

Infrastructure, Transport and Environment Committee AGENDA

Notice of Meeting:

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

Date: **Wednesday 13 March 2019**
Time: **1.30pm**
Venue: **Council Chambers, Civic Offices,
53 Hereford Street, Christchurch**

Membership

Chairperson	Councillor Pauline Cotter
Deputy Chairperson	Councillor Mike Davidson
Members	Councillor Vicki Buck
	Councillor Phil Clearwater
	Councillor Anne Galloway
	Councillor Aaron Keown
	Councillor Tim Scandrett
	Councillor Sara Templeton

8 March 2019

Principal Advisor

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

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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 tāuikiuki

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

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - TERMS OF REFERENCE

Chair	Councillor Cotter
Membership	Councillor Davidson (Deputy Chair), Councillor Buck, Councillor Clearwater, Councillor Galloway, Councillor Keown, Councillor Scandrett and Councillor Templeton
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Monthly
Reports To	Council

Areas of Focus

The focus of the Infrastructure, Transport and Environment Committee is the governance of roading and transport, three waters, waste management, and natural hazards protection.

The Infrastructure, Transport and Environment Committee:

- Encourages opportunities for citizenship, community participation and community partnerships
- Works in partnerships with key agencies, groups and organisations
- Considers the impact of climate change in its decisions

The Infrastructure, Transport and Environment Committee considers and reports to Council on issues and activities relating to:

- Water supply, conservation and quality
- Stormwater drainage including the Land Drainage Recovery Programme
- Natural environment, including the waterways, aquifers, ecology and conservation of resources
- Natural hazards protection, including flood protection and river control
- Solid waste minimisation and disposals
- Sewage collection, treatment and disposal
- Roads, footpaths and streetscapes
- Transport including road operations, parking, public transport, cycle ways, harbours and marine structures consistent with Greater Christchurch Public Transport Joint Committee Terms of Reference

Delegations

The Committee delegates to the following working group the responsibility to consider and report back to the Committee:

- Land Drainage Working Group matters relating to the Land Drainage Recovery Programme, including opportunities for betterment.

Major Cycleway Route (MCR) Programme

At the Council meeting of 9 March 2017:

It was **resolved** that the Council:

1. Delegates to the Infrastructure, Transport and Environment Committee the authority to make all decisions in connection with the Major Cycleway Routes (MCR) programme, including final route selections and anything precedent to the exercise by the Council of its power to acquire any property, subject to:
 - a. The Infrastructure, Transport and Environment Committee and affected Community Boards being briefed prior to any public consultation commencing on any Major Cycleway Route project.
 - b. The relevant Community Board Chair(s) will be invited by the Infrastructure, Transport and Environment Committee to participate in the relevant Major Cycleway Route item discussion and give their Board's feedback or recommendations.
2. Notes and reconfirms Council's previous decision to designate the MCR programme a metropolitan project, as set out in the Council's resolutions on 29 January 2015.
 - 13.4 Agree to the Major Cycleway Route programme being declared a Metropolitan Programme and delegate to the Infrastructure, Transport and Environment Committee all decision making powers.

Christchurch Biodiversity Fund

At the Council meeting of 20 June 2017:

It was **resolved** that the Council:

5. Delegate authority to the Infrastructure, Transport and Environment Committee to consider and approve applications to the Christchurch Biodiversity Fund.

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

TABLE OF CONTENTS

C	1.	Apologies.....	6
B	2.	Declarations of Interest	6
C	3.	Confirmation of Previous Minutes.....	6
B	4.	Public Forum.....	6
B	5.	Deputations by Appointment.....	6
B	6.	Presentation of Petitions	6

STAFF REPORTS

A	7.	Cathedral Square Improvement Works.....	33
A	8.	Cabbage Trees outside 222 High Street	45
B	9.	Transport Unit Bi-Monthly Report.....	57
A	10.	Tuam Street at Justice Precinct Entrance	71
B	11.	Manchester Street - Operational Functionality	77
C	12.	Resolution to Exclude the Public.....	82

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 Infrastructure, Transport and Environment Committee meeting held on [Wednesday, 13 February 2019](#) be confirmed (refer page 7).

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on [Monday, 25 February 2019](#) be confirmed (refer page 12).

4. Public Forum

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

5. Deputations by Appointment

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

6. Petitions

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

Infrastructure, Transport and Environment Committee OPEN MINUTES

Date: Wednesday 13 February 2019
Time: 1.34pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Pauline Cotter
Deputy Chairperson	Councillor Mike Davidson
Members	Councillor Vicki Buck
	Councillor Phil Clearwater
	Councillor Anne Galloway
	Councillor Aaron Keown
	Councillor Tim Scandrett

12 February 2019

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

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The agenda was dealt with in the following order.

1. Apologies

Part C

Committee Resolved ITEC/2019/00001

Committee Decision

That the apology from Councillor Templeton be accepted.

Councillor Clearwater/Councillor Galloway

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved ITEC/2019/00002

Committee Decision

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on Wednesday, 12 December 2018 be confirmed.

Councillor Clearwater/Councillor Davidson

Carried

4. Public Forum

Part B

There were no public forum presentations.

