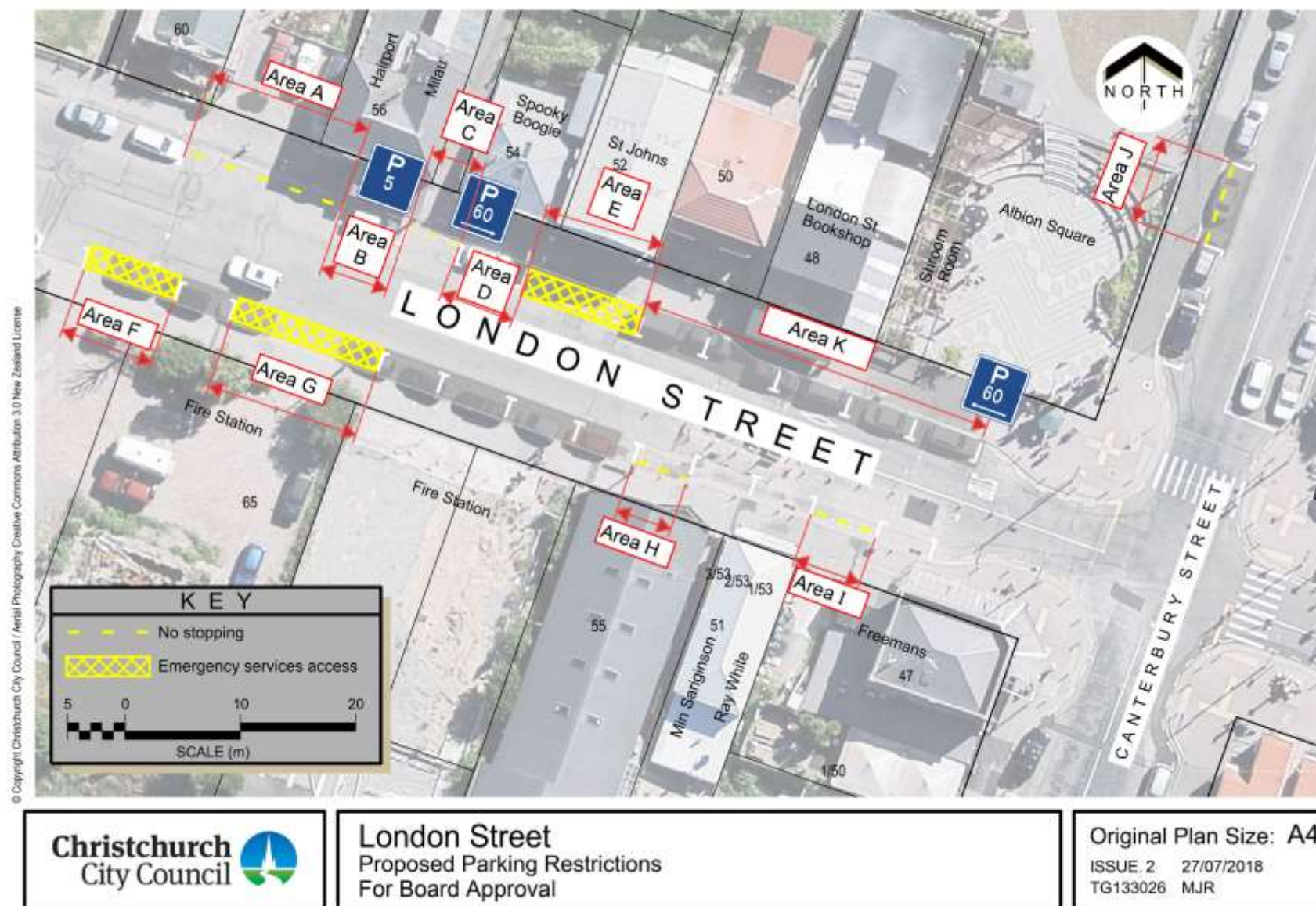
(a) This report contains:

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

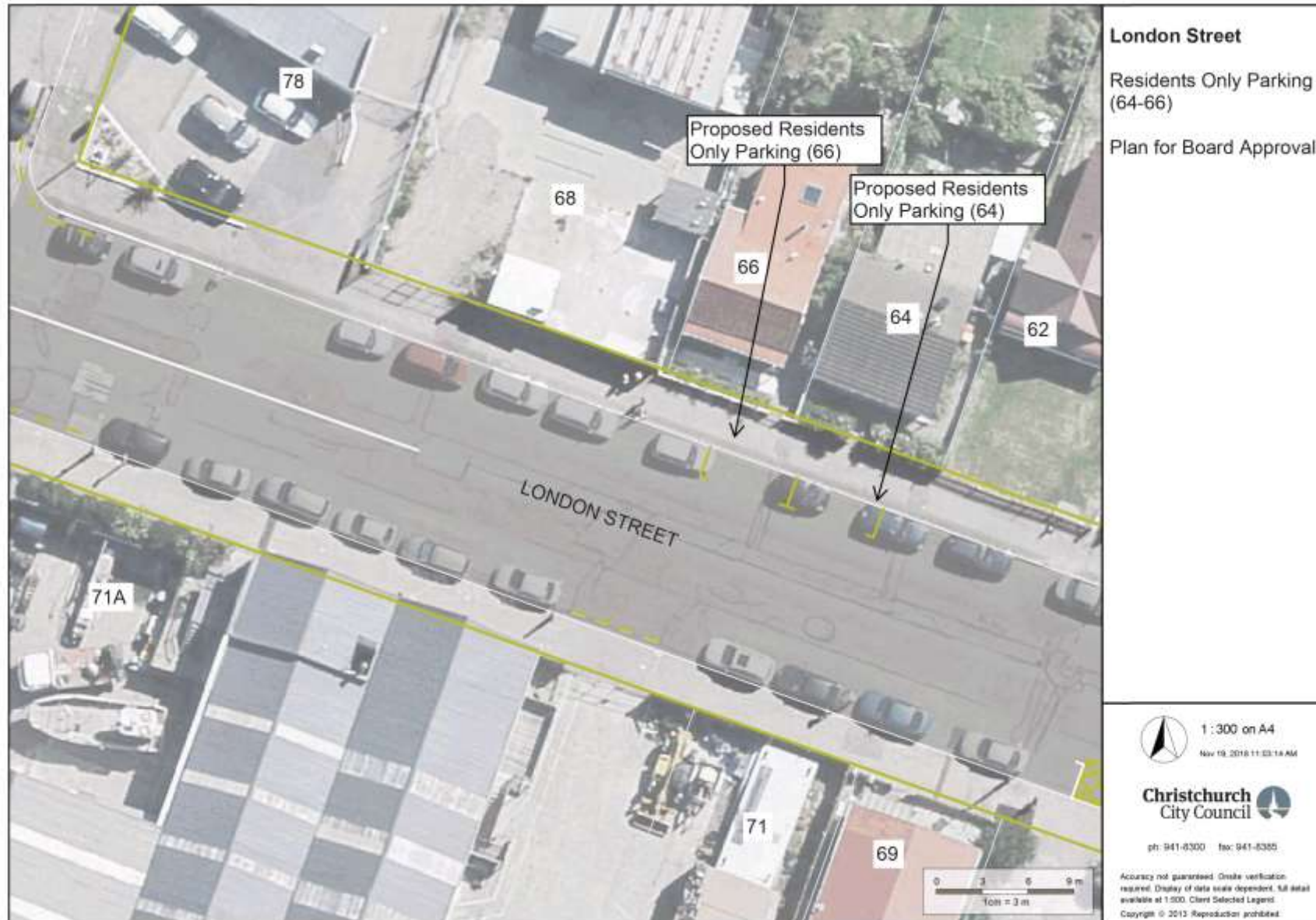
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

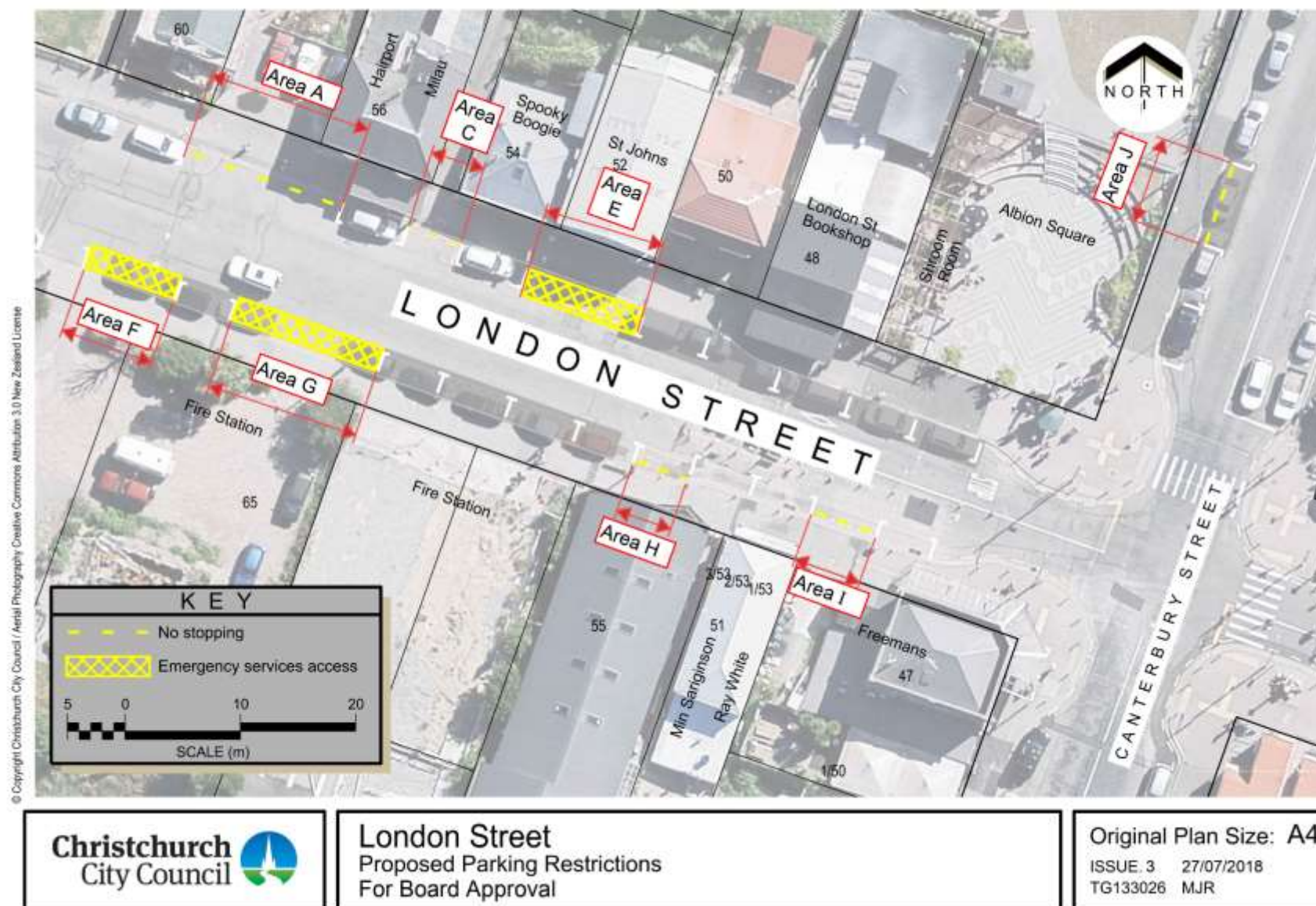
Signatories

Author	Peter Rodgers - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)