5. Deputations by Appointment

Part B

5.1 Jake McLellan

Jake McLellan, local resident, addressed the Committee regarding Item 7, E-Scooter Permit Recommendations.

5.2 Charlotte Mayne

Charlotte Mayne, local resident, addressed the Committee regarding Item 7, E-Scooter Permit Recommendations.

5.3 Helen Broughton

Helen Broughton, local resident, addressed the Committee regarding Item 7, E-Scooter Permit Recommendations.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

8. Major Cycleway, Heathcote Expressway, Section 1a detailed traffic resolutions and tree removals

Committee Resolved ITEC/2019/00003

Part C

That the Infrastructure, Transport and Environment Committee:

1. Resolve to leave the report to lie on the table to ensure there are no changes between the approved design and the final detailed design, to be reported back to the Committee as soon as possible.
2. Note that construction works will continue on aspects of the project that do not impact the outcome of the detailed traffic resolutions such as landscape areas, ducting, drainage, and surfacing as required to make safe.
3. Note that staff will communicate this update with the stakeholders.

Councillor Cotter/Councillor Galloway

Carried

7. E-Scooter Permit Recommendations

Committee Decided ITEC/2019/00004

Part A

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

1. Approve the continued issue of trading permits for e-scooters under the Public Places Bylaw 2018 and Trading and Events in Public Places Policy 2018, and
 - a. Note the intention to issue a 12 month permit for Lime Technology with a proposed increase in Lime's permit cap from 700 to 1000 e-scooters
2. Resolve that:
 - a. The rental fee applicable under the Trading and Events in Public Places Policy (2018) is applied for all e-scooter permits. Noting that this is presently set at \$172.50/m2 per year, which would equate to \$86.25 per year for each Lime scooter.

- b. The total fee payable under an E-Scooter permit will be determined on a pro rata basis proportionate to the total footprint, measured in square metres, of all vehicles in the fleet.
 - c. The fee will come into effect the day after the Council's decision to adopt it.
3. Approve a citywide limit/cap on the number of e-scooters of 1600 until demand can be determined to justify an alternative cap.
4. Delegate to the Head of Transport the authority to amend up or down individual permit caps and the citywide cap on the number of e-scooters.

Councillor Clearwater/Councillor Buck

Carried

9. Three Waters and Waste report - December/January

Committee Resolved ITEC/2019/00005

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the Three Waters and Waste December/January report attached.

Councillor Davidson/Councillor Scandrett

Carried

Committee Recommendation

That the Infrastructure, Transport and Environment Committee:

2. Request staff to include advice on potential consultation options within the drinking water report to the Council on 28 February 2019, if the May deadline cannot be met.

*On being put to the meeting by show of hands the motion was declared **lost** by 3 votes to 4 votes the voting being as follows:*

For: Councillor Davidson, Councillor Keown and Councillor Scandrett

Against: Councillor Cotter, Councillor Buck, Councillor Clearwater and Councillor Galloway

Councillor Davidson/Councillor Scandrett

Lost

10 Resolution to Exclude the Public

Committee Resolved ITEC/2019/00006

Part C

That at 3:43 pm. the resolution to exclude the public set out on pages 108 to 109 of the agenda be adopted.

Councillor Cotter/Councillor Davidson

Carried

The public were re-admitted to the meeting at 4.15 pm at which time the meeting concluded.

CONFIRMED THIS 13TH DAY OF MARCH 2019

COUNCILLOR PAULINE COTTER
CHAIRPERSON

Item 3 - Minutes of Previous Meeting 13/02/2019

Infrastructure, Transport and Environment Committee EXTRAORDINARY MINUTES

Date: Monday 25 February 2019
Time: 8.33am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Pauline Cotter
Deputy Chairperson	Councillor Mike Davidson
Members	Councillor Vicki Buck
	Councillor Phil Clearwater
	Councillor Anne Galloway
	Councillor Aaron Keown
	Councillor Tim Scandrett
	Councillor Sara Templeton

22 February 2019

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

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The agenda was dealt with in the following order.

1. Apologies

Part C

Committee Resolved ITEC/2019/00007

Committee Decision

That the apology for early departure from Councillor Templeton and apology for lateness from Councillor Buck be accepted.

Councillor Cotter/Councillor Davidson

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Deputations by Appointment

Part B

There were no deputations by appointment.

4. Presentation of Petitions

Part B

There was no presentation of petitions.

Councillor Templeton left the meeting at 8:47 a.m. during the discussion on item 5.

5. Major Cycleway, Heathcote Expressway, Section 1a detailed traffic resolutions and tree removals

Committee Resolved ITEC/2019/00008

Part C

That the Infrastructure, Transport and Environment Committee:

1. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.
2. For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway ; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) If the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Committee meeting of 21 September 2017; and (4) If the resolution states "Note 2