Name	I / We	Comments - please be as specific as possible to help us understand your views
Edward Foate	have some concerns	Support markings not time frames though, we don't want parking wardens in Lyttelton!!!!
Leo Buckett	have some concerns	They should have 5 minute parking up until dublin street and it should be angled parking so more cars can get in! The street is very wide and it would be great if more people could stop in quickly to grab their bits or coffees. I love Lyttelton and think this would have the main street hustling and bustling so much more.
Tim Kelleher	support the plan	
Wayne Turp	have some concerns	Would prefer that the angle parking is continued for length of London Street.
Lincoln Hulbert	support the plan	
Steve Apes	have some concerns	spookie boogie and the hairdressers and are looking forward to people not parking over our drive on a daily basis. Is there a possibility we could get no hatching lines in this area at all as again, it is a daily occurrence that we are blocked in or out of our property and no one seems to take note off just yellow lines. Thank you
Brett Partel	support the plan	
Anna Kennedy	support the plan	
Liam Neilson	have some concerns	
Elise Vine	have some concerns	Angle parking should be retained on one side between Oxford and Canterbury st. Yes to the yellow line markings for the fire station and the ambulance. Given available parking in an issue consider doing more angle parks on fire station side of london st between Canterbury and Dublin.
Cristina Guerrero	support the plan	It made sense.
Kerryn Beaton	have some concerns	Install angle parking along London Street to Dublin Street
Juliet Neill	do not support the plan	Further restricting parking in Lyttelton will only add to the developing problems we already have. A better way to achieve more adequate parking would be to continue angle parking right down London Street from Freeman's Restaurant, right down to the end of the block, ensuring adequate provision for residents.
Megan Jamieson	have some concerns	I like the idea of angle parking on the south side of london st between canterbury and dublin. Want ideally 1 hours limit on northside outside of shops.
Oscar Guerrero	have some concerns	We support the five minute parking spot but do not think 60min parking limit is a good idea for businesses, residents, workers or visitors to Lyttelton. We would like to see a continuation of angle parking right up to Dublin St. We think this would create more parking spaces and alleviate some of the parking issues in Lyttelton.
Tessa Brodie	have some concerns	Angle parking on fire station side just like the first block of London st. Concerns for parking for business owners who need to park all day as there is not enough parks for them & residents especially on weekends. Angle parking split with 60 minute & all day parking will create enough parks for everybody.
Tracey Peters	support the plan	I initially emailed the council about 12 months ago, requesting of a P60 outside my Business. the council came back to me suggesting a 5 min park as we have a ATM machine at our door, and I agree the ATM machine is busy and a 5 min park will be very useful for the ATM Customers. I agree that No stopping lines need to be placed between Spooky Boogie & Hair Port as cars block the driveway of #54 very often. I understand that this end of the street is also a residential area so maybe the answer could be just one side of the street has parking restrictions and the other does not.
Steve Hanrahan	do not support the plan	I have concerns with the plan to install P60 signs outside our office as there are residents who occupy 53 London Street along with residential housing either side of us and over the road from the corner of Canterbury St up to the Fire Station who I feel would be adversely affected by P60 restrictions outside their homes for themselves and their visitors.
Lorelei Jenner	support the plan	I do support having the parking restrictions along London street as i have a shop and it isn't always easy for people to park nearby.
Lindsay Gough	do not support the plan	Whoever thought out this concept has no knowledge of the area. There is no off-street parking available to residential properties directly affected. At 53 London Street, there are 3 residences. There is one at 47, one at 55A, and another at 54. Reallocating parks outside the new fire station is only moving them from those that were at Mrs Fife's house where the new fire station entrance/exit is now. I am a shift worker and while I could park close to my flat when I arrive home in the early hours, you now expect I will move my vehicle come 8 am. That is not reasonable. 5-minute parking at the ATM? Right, you could employ a full-time parking warden to police that. Stupid idea and it will be ignored. Completely ridiculous. Parking is restricted already in much of the area and there are residences without off-street parking further up London Street towards Dublin Street. 7 days a week? Whose benefit is this for. Those who patronise various coffee shops. Has anyone surveyed how long cars are parked in this area? And whose they are? Part of the rationale for this is the market. The proposed limits will be completely ignored. Virtually all of the attendees who arrive in vehicles come from Christchurch and they already disrespect those living locally by parking in front of garages and driveways. Not to say the vendors are almost all from outside Lyttelton. For their financial gain, you propose discriminating against those who live here. Now if each residence is supplied with a complimentary residential parking permit annually, then I would change my mind. I believe they are available but there is an annual charge. This should be waived for residents of the affected properties. Perhaps just for a change, those who live in the area might be considered.
Mark Whyte	do not support the plan	There are 6 residences within the proposed parking restriction area along London Street. This includes people who work on shift, the 'new' plan puts them at an even greater disadvantage than others. None have off street parking. The current parking facility is hardly adequate however we are managing. Where the "keep clear" yellow cross hatching and "no stopping" lines outside the entrances to the fire station, St Johns and Albion Square maintenance access are a necessity - the proposal of a '60 minute' parking restriction along this stretch of London Street is simply NOT NEEDED.

Name	I / We	Comments - please be as specific as possible to help us understand your views
Emily and Tim Riley	do not support the plan	<p>We are submitting our comments on this proposal as the only owner-occupier residents of one of the heritage cottages on this portion of the street, a [REDACTED]. To conserve the historic heritage of our property there is no opportunity for us to create off-street parking, hence we have two cars that we park on-street. In recent years we have observed issues with increasingly insufficient on-street parking, due mainly to the increased number of commercial and industrial premises and tenancies that have appeared post earthquake along London Street between Canterbury Street and Dublin Street.</p> <p>To provide context, there are other owner-occupier residents of flats (mostly above commercial premises) and residential tenants in both flats and houses/cottages on this part of London Street. In total we estimate that approximately 14 residents on London Street (between Canterbury and Dublin Streets) park on the street. A significant number of these residents are involved in hospitality and port/marine work that is shift-based or they are retired, and hence park on the street between the proposed restriction times of 8am to 6pm. In regards to the Council's proposal for parking restrictions, there are some aspects of this proposal that we support, specifically:</p> <ul style="list-style-type: none"> - yellow cross hatching on the road to ensure entrances to St Johns and the fire station are kept clear - no stopping lines across vehicle entrances <p>These proposals make logical sense for obvious reasons.</p> <p>We do not support the proposal to install a 60 minute parking restriction from Spookie Boogie cafe and the old fire station to Canterbury Street. Whilst we don't object to the proposal to install a five minute parking restriction outside the ATM, we do question whether it is appropriate to have a P5 in front of property in the Residential Banks Peninsula Zone. We believe the crux of the parking problem is that many of the commercial (and industrial) buildings have split into multi-tenancies/businesses with insufficient parking for the business owners and their staff. As a result several of the owners and staff of these businesses park all day on London Street between Canterbury Street and Dublin Street. Creating 60 minute parking restrictions as proposed will move the parking problem along the street into the proposed unrestricted area closer to Dublin Street. This will make parking that is already difficult for those of us who live outside the proposed P60 near to impossible, and remove the on-street parking for those residents who live within the proposed P60 zoning. We believe this proposal runs counter to the Christchurch District Plan in that it has a significant adverse effect on the amenity for residents living in the street. Under this proposal we will be unable to park close to our home to do the necessities such as pack/unpack our cars, bring in groceries and receive loads of firewood. Parking is problematic in Dublin Street due to the Top Club, so we will be forced to park in London Street between Dublin Street and Hawkhurst Road. There are several residential buildings with no off-street parking along this portion of London Street who will consequentially be negatively effected by this proposal. We also note that 15 Dublin Street (on corner of London and Dublin Streets) is for sale and has only 2 useable off-street carparks it is currently being marketed as potential for a restaurant, office, retail or residential including as a hotel or backpacker. If this is developed as per the marketing this will only compound the problem.</p> <p>Our recommendations to the Council are:</p> <ul style="list-style-type: none"> - An overall Parking Management Strategy is long over-due for Lyttelton. Designated parking is required for business owners and their staff if this is not at their premises then a plan/strategy is required to address their parking needs. Lyttelton is also a destination so people visiting from outside of Lyttelton need direction on where to park, i.e. follow the 'P'. - Encourage walking. Obviously it is very difficult to change behaviour but we are aware of some business owners and their staff within the proposed P60 area that drive and park outside their premises all day, despite being less than 5 minutes walk from their homes. - Extra parks added to London Street, via addition of angle parking to one side of the street. By changing London Street to one-way traffic only then it may be possible to have angle parking on both sides of the street, subject to accessibility for emergency vehicles. There are currently 3 x P60 parks. The proposal would increase this to 13 x P60 parks and 1 x P5, i.e. an additional 11 restricted parks. We would support the creation of an additional 11 or more parking spaces on the street through angled parking. - Marked parks along the street to alleviate the bad parkers who take up two spaces when they park. - Another option could be to allow residents unrestricted parking within the P60 parks. We are not fully supportive of this proposal as the owners and tenants of the commercial premises will then park outside our property and as such we will then be forced to park outside their commercial premises. Creation of specific resident-only parks may be an option to overcome this shortfall. - Investigate the legality or otherwise of multi-tenancies being created in one building with no or limited parking, in addition to creation of multi-tenancies in the industrial zone with all off-street parking being used for storage. - We also note that 56 London Street (Hairport and BNZ) and 15 Dublin Street (property marketed as commercial) are both in the Residential Banks Peninsula Zone. We understand that their use as a commercial premises would be a Discretionary Activity, and as such we recommend that the Council give consideration to parking before granting or extending consents. - A meeting with residents to understand their concerns in regards to parking. We understand the Council has met and spoken with the owners/occupiers of commercial premises to understand their concerns but there has been no such meeting with residents. We believe this approach is one-sided and we would recommend that residents are given a similar opportunity to have their concerns heard and understood. <p>Thank you for your consideration of these matters we have raised. We would be pleased to meet with any member of the Council or Community Board or Council staff to provide further information and insights and we would welcome the opportunity to present our views to Council.</p>
Elizabeth Lane	have some concerns	<p>Hi guys, [REDACTED], it would be wonderful to even have one resident parking sign for us [REDACTED]. Could this be considered also? More time restraints on parking down the St May result in less residential availability - although we agree there needs to be definite ease of access in & out of the Fire Station!</p>
Simone Bendsdorp	do not support the plan	<p>I live on London street in the area where the parking restriction is proposed. This parking restriction means that I could not park near my house in the weekends or when I get home from work at 4pm. I don't see that parking is a problem in Lyttelton, except when events are on. Perhaps the parking restrictions could reflect this? My suggestion would be 60 min restrictions 9-5 mon-Fri and 8-2 on Saturday. This would be fairer on residents that live in the area so they can park there cars over night, but still provides more parking during busy times.</p>