- applies", any distance specified in the resolution relates the approved kerb line location on the road resulting from the Committee resolutions on the Major Cycleway Heathcote Expressway Section 1a report at the Committee meeting of 21 September 2017.
3. Approve the changes made regarding the removal of the identified trees to allow for the implementation of the approved scheme as outlined in Attachment B
 4. Ferry Road (Fitzgerald Avenue to Western Extent of Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Ferry Road from its intersection with Fitzgerald Avenue to a point 60 metres west of this intersection be revoked. *Note 1 applies.*
 5. Ferry Road (Fitzgerald Avenue to Western Extent of Project) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions on Ferry Road from its intersection with Fitzgerald Avenue to a point 60 metres west of this intersection be revoked. *Note 1 applies.*
 6. Ferry Road (Fitzgerald Avenue to Western Extent of Project) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, traffic island changes and road surface changes on Ferry Road, from its intersection with Fitzgerald Avenue to a point 60 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies.*
 - b. Approve that a special vehicle lane for the use of westbound cycles only, be established on the southern side of Ferry Road, commencing at its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 60 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - c. Approve that a special vehicle lane for the use of eastbound cycles only, be established on the northern side of Ferry Road, commencing at a point 57 metres west of its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 57 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017, and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 7. Ferry Road (Fitzgerald Avenue to Western Extent of Project) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the south side of Ferry Road, commencing at its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 60 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the north side of Ferry Road, commencing at its intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 57 metres. *Note 2 applies.*
 8. Fitzgerald Avenue (Ferry Road to Leeds Street) – Existing Traffic Controls
 - a. Approve that all existing traffic controls on Fitzgerald Avenue from its intersection with Ferry Road to its intersection with Leeds Street be revoked. *Note 1 applies.*
 9. Fitzgerald Avenue (Ferry Road to Leeds Street) – Existing Parking and Stopping Restrictions

- a. Approve that all existing parking and stopping restrictions on Fitzgerald Avenue from its intersection with Ferry Road to its intersection with Leeds Street be revoked. *Note 1 applies.*
10. Fitzgerald Avenue (Ferry Road to Leeds Street) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, traffic island changes and road surface changes on Fitzgerald Avenue, from its intersection with Ferry Road to its intersection with Leeds Street as detailed on **Attachment A**. *Note 2 applies.*
 - b. Approve that a special vehicle lane for the use of northbound cycles only, be established on the western side of Fitzgerald Avenue, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 44 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
11. Fitzgerald Avenue (Ferry Road to Leeds Street) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the western side of Fitzgerald Avenue, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 16 metres. *Note 2 applies.*
 - b. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Fitzgerald Avenue, commencing at a point 15 metres north of its intersection with Ferry Road, and extending in a northerly direction for a distance of 33 metres. This restriction is to apply Monday to Sunday between the hours of 8am to 6pm. *Note 2 applies.*
 - c. Approve that the stopping of vehicles be prohibited at any time on the east side Fitzgerald Avenue, commencing at its intersection with Ferry Road and extending in a northerly direction to its intersection with Leeds Street. *Note 2 applies.*
12. Fitzgerald Avenue (Ferry Road to Southern Extent of Project) – Existing Traffic Controls
 - a. Approve that all existing traffic controls on Fitzgerald Avenue from its intersection with Ferry Road to a point 60 metres south of this intersection be revoked. *Note 1 applies.*
13. Fitzgerald Avenue (Ferry Road to Southern Extent of Project) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions on Fitzgerald Avenue from its intersection with Ferry Road to a point 60 metres south of this intersection be revoked. *Note 1 applies.*
14. Fitzgerald Avenue (Ferry Road to Southern Extent of Project) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, traffic island changes and road surface changes on Fitzgerald Avenue, from its intersection with Ferry Road to a point 60 metres south of this intersection as detailed on **Attachment A**. *Note 2 applies.*
 - b. Approve that a special vehicle lane for the use of south bound cycles only, be established on the eastern side of Fitzgerald Avenue, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 22 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the

Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*

15. Fitzgerald Avenue (Ferry Road to Southern Extent of Project) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the west side of Fitzgerald Avenue, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 42 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the east side of Fitzgerald Avenue, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 22 metres. *Note 2 applies.*
 - c. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Fitzgerald Avenue, commencing at a point 68 metres south of its intersection with Ferry Road, and extending in a northerly direction for a distance of 26 metres. This restriction is to apply Monday to Sunday between the hours of 8am to 6pm. *Note 2 applies.*
 - d. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the eastern side of Fitzgerald Avenue, commencing at a point 22 metres south of its intersection with Ferry Road, and extending in a southerly direction for a distance of 46 metres. This restriction is to apply Monday to Sunday between the hours of 8am to 6pm. *Note 2 applies.*
16. Ferry Road / Fitzgerald Avenue Intersection – Existing Traffic Controls
 - a. Approve that all traffic controls including traffic signals at the intersection of Ferry Road and Fitzgerald Avenue be revoked.
17. Ferry Road / Fitzgerald Avenue Intersection – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes and road surface changes at the intersection of Ferry Road and Fitzgerald Avenue as detailed on **Attachment A**.
 - b. Approve that the intersection of Ferry Road and Fitzgerald Avenue be controlled by traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment A**.
 - c. Approve that right turn movement for all motorised vehicles, including cycles be prohibited from the Ferry Road west approach into Fitzgerald Avenue.
 - d. Approve that right turn movement for all motorised vehicles, including cycles be prohibited from the Fitzgerald Avenue north approach into Ferry Road.
18. Ferry Road (Fitzgerald Avenue to Phillips Street and Lancaster Street) – Existing Traffic Controls
 - a. Approve that all traffic controls on Ferry Road from its intersection with Fitzgerald Avenue and to its intersection with Phillips Street on the north side and Lancaster Street on the south side be revoked. *Note 1 applies.*
19. Ferry Road (Fitzgerald Avenue to Phillips Street and Lancaster Street) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions on Ferry Road from its intersection with Fitzgerald Avenue to its intersection with Phillips Street on the north side and Lancaster Street on the south side be revoked. *Note 1 applies.*

20. Ferry Road (Fitzgerald Avenue to Phillips Street and Lancaster Street) – New Traffic Controls
- Approve the road marking changes, kerb alignment changes, traffic island changes and road surface changes on Ferry Road, from its intersection with Fitzgerald Avenue to its intersection with Phillips Street on the north side and Lancaster Street on the south side as detailed on **Attachment A**. *Note 2 applies.*
 - Approve that a special vehicle lane for the use of eastbound cycles only, be established on the northern side of Ferry Road, commencing at its intersection with Ferry Road and extending in an easterly direction to its intersection with Phillips Street as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017, and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - Approve that a special vehicle lane for the use of westbound cycles only, be established on the southern side of Ferry Road, commencing at its intersection with Lancaster Street and extending in a westerly direction to its intersection with Fitzgerald Avenue as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017, and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
21. Ferry Road (Fitzgerald Avenue to Phillips Street and Lancaster Street) – New Parking and Stopping Restrictions
- Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at its intersection with Fitzgerald Avenue and extending in an easterly direction for a distance of 53 metres. *Note 2 applies.*
 - Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 53 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
 - Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 63 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 14 metres. *Note 2 applies.*
 - Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 77 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
 - Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 87 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 16 metres. *Note 2 applies.*
 - Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 103 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 5 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*

- g. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 108 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 18 metres. *Note 2 applies.*
- h. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 126 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- i. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 147 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 13 metres. *Note 2 applies.*
- j. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 160 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- k. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 170 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 33 metres. *Note 2 applies.*
- l. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 203 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 22 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*

Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at its intersection with Phillips Street and extending in a westerly direction for a distance of 25 metres. *Note 2 applies.*

Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 25 metres west of its intersection with Phillips street, and extending in a westerly direction for a distance of 5 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- m. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 30 metres west of its intersection with Phillips street, and extending in a westerly direction for a distance of 18 metres. *Note 2 applies.*
- n. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 83 metres. *Note 2 applies.*
- o. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 83 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 22 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*

- p. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 105 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 14 metres. *Note 2 applies.*
- q. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 119 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- r. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 129 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 11 metres. *Note 2 applies.*
- s. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 140 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- t. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 150 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 43 metres. *Note 2 applies.*
- u. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 193 metres east of its intersection with Fitzgerald Avenue, and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- v. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 70 metres west of its intersection with Lancaster Street, and extending in a westerly direction for a distance of 25 metres. *Note 2 applies.*
- w. Approve that the parking of vehicles be restricted to vehicles displaying a valid mobility parking permit on the southern side of Ferry Road, commencing at a point 64 metres west of its intersection with Lancaster Street, and extending in a westerly direction for a distance of 6 metres. *Note 2 applies.*
- x. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 59 metres west of its intersection with Lancaster Street, and extending in a westerly direction for a distance of 5 metres. *Note 2 applies.*
- y. Approve that a bus stop be established on the southern side of Ferry Road commencing at a distance 45 metres west of its intersection with Lancaster Street, and extending in a westerly direction for a distance of 14 metres. *Note 2 applies.*
- z. Approve that the stopping of westbound vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 20 metres west of its intersection with Lancaster Street, and extending in a westerly direction for a distance of 25 metres. *Note 2 applies.*
- aa. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 15 metres west

- of its intersection with Lancaster Street, and extending in a westerly direction for a distance of 5 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- bb. Approve that the stopping of vehicles be prohibited at any time on Ferry Road, commencing at its intersection with Lancaster Street and extending in a westerly direction for a distance of 15 metres. *Note 2 applies.*
22. Ferry Road / Phillips Street Intersection – Existing Traffic Controls
- a. Approve that all existing traffic controls at the intersection of Ferry Road and Phillips Street be revoked.
23. Ferry Road / Phillips Street Intersection – New Traffic Controls
- a. Approve the road marking changes, kerb alignment changes and road surface changes at the intersection of Ferry Road and Phillips Street as detailed on **Attachment A**.
- b. Approve that a Give-Way control be placed against the Phillips Street southbound approach to its intersection with Ferry Road as detailed on **Attachment A**.
24. Phillips Street (Ferry Road to Northern Extent of the Project) – Existing Traffic Controls
- a. Approve that all traffic controls on Phillips Street from its intersection with Ferry Road to a point 10 metres north of this intersection be revoked. *Note 1 applies.*
25. Phillips Street (Ferry Road to Northern Extent of the Project) – Existing Parking and Stopping Restrictions
- a. Approve that all existing parking and stopping restrictions on western side of Phillips Street, commencing at its intersection with Ferry Road to a point 29 metres north of this intersection be revoked. *Note 1 applies.*
- b. Approve that all existing parking and stopping restrictions on eastern side of Phillips Street, commencing at its intersection with Ferry Road to a point 34 metres north of this intersection be revoked. *Note 1 applies.*
26. Phillips Street (Ferry Road to Northern Extent of the Project) – New Traffic Controls
- a. Approve the road marking changes, kerb alignment changes and road surface changes on Phillips Street, from its intersection with Ferry Road to a point 10 metres north of this intersection as detailed on **Attachment A**. *Note 2 applies.*
27. Phillips Street (Ferry Road to Northern Extent of the Project) – New Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the western side of Phillips street, commencing at its intersection with Ferry Road, and extending in a northerly direction for a distance of 10 metres. *Note 2 applies.*
- b. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Phillips street, commencing at a point 10 metres north of its intersection with Ferry Road, and extending in a northerly direction for a distance of 19 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- c. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Phillips street, commencing at its intersection with Ferry Road, and extending in a northerly direction for a distance of 14 metres. *Note 2 applies.*
- d. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the eastern side of Phillips street, commencing at a point 14 metres