Name	I / We	Comments - please be as specific as possible to help us understand your views
Reuben Mason Romany	support the plan	Excellent! However! Due to limited parking in London Street I wish to recommend angle parking on the north side of the street between the Fire Station and Dublin Street
Dana Dopleach	have some concerns	It would be good to see angled parking on this section. The road appears to be just as wide as the other main block of London Street, and it would allow for more spaces to be made available on this flat section, hopefully making the second block of London St more appealing customer foot traffic than it is currently.

12. Oxford/Winchester Street Pedestrian Improvements. Additional Parking Space

Reference: 19/16841

Presenter(s): Andy Cameron. Junior Project Manager

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to request that the Te Pātaka o Rākaihautū/Banks Peninsula Community Board approve changes to no stopping resolutions; previously approved in resolution BKCB/2018/00166 at the meeting of 12th February 2018; to create an additional parking space on Oxford Street. The original plan with an additional parking space marked can be seen in Attachment A.

Origin of Report

- 1.2 This report is staff generated after the detailed design process for Oxford/Winchester Street pedestrian improvements highlighted opportunities for an additional parking space to be added to the scheme approved by Banks Peninsula Community Board resolution BKCB/2018/00166.

2. Significance

- 2.1 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in Council's Significance and Engagement Policy.

3. Staff Recommendations

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Note that for the purposes of the following resolutions: (1) an intersection 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 resolution BKCB/2018/00166.
2. Revoke all existing parking and stopping restrictions on the east side of Oxford Street, commencing at a point 95 metres north of its intersection with London Street and continuing in a northerly direction for a distance of 18 metres.
3. Approve that the Stopping of vehicles be prohibited on the east side of Oxford Street, commencing at a point 95 metres north of its intersection with London Street and continuing in a northerly direction for a distance of 12 metres.

4. Key Points

- 4.1 Due to changes that have been made to the scheme design; as presented to the Board on 27th August 2018; it has been possible to increase parking on Oxford Street by one space.

5. Context/Background

Back ground

5.1 Time line to date

- Oxford Street/ Winchester Street pedestrian upgrades approved by Board on 12th February 2018.
- The project intent to retain and match existing buildouts was found to be cost prohibitive during the detailed design process.
- An alternative solution was discussed with the Board at its seminar on 27 August 2018
- The decision to not retain the existing buildouts has allowed for the buildouts to be constructed further into the carriageway affording greater pedestrian sight line distances, and the addition of one parking space.

Attachments

No.	Title	Page
A ↓	Scheme plan with additional space marked	75

Confirmation of Statutory Compliance

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

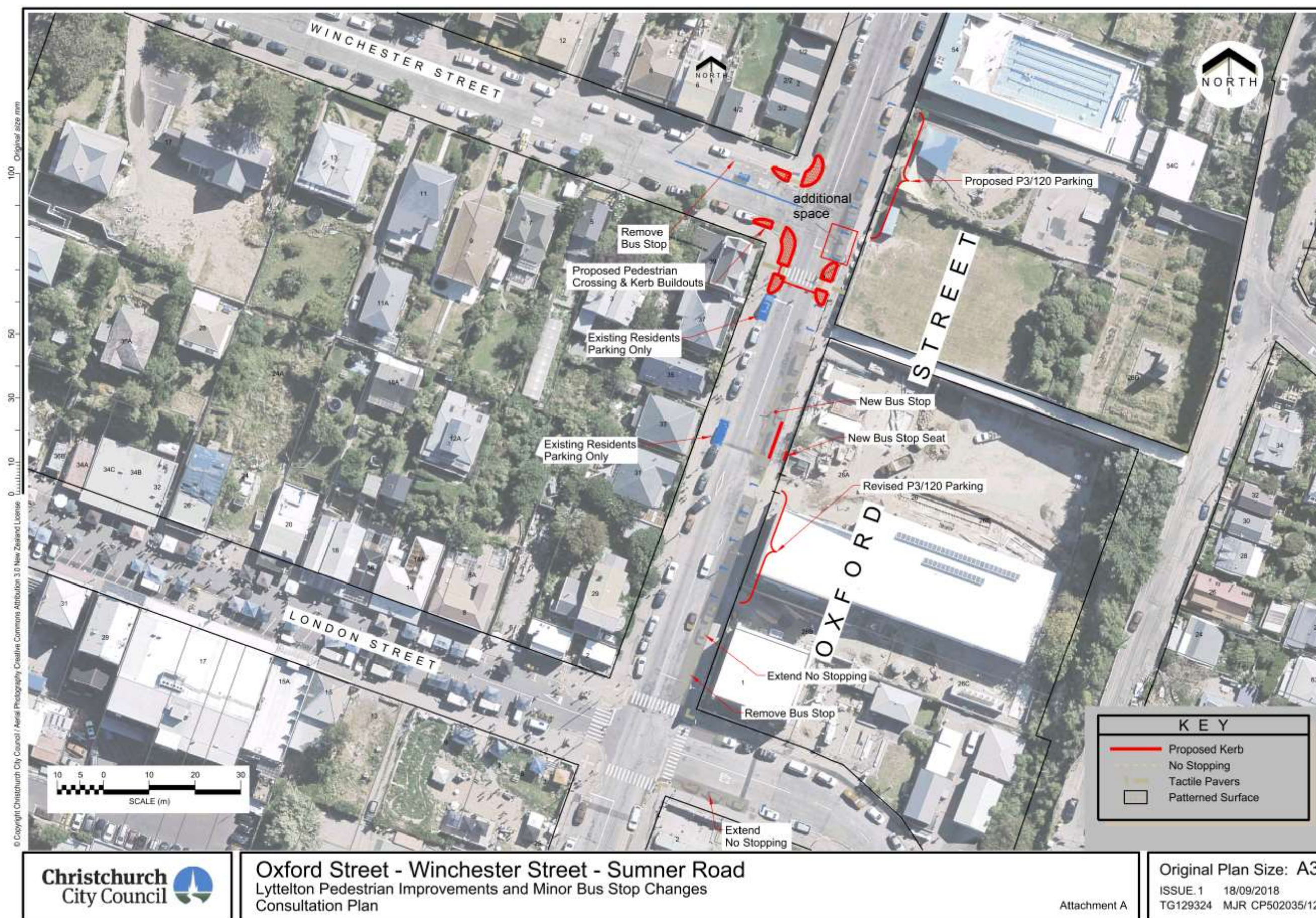
(a) This report contains:

- (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

Authors	Andy Cameron - Junior Project Manager Clarrie Pearce - Senior Project Manager
Approved By	Steffan Thomas - Manager Operations (Transport)



13. Banks Peninsula Community Board Area Report - February 2019

Reference: 19/17907

Presenter(s): Joan Blatchford - Community Governance Manager
Penelope Goldstone - Community Governance Manager

1. Purpose of Report

This report provides information on initiatives and issues current within the Community Board area, to provide the Board with a strategic overview and inform sound decision making.

2. Staff Recommendations

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report for February 2019.
2. Decide whether to make a submission to the Ministry of Transport on New Zealand's potential accession to the International Maritime Organisation Treaty – Annex VI of the International Convention for the Prevention of Pollution from Ships 1973.
3. Consider member attendance to the Community Boards Conference 2019 being held in New Plymouth, and for an entry for the Best Practice Excellence Awards being held as part of the conference.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

3.1.1 Traffic Management in Akaroa – At its 17 December 2018 meeting Mike Norris spoke to the Board regarding the untidy state of Akaroa, its lack of appropriate public toilets and the state of the traffic management signage associated with the cruise ship visits. Mr Norris asked why the traffic management signage cannot reflect the nature of Akaroa as a tourist town. Staff provided the following advice.

The temporary traffic management signage in Akaroa must be of a standard format under the Code of Practice – Temporary Traffic Management.

Mr Norris asked the following additional questions, which staff are investigating.

- Why can the Council not find a more suitable location for the temporary toilets?
- Can the traffic cones that are stored inside a fence at the temporary information site be stored out of sight?

3.1.2 Akaroa Lighthouse Slip – At its 17 December 2018 meeting the Board requested an update on the slip below the Akaroa Lighthouse, which was reported to still be moving. Staff provided the following advice.

In late-2018 a geotechnical engineer reviewed the previous and most recent survey results, which did not indicate that any significant movement had taken place. In early-January 2019 a new survey was undertaken, with no significant change from the previous results. In early-2019 development of remediation options into a preferred design will begin.

3.2 Lyttelton Design Review Panel

3.2.1 The Lyttelton Design Review Panel, an advisory body of the Banks Peninsula Community Board, provides free, local and independent design advice for developers, property owners and the Council to promote and assist quality design outcomes that embody and contribute to Lyttelton's built character.

3.2.2 In the last year the Panel has provided design advice on two commercial, two residential, two mixed use and one public development, the Lyttelton Museum.

3.2.3 Please visit the website below for more information about the Panel.

<https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/urbandesign/lyttelton-design-review-panel/>

3.3 Board area Consultations/Engagement/Submission opportunities

3.3.1 Maritime New Zealand's Proposed Maritime Levy and Fees – The Board made a submission to this proposal (attached as Attachment A).

3.3.2 Prevention of Pollution from Ships – The Ministry of Transport is consulting on whether New Zealand should sign up to an international treaty for the prevention of air emissions from ships.

The International Maritime Organisation treaty, Annex VI of the International Convention for the Prevention of Pollution from Ships 1973, regulates emissions that are harmful to public health in port and harbour communities, deplete the ozone layer and contribute to climate change.

Consultation closes on Monday 11 February 2019. For more details please visit:

<https://www.transport.govt.nz/multi-modal/currentlyconsultingon/consultation-on-marpol-annex-vi-treaty-to-reduce-air-pollution-in-ports-and-harbours/>

3.4 Annual Plan and Long Term Plan matters

3.4.1 Board members have provided feedback and were invited to a workshop with the Council on 4 December 2018 to discuss the Annual Plan.

3.5 Community Board Conference 2019

3.5.1 The 2019, bi-annual, Community Boards Conference, run by the New Zealand Community Boards Executive Committee as part of Local Government New Zealand, will take place from 11 – 13 April 2019 in New Plymouth.

3.5.2 The theme of the Conference is "Community Boards in a time of change."

3.5.3 The Board has operational funding to draw upon for attendance and a formal report will be prepared seeking approval for those who are interested in attending.

3.5.4 In the meantime, members are asked to note the dates and the attached (Attachment B) draft programme, and to indicate any interest in attending.

3.6 Community Board Best Practice Awards 2019

3.6.1 As part of the Community Boards Conference 2019, noted above, Boards are able to submit Best Practice Excellence Awards applications that demonstrate what Boards have achieved over the last two-year period.

3.6.2 Entries must be lodged by 5.00pm Friday 8 March 2019.

3.6.3 There are three categories for submitting an entry:

- Community Leadership
- Enhancing Communities
- Engaging Communities

- 3.6.4** Subject to members indicating interest in attending, the Board is invited to consider if there is a suitable project that could be submitted for an award.

3.7 Board Reporting

Board members are asked to highlight topics for inclusion in Newline, the Board Newsletter and/or the Report to Council.

4. Community Board Plan – Update against Outcomes

- 4.1** The Board received an update on the Community Board Plan in the September Area Report. The next update will be compiled as at 31 December 2018 and presented to the Board next month.

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

Nothing to report.

5.2 Infrastructure Projects Underway (*This is a new reporting format from the Capital Delivery, Community Facilities Team*)

5.2.1 Garden and Heritage Renewal of Building – Little River Railway Station

- Project Phase: Execute / Detailed Design
- A project is underway to complete exterior work to the Little River Craft Centre (Railway Station). Work includes replacing rotten timber, replicating the damaged skylight that was removed, painting the exterior, and improving accessibility. Staff are currently working through the detailed design for the repairs.
- Physical works are likely to start in March 2019. The project is currently tracking to programme and budget.