north of its intersection with Ferry road, and extending in a northerly direction for a distance of 20 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*

28. Ferry Road / Lancaster Street Intersection – Existing Traffic Controls
 - a. Approve that all existing traffic controls at the intersection of Ferry Road and Lancaster Street be revoked.
29. Ferry Road / Lancaster Street Intersection – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes and road surface changes at the intersection of Ferry Road and Lancaster Street as detailed on **Attachment A**.
 - b. Approve that a Give-Way control be placed against the Lancaster Street northbound approach to its intersection with Ferry Road as detailed on **Attachment A**.
30. Lancaster Street (Ferry Road to Southern Extent of Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Lancaster Street from its intersection with Ferry Road to a point 22 metres south of this intersection be revoked. *Note 1 applies.*
31. Lancaster Street (Ferry Road to Southern Extent of Project) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions on Lancaster Street from its intersection with Ferry Road to a point 22 metres south of this intersection be revoked. *Note 1 applies.*
32. Lancaster Street (Ferry Road to Southern Extent of Project) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes and road surface changes on Lancaster Street, from its intersection with Ferry Road to a point 22 metres south of this intersection as detailed on **Attachment A**. *Note 2 applies.*
33. Lancaster Street (Ferry Road to Southern Extent of Project) – New Parking and stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the western side of Lancaster Street, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 22 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Lancaster Street, commencing at its intersection with Ferry Road and extending in a southerly direction for a distance of 22 metres. *Note 2 applies.*
34. Ferry Road (Phillips Street to Nursery Road and Lancaster Street to Moorhouse Avenue) – Existing Traffic Controls
 - a. Approve that all traffic controls on Ferry Road from its intersections with Phillips Street on the north side and Lancaster Street on the south side and extending in an easterly direction to its intersections with Nursery Road on the north side and Moorhouse Avenue on the south side be revoked.
35. Ferry Road (Phillips Street to Nursery Road and Lancaster Street to Moorhouse Avenue) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions for vehicles on Ferry Road from its intersections with Phillips Street on the north side and Lancaster Street on the south side and extending in an easterly direction to its intersections with

Nursery Road on the north side and Moorhouse Avenue on the south side be revoked.

36. Ferry Road (Phillips Street to Nursery Road and Lancaster Street to Moorhouse Avenue) – New Traffic Controls
- a. Approve the road marking changes, kerb alignment changes, traffic island changes and new road surface changes on Ferry Road from its intersections with Phillips Street on the north side and Lancaster Street on the south side and extending in an easterly direction to its intersections with Nursery Road on the north side and Moorhouse Avenue on the south side as detailed on **Attachment A**.
 - b. Approve that a special vehicle lane for the use of eastbound cycles only, be established on the northern side of Ferry Road, commencing at its intersection with Phillips Street and extending in an easterly direction to its intersection with Nursery Road as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - c. Approve that a special vehicle lane for the use of westbound cycles only, be established on the southern side of Ferry Road, commencing at its intersection with Moorhouse Avenue and extending in a westerly direction to its intersection with Lancaster Street as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - d. Approve that a pedestrian crossing be established across the eastbound cycle lane on the northern side of Ferry Road at a point 24 metres east of its intersection with Phillips Street as detailed on **Attachment A**. *Note 2 applies.*
 - e. Approve that a pedestrian crossing be established across the eastbound cycle lane on the northern side of Ferry Road at a point 32 metres east of its intersection with Phillips Street as detailed on **Attachment A**. *Note 2 applies.*
 - f. Approve that a bi-directional shared path for cyclists and pedestrians be established on the southern side of Ferry Road commencing at its intersection with Moorhouse Avenue and extending in a north westerly direction for a distance of 15 metres in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A.
37. Ferry Road (Phillips Street to Nursery Road and Lancaster Street to Moorhouse Avenue) – New Parking and Stopping Restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at its intersection with Phillips Street and extending in an easterly direction for a distance of 19 metres. *Note 2 applies.*
 - b. Approve that a bus stop be established on the northern side of Ferry Road commencing at a distance 19 metres east of its intersection with Phillips Street, and extending in an easterly direction for a distance of 14 metres. *Note 2 applies.*
 - c. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 33 metres east of its intersection with Phillips Street, and extending in an easterly direction for a distance of 28 metres. *Note 2 applies.*

- d. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 61 metres east of its intersection with Phillips Street, and extending in an easterly direction for a distance of 5 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- e. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 66 metres east of its intersection with Phillips Street, and extending in an easterly direction for a distance of 14 metres. *Note 2 applies.*
- f. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 80 metres east of its intersection with Phillips Street, and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- g. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at a point 90 metres east of its intersection with Phillips Street, and extending in an easterly direction for a distance of 32 metres. *Note 2 applies.*
- h. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road, commencing at a point 122 metres east of its intersection with Phillips Street, and extending in an easterly direction for a distance of 16 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- i. Approve that the stopping of vehicles be prohibited at any time on the north side of Ferry Road, commencing at a point 138 metres east of its intersection with Phillips Street, and extending in an easterly direction to its intersection with Nursery Road. *Note 2 applies.*
- j. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at its intersection with Lancaster Street and extending in an easterly direction for a distance of 25 metres. *Note 2 applies.*
- k. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 25 metres east of its intersection with Lancaster Street, and extending in an easterly direction for a distance of 5 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- l. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 30 metres east of its intersection with Lancaster Street, and extending in an easterly direction for a distance of 25 metres. *Note 2 applies.*
- m. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 55 metres east of its intersection with Lancaster Street, and extending in an easterly direction for a distance of 5 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
- n. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 60 metres east of its intersection with Lancaster Street, and extending in an easterly direction for a distance of 15 metres. *Note 2 applies.*

- o. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 75 metres east of its intersection with Lancaster Street, and extending in an easterly direction for a distance of 5 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
 - p. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 80 metres east of its intersection with Lancaster Street, and extending in an easterly direction for a distance of 15 metres. *Note 2 applies.*
 - q. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road, commencing at a point 95 metres east of its intersection with Lancaster Street, and extending in an easterly direction for a distance of 22 metres. This restriction is to apply Monday to Saturday between the hours of 8am to 6pm. *Note 2 applies.*
 - r. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at a point 117 metres east of its intersection with Lancaster Street, and extending in an easterly direction to its intersection with Moorhouse Avenue. *Note 2 applies.*
- 38. Ferry Road / Nursery Road Intersection – Existing Traffic Controls
 - a. Approve that all existing traffic controls at the intersection of Ferry Road and Nursery Road be revoked.
- 39. Ferry Road / Nursery Road Intersection – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, traffic islands and road surface changes at the intersection of Ferry Road and Nursery Road as detailed on **Attachment A**.
 - b. Approve that a Give-Way control be placed against the Nursery Road southbound approach to its intersection with Ferry Road as detailed on **Attachment A**.
- 40. Nursery Road (Ferry Road to Northern Extent of the Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Nursery Road from its intersection with Ferry Road to a point 20 metres north of this intersection be revoked. *Note 1 applies.*
- 41. Nursery Road (Ferry Road to Northern Extent of the Project) – Existing Parking and Stopping Restrictions.
 - a. Approve that all existing parking and stopping restrictions on Nursery Road from its intersection with Ferry Road and to a point 20 metres north of this intersection be revoked. *Note 1 applies.*
- 42. Nursery Road (Ferry Road to Northern Extent of the Project) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, traffic island changes and road surface changes on Nursery Road, from its intersection with Ferry Road to a point 20 metres north of this intersection as detailed on **Attachment A**. *Note 2 applies.*
- 43. Nursery Road (Ferry Road to Northern Extent of the Project) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the western side of Nursery Road, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 20 metres. *Note 2 applies.*

- b. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Nursery Road, commencing at its intersection with Ferry Road and extending in a northerly direction for a distance of 20 metres. *Note 2 applies.*
- 44. Ferry Road (Nursery Road to Ferry Road) – Existing Traffic Controls
 - a. Approve that all traffic controls on Ferry Road from its intersection with Nursery Road to its intersection with Ferry Road (east) / Moorhouse Avenue be revoked. *Note 1 applies.*
- 45. Ferry Road (Nursery Road to Ferry Road) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions for vehicles on Ferry Road from its intersection with Nursery Road to its intersection with Ferry Road (east) / Moorhouse Avenue be revoked. *Note 1 applies.*
- 46. Ferry Road (Nursery Road to Ferry Road) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes and road surface changes on Ferry Road from its intersection with Nursery Road to its intersection with Ferry Road (east) / Moorhouse Avenue as detailed on **Attachment A**.
 - b. Approve that a bi-directional shared path for cyclists and pedestrians be established on the northern side of Ferry Road commencing at its intersection with Nursery Road and extending in a south easterly direction to its intersection with Ferry Road (east) / Moorhouse Avenue in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A.
- 47. Ferry Road (Nursery Road to Ferry Road) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on Ferry Road, commencing at its intersection with Nursery Road and extending to its intersection with Ferry Road (east) / Moorhouse Avenue.
- 48. Ferry Road / Moorhouse Avenue / Wilsons Road Intersection – Existing Traffic Controls
 - a. Approve that all traffic controls including traffic signals at the intersection of Ferry Road, Moorhouse Avenue and Wilsons Road be revoked.
- 49. Ferry Road / Moorhouse Avenue / Wilsons Road Intersection – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes and road surface changes at the intersection of Ferry Road, Moorhouse Avenue and Wilsons Road as detailed on **Attachment A**.
 - b. Approve that the intersection of Ferry Road, Moorhouse Avenue and Wilsons Road be controlled by traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on **Attachment A**.
- 50. Moorhouse Avenue (Ferry Road to Western Extent of Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Moorhouse Avenue from its intersection with Wilsons Road to a point 42 metres west of this intersection be revoked. *Note 1 applies.*
- 51. Moorhouse Avenue (Ferry Road to Western Extent of Project) – Existing parking and Stopping Restrictions.
 - a. Approve that all existing parking and stopping restrictions on Moorhouse Avenue from its intersection with Wilsons Road to a point 42 metres west of this intersection be revoked. *Note 1 applies.*
- 52. Moorhouse Avenue (Ferry Road to Western Extent of Project) – New Traffic Controls