5.2.2 Marine Seawall Renewals

- Project Phase: Plan / Investigation and Scheme Design
- This project is to renew seawalls around Banks Peninsula and coastal areas. Some walls will require input from other Council Units and the New Zealand Transport Agency (NZTA).
- For this financial year work is on Little Akaloa seawall (under construction), Akaroa township seawall repairs between the main wharf and fire station (investigating consent requirements), and Akaroa boat park seawall repairs.

5.2.3 Marine Structures Renewals

- Project Phase: Execute / Construction
- This programme of work is for the renewal of marine structures around Banks Peninsula, including wharves (excluding Akaroa wharf), jetties, slipways and boat ramps.
- This financial year this programme is working on 25 sites with 70% either completed or in contract.

5.2.4 Marine Structures in Outer bays, Lyttelton Harbour and Akaroa Harbour Renewals

- Project Phase: Execute / Construction
- Construction is progressing well for FY17 structures. This financial year's budget is for wharf repairs to Robinsons Bay re-piling, which is in the construction phase.

5.2.5 Monuments and Artworks Renewals

- Project Phase: Execute / Detailed Design
- A delivery package is underway to conserve three monuments and artworks including the Britomart Canon in Akaroa. The project is currently on budget and tracking to programme.

5.2.6 Head to Head Walkway

- Project Phase: Execute / Construction
- This project is to provide/construct a walkway around Lyttelton Harbour from Godley Head to Adderley Head.
- Staff are preparing material for consultation on the route between Orton Bradley Park and Charteris Bay. Staff are also working on sections of track upgrades, signage and route options for the rest of the Head to Head route.
- This will be reported to the Head to Head Walkway Working Party at its next meeting in March 2019 and to the Community Board.

5.2.7 Head to Head Governors Bay to Allandale Seawall Renewal

- Project Phase: Plan / Programme Planning (concept)
- Staff are currently investigating options and working on designs for various sections of the sea wall between Allandale and Governors Bay. Works will be staged over three financial years where budget has been allocated.
- This will be reported to the Community Board to determine the appropriate next steps.

5.2.8 Naval Point Development Plan

- Project Phase: Plan / Programme Planning (concept)
- The Naval Point Development Plan is being developed to create a future vision for the area. The project team has been meeting with recreation and user groups to determine the future use of the site. A set of options are currently being developed for public consultation, which is planned for early-2019.
- Maintenance work is now complete on the site in advance of the main 2018 / 2019 boating season.

5.2.9 Former Council Stables – Donald Street

- Project Phase: On Hold
- This project is currently on hold until the future use is determined.

5.2.10 Signal Box - Norwich Quay

- Project Phase: On Hold / Investigation and Scheme Design
- This project is currently on hold due the proximity of a heritage boat preventing the works from commencing.

5.2.11 Lyttelton Playground and Skate Park Retaining Wall

- Project Phase: Close / Defects Liability
- Repairs of earthquake damage to the retaining walls surrounding the Lyttelton Playground and Skate Park were completed in April 2018 with the installation of murals and landscape plantings.

5.2.12 Cressy Terrace Tennis Courts

- Project Phase: Plan / Detailed Design
- This project is to repair the earthquake damaged tennis court. The work will be undertaken following the repair of the adjacent Cressy Terrace retaining wall. The project is currently in the detailed design phase prior to tendering in early-2019.

5.2.13 Cass Bay Playground Toilet Renewal

- Project Phase: Plan / Investigation and Scheme Design
- A project has commenced to renew the Cass Bay toilet block. Staff have held initial discussions with the Cass Bay Residents Association and Reserve Management Committee to gain a better understanding of requirements for the area.
- Design and consultation will occur this financial year with construction programmed to commence Spring 2019.

5.2.14 Governors Bay Community Centre and Pool Reserve - Play and Recreation

- Project Phase: Execute / Construction
- This project is to provide an upgrade of the park for the community with play and recreational equipment, landscaping and furniture.
- The following components of the project are complete: junior play area, pool fencing, paved path to provide better connection between the roadside, pool and Community Centre and planting around the Community Centre and pool.
- The current phase of the project is tendering for construction of the skate bowl and pump track. Construction is expected to start in autumn 2019 and take approximately two months (subject to weather and site conditions).

5.2.15 Allandale Domain Renewal

- Project Phase: Plan / Investigation and Scheme Design
- Staff are currently collating information and carrying out investigations. This will be reported to the Reserve Management Committee and the Community Board to determine appropriate next steps.

5.2.16 Diamond Harbour Track and Signage Renewal

- Project Phase: Execute / Construction
- Physical works were completed in November 2018 with some minor planting and signage to be completed by the end of June 2019.

5.2.17 Diamond Harbour Cemetery Drainage Works

- Project Phase: Execute / Project Handover
- This project is to develop a revised plan for traditional, ashes and green burials at Diamond Harbour Cemetery. All current works completed.

5.2.18 Port Levy Toilet Block Renewal

- Project Phase: Execute / Investigation and Scheme Design
- Site investigations are underway to support the design for the new toilet block.

5.2.19 Little River Coronation Library

- Project Phase: On Hold / Investigation and Scheme Design

- This project is currently on hold as part of the Heritage Expression of interest process.

5.2.20 Little River Railway Goods Shed

- Project Phase: Execute / Tender for Construction
- This project is to undertake earthquake repairs and maintenance works, including replacement of the foundation, replacement of deteriorated materials and strengthening, painting and relocation of electrical services.
- The project scope and drawings have been compiled. The tender has recently closed and is currently being evaluated. Construction is due to start in early-2019, with the opening planned for late-2019.

5.2.21 Awa-iti Domain Tennis Courts Renewal

- Project Phase: Initiate / Investigation and Scheme Design
- This project is in the early stages of investigation and design.

5.2.22 Kukupa Hostel

- Project Phase: On Hold
- This project is currently on hold until future use is determined.

5.2.23 Gaiety Hall Renewals and Replacements

- Project Phase: Execute / Tender for Construction
- Contractors have been appointed and are due to commence works to minimise the impact on the local community's use of the Theatre for events.

5.2.24 Stanley Park Renewal

- Project Phase: Execute / Construction
- This project is an ongoing project that involves the completion of works detailed in the Management Plan. This year focusses on replanting, track upgrades and new stone steps at the main entranceway.

5.2.25 Robinsons Bay Reserve Renewals

- Project Phase: Execute / Construction
- This project is for the development of Robinsons Bay Reserve and repairs on the wharf. This year focusses on re-piling of the wharf, which is in construction phase. Work is due to be completed early-2019.

5.2.26 Garden of Tane Renewals

- Project Phase: Execute / Construction
- This project is for capital works to be undertaken in line with the Management Plan and through consultation with the Reserve Management Committee. For this financial year work is planned on tracks, drainage, trees and signage. All aspects are either in consenting or underway and on track for completion this financial year.

5.2.27 Okains Bay Renewal

- Project Phase: Execute / Construction
- This project is for renewal of playground safety surfacing, landscaping and furniture replacement. This financial year sees the installation of an outside barbeque for the picnic area and planting works throughout the reserve.

6. Significant Community Issues, Events and Projects in the Board Area

6.1 Little River Big ideas

6.1.1 Little River Drainage

Staff facilitated a meeting with Trust representatives with relevant Drainage staff Tim Ayers and Paul Dickson. At the meeting it was confirmed that \$825,000 capital projects funding is in the LTP and a project manager for the Little River drainage project has been appointed. In the interim, during November and December, City Care carried out its normal 'routine' maintenance cutting, clearing and generally tidying up of the Land Drainage Operation's drains around the Little River area. Community Governance team will facilitate community input into the Renewals Project as the project proceeds further.

6.1.2 Little River Playground

Staff facilitated the drafting of a letter on behalf of Kate Russell, Parks Community Partnerships Manager, confirming that LTP Funding has been allocated for the Playground Project and that it is scheduled to proceed 2019/2020. The letter was requested so that Little River Wairewa Community Trust (LRWCT) can use the confirmation of funding to explore additional resources from external funders to enhance what is envisioned.

6.1.3 Little River Tennis Court



Will Rowe has been appointed as the Tennis Court Capital Projects Manager. Staff facilitated a meeting between the new Project Manager and all the relevant community stakeholders including Chair of Little River Wairewa Trust; Chair of the Awa-iti Reserve Management Committee (RMC) as well as Little River School Headmaster; Playcentre Committee members and the Wairewa elected member. A Project Initiation meeting was held on 5 December 2018. Will Rowe will come with initial costings to the next RMC meeting in February.

6.1.4 Little River Welcome Signage Erection within Heritage Park at Little River

Staff facilitated a meeting between Little River Wairewa Community Trust Project Manager Dean Harvey, the Wairewa elected member and Parks staff to progress the re-erection of the Welcome to Little River Sign gifted from the Wairewa Rūnanga to the Trust. The Trust consulted with Rūnanga and it has been agreed that the sign will be best placed within the Heritage Park. The matter has been referred to the NZTA as the signage placement falls within its jurisdiction.



6.1.5 Little River Awa-iti Domain Long Term Plan Request for Exercise Equipment



The Wairewa elected member and staff consulted with Little River community members regarding the location of domain exercise equipment following confirmation that \$15,000 of Parks RMC funding has been allocated to the domain. Bootcamp attendees, RMC Committee and A&P Show Committee members confirmed the area adjacent to tennis court as preferred location and Staff have linked CCC staff to ensure liaison between Parks projects.

6.2 Okains Bay Maori and Colonial Museum

6.2.1 Staff have had a series of meetings with Museum Director Ian Day and a fundraising timeline has been drawn up. Staff facilitated a meeting with DIA Lottery Fund Advisor, subsequent to which Ian has submitted a Lottery Community application for operational costs as well as a Lottery TUIA250 application for \$250000+. An application to the Ministry of Arts and Culture and Heritage Waitangi Day Fund was made and \$2000 awarded for the event. Ian Day has also met with RATA regarding support. Creative Communities funding will be sought if Lottery TUIA 250 application is unsuccessful.

6.3 Okains Bay Enhancement Society

6.3.1 Since the Mayor and Councillors visited Okains Bay in August significant progress has taken place. The Steering Group elected to proceed with the existing Okains Bay Enhancement Society and the Staff have facilitated a series of monthly meetings with the group in September, October and November 2018 as well as the group holding additional meetings to progress identified priority projects. Staff facilitated a meeting with DIA Lottery Fund Advisor subsequent to which the Committee has successfully submitted an application to Lottery Community Fund for a variety of Community Enhancement initiatives as well as operational, staffing costs. Staff have also requested and followed up service requests to Parks, Roading, Drainage and Traffic Management to address concerns raised in community meetings.

6.4 Okains Bay Reserve Management Committee

6.4.1 Community Governance staff attended the Okains Bay Reserve Management Committee in December to provide an update with regard to the RMC Review and the planned Feasibility Study scheduled for January 2019. They addressed questions regarding community governance and advised the RMC to be proactive in playing an active role during the Reserve Management Plan process. The Committee was further advised that Parks staff have sought third party legal advice with regard to compliance with Reserves Act as applied to Okains Bay given that some of the reserve land is iwi owned. They explained that this advice will impact and inform whether or not a letter to the Department of Conservation is required.

6.5 Ataahua Reserve Management Committee

6.5.1 Completion of the Kaituna Hall Upgrade: On the 5th of November 2018, the Wairewa Elected Member and staff met with the Ataahua Reserve Management Committee to inspect the completed upgrade. The Committee was thrilled with the outcome and the beautiful work done on the flooring. The Hall was reopened at the community's December Christmas Party.



6.6 Lyttelton Community Visioning

Over the last year, members of local Lyttelton groups and organisations have been meeting to discuss a community vision for the town.

On 14th January a group, somewhat depleted by holiday absences, met to discuss what is being called a “narrative statement” which is the culmination of the discussions. Those present agreed that it captured the multi-faceted themes of Lyttelton and then moved to discuss actions. The Port Company representative agreed to host the next meeting.

Lyttelton’s Narrative Statement

Lyttelton: the Heart of the Harbour

Where you can explore from the Port to the peaks

Where you can be inspired by the sights and the sounds of artists and makers

Where you can uncover a unique heritage and learn from the past

Where you can feel the pulse of the Port, and the drift and grit of the sea and the shore

Where you can connect with the earth and connect with the people

Where you can plant a seed of hope and grow a future

Where you can find a welcome home

7. Parks, Sports and Recreation Update (bi-monthly)

7.1 The next Parks, Sport and Recreation update will be provided in March 2019.

8. Community Board Funding Update

8.1 The Banks Peninsula Discretionary Response Fund 2018/19 allocations are attached – Attachment C.

Attachments

No.	Title	Page
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Signatories

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Approved By	<p>Joan Blatchford - Manager Community Governance, Banks Peninsula/Lyttelton</p> <p>Penelope Goldstone - Manager Community Governance, Banks Peninsula/Akaroa</p> <p>Matthew McLintock - Manager Community Governance Team</p>

Christchurch City Council
Banks Peninsula Community Board

TO: Maritime New Zealand
Email: fundingreview@maritimenz.govt.nz

SUBMISSION ON: Proposed Changes to Maritime Levy and Fees (Maritime NZ Funding Review)

SUBMISSION BY: Banks Peninsula Community Board

ADDRESS: Akaroa Service Centre
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CHRISTCHURCH 8154
Email: amy.hart@ccc.govt.nz

DATE: 16 January 2019

The Banks Peninsula Community Board appreciates the opportunity to provide feedback on Maritime New Zealand's Proposed Changes to Maritime Levy and Fees.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities of the port town of Lyttelton and the settlement of Akaroa on Banks Peninsula.