- a. Approve the road marking changes, kerb alignment changes, traffic islands and road surface changes on Moorhouse Avenue from its intersection with Wilsons Road to a point 42 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies.*
- 53. Moorhouse Avenue (Ferry Road to Western Extent of Project) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the northern side of Moorhouse Avenue, commencing at its intersection with Ferry Road and extending in a westerly direction for a distance of 28 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the southern side of Moorhouse Avenue, commencing at its intersection with Wilson Road and extending in a westerly direction for a distance of 27 metres. *Note 2 applies.*
- 54. Ferry Road (Wilsons Road to Eastern Extent of Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Ferry Road from its intersection with Wilson Road to a point 54 metres east of this intersection be revoked. *Note 1 applies.*
- 55. Ferry Road (Wilsons Road to Eastern Extent of Project) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions for vehicles on Ferry Road from its intersection with Wilson Road to a point 54 metres east of this intersection be revoked. *Note 1 applies.*
- 56. Ferry Road (Wilsons Road to Eastern Extent of Project) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, traffic islands and road surface changes on Ferry Road, from its intersection with Wilson Road to a point 54 metres east of this intersection as detailed on **Attachment A**. *Note 1 applies.*
 - b. Approve that a special vehicle lane for the use of eastbound cycles only, be established on the northern side of Ferry Road, commencing at its intersection with Ferry Road (west) and extending in an easterly direction for a distance of 70 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - c. Approve that a special vehicle lane for the use of westbound cycles only, be established on the southern side of Ferry Road, commencing at a point 54 metres east of its intersection with Wilsons Road and extending in a westerly direction for a distance of 54 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
- 57. Ferry Road (Wilsons Road to Eastern Extent of Project) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the northern side of Ferry Road, commencing at its intersection with Ferry Road (west) and extending in an easterly direction for a distance of 70 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the southern side of Ferry Road, commencing at its intersection with Wilsons Road and extending in an easterly direction for a distance of 42 metres. *Note 2 applies.*

58. Wilsons Road (Moorhouse Avenue to Stevens Street) – Existing Traffic Controls
 - a. Approve that all existing traffic controls on Wilsons Road from its intersection with Ferry Road / Moorhouse Avenue to its intersection with Stevens Street be revoked.
59. Wilsons Road (Moorhouse Avenue to Stevens Street) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions for vehicles on Wilsons Road from its intersection with Ferry Road / Moorhouse Avenue to its intersection with Stevens Street be revoked.
60. Wilsons Road (Moorhouse Avenue to Stevens Street) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, traffic islands and road surface changes on Wilsons Road, from its intersection with Ferry Road / Moorhouse Avenue to its intersection with Stevens Street as detailed on **Attachment A**.
 - b. Approve that a special vehicle lane for the use of southbound cycles only, be established on the eastern side of Wilsons Road, commencing at its intersection with Ferry Road and extending in southerly direction to its intersection with Stevens Street as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles.
 - c. Approve that a bi-directional shared path for cyclists and pedestrians be established on the western side of Wilsons Road commencing at its intersection with Moorhouse Avenue and extending in a southerly direction for a distance of 24 metres in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A. *Note 2 applies*.
 - d. Approve that a special vehicle lane for the use of northbound cycles only, be established on the western side of Wilsons Road, commencing at its intersection with Stevens Street and extending in northerly direction to a point 24 metres south of its intersection with Moorhouse Avenue as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies*.
61. Wilsons Road (Moorhouse Avenue to Stevens Street) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on both sides of Wilsons Road, commencing at its intersection with Moorhouse Avenue and extending to its intersection with Stevens Street.
62. Stevens Street / Wilsons Road Intersection – Existing Traffic Controls
 - a. Approve that all existing traffic controls at the intersection of Stevens Street and Wilsons Road be revoked.
63. Stevens Street / Wilsons Road Intersection – New Traffic controls
 - a. Approve the road marking changes, kerb alignment changes, traffic islands and road surface changes at the intersection of Stevens Street and Wilsons Road as detailed on **Attachment A**.
 - b. Approve that a Give-Way control be placed against the Stevens Street eastbound approach to its intersection with Wilsons Road as detailed on **Attachment A**.