The Port of Lyttelton has over 1000 container / cargo ships arriving annually; and Akaroa Harbour has over 90 cruise ships visiting per season. In the Lyttelton context, local residents and community groups have expressed concern over the poor facilities available for seafarers taking shore-leave in Lyttelton. While there is a small seafarers' centre in Lyttelton, it can only open for limited hours due to funding shortfalls and lack of volunteer numbers. When not open, seafarers will congregate outside the town's library, where the Council provides free wi-fi. It is not uncommon to see seafarers standing in the cold, late at night, in the middle of winter, using the library's wi-fi to contact home. In the Akaroa context, crew have no shore-based welfare facilities available, resulting in them using the public library as a place to gather and connect to the internet. This places a considerable strain on a public facility, and inconveniences local users.

The Board is aware that New Zealand is a signatory to the Maritime Labour Convention, which obliges New Zealand to ensure that seafarers have access to shore-based welfare, cultural, recreational and information facilities and services.

This also means that employers have responsibilities to ensure these conditions are met. The Convention suggests that one method to secure funding for shore-based seafarers' welfare centres is through a levy on shipping (MLC B4.4.4).

The Christchurch City Council currently makes a financial contribution towards the welfare of crews arriving in Lyttelton. However, the Board argues that shipping companies and cruise ship lines

should also be making some contribution toward the welfare of their crews who arrive in our port and harbour. The Proposed Changes to Maritime Levy and Fees Consultation Document is silent on this matter.

We have an opportunity to make New Zealand a world leader in seafarer welfare, and uphold the responsibility of New Zealand and New Zealanders to demonstrate Manaakitanga to our guests from overseas.

The Board therefore recommends that the Proposed Changes to Maritime Levy and Fees take into account the need for foreign container / cargo ships and foreign cruise ship companies to contribute to high-quality shore-based welfare facilities for their crews while in New Zealand ports; and that the legal mechanism which would allow this to happen be instituted.

Yours sincerely,



Pam Richardson
Chairperson, Banks Peninsula Community Board

New Zealand Community Boards Conference 2019

Community Boards in a Time of Change

11 - 13 April 2019, the Devon Hotel, New Plymouth

Programme

Subject to change. Updated 17 December

- Thursday 11 April
- Friday 12 April
- Saturday 13 April

Thursday 11 April

1.00pm - 4.00pm	Optional tour / activity
5.00pm	Registration open
5.45pm	Coaches depart The Devon Hotel
6.00pm	Welcome Function at Len Lye Centre (Coach transfers, canapes and beverages included in full and partner registration fee)
7.30pm	Coaches return to The Devon Hotel Free evening

Friday 12 April

8.00am	Registration desk open tea and coffee available
8.30am	Conference Opening
9.00am	New Plymouth Mayor Neil Holdom
9.15am	Looking Forward, encouraging Youth and Talent Darren Pratley
10.00am	Engaging with the Maori Community Puna Wano-Bryant and Wharehoka Wano

- 8.00am Registration desk open | tea and coffee available
- 10.45am Morning tea
- 11.15am **Taranaki Mounga Project - eradicating all predators off the Mount**
Sean Zeiltjes
- 12.00pm **Youth Engagement**
Sarah Colcord
- 12.45pm Lunch
- 1.45pm **Address by Minister for Local Government**
Nanaia Mahuta
- 2.30pm Award participant presentations
- 3.15pm Afternoon tea
- 3.45pm Concurrent Workshops:
- | | | | |
|--|--|--|---|
| Are we People
Friendly
enough?
Lance Girling-
Butcher | Building strong Te
Ao
Maori relationships
Puna Wano-Bryant
& Wharehoka Wano | Towards Predator-
Free
Taranaki
Toby Shanley | Age Friendly
Communities
Diane Turner |
|--|--|--|---|
- 5.15pm Close
- 7.00pm **Conference Dinner and Best Practice Awards** at The Devon Hotel
(Dinner, beverages, entertainment included in full and partner registration fee.)

Saturday 13 April

- 8.00am Registration desk open | tea and coffee available
- 8.30am **Chair of NZ Community Boards**
Mick Lester
- 8.45am **LGNZ Update**
Dave Cull, President of Local Government NZ
- 9.15am **LGNZ Localism Project**
Malcolm Alexander, CEO of Local Government NZ
- 9.45am **Topic TBC**
Shay Wright
- 10.30am Morning tea

8.00am Registration desk open | tea and coffee available

11.00am Concurrent workshops

The important role of
Youth Voice Groups
locally
and regionally
Shay Wright
and Sarah Colcord

Rural Connectivity Group
– RBI2 and Mobile Black Spots
Programme
Caitlin Metz

Community Emergency
Planning
Ben Ingram

12.30pm Lunch

1.30pm **Active Aging**
Natalie Jackson

2.15pm **Thinking about Education to Employment**
Warwick Foy.

3.00pm Conference wind up

5.30pm Post conference BBQ at The Devon Hotel
(Dinner included in full and partner registration fee. Cash bar.)

For more information on the conference, please visit the website: <https://www.banks.org.nz/conference>

Banks Peninsula Discretionary Response Fund 2018/19		Board Approval
Previous BUDGET	\$13,268.00	
Transfer of remaining unallocated funds (\$56,645) from the 2018/19 Strengthening Communities Fund to the 2018/19 Discretionary Response Fund	\$56,645.00	
Credit for unused grant to Project Lyttelton (N.Thompson email 20/11/2018)	\$289.00	
Total BUDGET	\$70,202.00	
Youth Development Fund		
Allocations made		
Angus Latham	\$300.00	24/09/2018
Youth Development Scheme Allocated	\$300.00	
In Assessment		
In Assessment Balance	\$ -	
Declined		
Pending Board Approval		
Pending Board Approval Balance	\$ -	
Shape Your Place Toolkit	\$ 5,000.00	
Allocations Made		
Shape Your Place Toolkit Allocated		
Discretionary Response Fund		
Allocations made		
Banks Peninsula Community Board - Summer with your Neighbours	\$3,000.00	9/07/2018
Banks Peninsula Community Board - Reserve Management Activity Costs	\$1,500.00	9/07/2018
Banks Peninsula Community Board - ANZAC Day Services	\$2,000.00	9/07/2018
Akaroa Resource Collective Trust towards the Akaroa Resource Collective Resilience Building Project	\$25,000.00	13/08/2018
Diamond Harbour Community Association Inc. towards the Community Hall - Committee Room Upgrade	\$2,500.00	13/08/2018
Wainui Residents Association Inc.	\$1,445.00	13/08/2018
Little River Community Centre Inc towards the Little River Community Dance	\$350.00	15/10/2018
Diamond Harbour Community Association Inc towards Live at the Point 2019	\$1,500.00	15/10/2018
Little River Playcentre towards a playground upgrade	\$2,000.00	12/11/2018
Governors Bay Community Association towards hire of portable toilets and sound system for Governors Bay Fete and Music Festival	\$2,648.00	17/12/2018
Discretionary Response Fund Allocated	\$41,943.00	
TOTAL: Discretionary Response Fund Unallocated	\$27,959.00	

14. Elected Members' Information Exchange

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.