64. Stevens Street (Wilsons Road to Western Extent of Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Stevens Street from its intersection with Wilsons Road to a point 28 metres west of this intersection be revoked. *Note 1 applies.*
65. Stevens Street (Wilsons Road to Western Extent of Project) – Existing Parking and Stopping Restrictions.
 - a. Approve that all existing parking and stopping restrictions on Stevens Street from its intersection with Wilsons Road and to a point 28 metres west of this intersection be revoked. *Note 1 applies.*
66. Stevens Street (Wilsons Road to Western Extent of Project) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, road humps and road surface changes on Stevens Street, from its intersection with Wilsons Road to a point 28 metres west of this intersection as detailed on **Attachment A**. *Note 2 applies.*
67. Stevens Street (Wilsons Road to Western Extent of Project) – New Parking and Stopping Restrictions.
 - a. Approve that the stopping of vehicles be prohibited at any time on the northern side of Stevens Street, commencing at its intersection with Wilsons Road and extending in a westerly direction for a distance of 20 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the southern side of Stevens Street, commencing at its intersection with Wilsons Road and extending in a westerly direction for a distance of 20 metres. *Note 2 applies.*
68. Wilsons Road (Stevens Street to Charles Street) – Existing Traffic Controls
 - a. Approve that all traffic controls on Wilsons Road from its intersection with Stevens Street to its intersection with Charles Street be revoked.
69. Wilsons Road (Stevens Street to Charles Street) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions on Wilsons Road from its intersection with Stevens Street and to its intersection with Charles Street be revoked.
70. Wilsons Road (Stevens Street to Charles Street) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes and road surface changes on Wilsons Road, from its intersection with Stevens Street to its intersection with Charles Street as detailed on **Attachment A**.
 - b. Approve that a special vehicle lane for the use of northbound cycles only, be established on the western side of Wilsons Road, commencing at a point 45 metres south of its intersection with Stevens Street and extending in northerly direction to this intersection as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - c. Approve that a bi-directional shared path for cyclists and pedestrians be established on the western side of Wilsons Road commencing at a point 45 metres south of its intersection with Stevens Street and extending in a southerly direction to its intersection with Charles Street in accordance with sections 11.4 of the Land

Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A. *Note 2 applies.*

- d. Approve that a special vehicle lane for the use of southbound cycles only, be established on the eastern side of Wilsons Road, commencing at its intersection with Stevens Street and extending in southerly direction to its intersection with Charles Street as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - e. Approve that a bi-directional shared path for cyclists and pedestrians be established on the eastern side of Wilsons Road commencing at its intersection with Charles Street and extending in a northerly direction for a distance of 28 metres in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A. *Note 2 applies.*
 - f. Approve that a Give Way control be placed against the Wilsons Road southbound cyclists, and that this Give Way control be located at a point 28 metres north of the intersection with Charles Street to require the southbound cyclists exiting the Wilsons Road cycle lane to give way to pedestrians and cyclists using pedestrian/cycle pathway on the east side of Wilsons Road. This Give Way control is detailed on **Attachment A**. *Note 2 applies.*
 - g. Approve that a signalised pedestrian crossing be installed on Wilsons Road, with the centre of the crossing located 16 metres north of its intersection with Charles Street. This crossing facility is to be installed in accordance with section 8.5 (1) of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A**. *Note 2 applies.*
 - h. Approve that a signalised cycle crossing be installed on Wilsons Road, with the centre of the crossing located 12 metres north of its intersection with Charles Street in accordance with section 11.5 (5) of the Land Transport Act - Traffic Control Devices Rule: 2004, as detailed on **Attachment A**. *Note 2 applies.*
71. Wilsons Road (Stevens Street to Charles Street) – New Parking and Stopping restrictions
- a. Approve that the stopping of vehicles be prohibited at any time on the western side of Wilsons Road, commencing at its intersection with Stevens Street and extending in a southerly direction for a distance of 40 metres. *Note 2 applies.*
 - b. Approve that the stopping of vehicles be prohibited at any time on the western side of Wilsons Road, commencing at a point 179 metres south of its intersection with Stevens Street and extending in a southerly direction for a distance of 56 metres. *Note 2 applies.*
 - c. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Wilsons Road, commencing at its intersection with Stevens Street and extending to its intersection with Charles Street.
72. Charles Street / Wilsons Road Intersection – Existing Traffic Controls
- a. Approve that all existing traffic controls at the intersection of Charles Street and Wilsons Road be revoked.
73. Charles Street / Wilsons Road Intersection – New Traffic Controls

- a. Approve the road marking changes, kerb alignment changes and road surface changes at the intersection of Charles Street and Wilsons Road as detailed on **Attachment A**.
- b. Approve that a Give-Way control be placed against the Charles Street westbound approach to its intersection with Wilsons Road as detailed on **Attachment A**.
- 74. Wilsons Road (Charles Street to Southern Extent of Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Wilsons Road from its intersection with Charles Street to a point 19 metres south of its intersection with Charles Street be revoked. *Note 1 applies.*
- 75. Wilsons Road (Charles Street to Southern Extent of Project) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions on Wilsons Road from its intersection with Charles Street to a point 19 metres south of this intersection be revoked. *Note 1 applies.*
- 76. Wilsons Road (Charles Street to Southern Extent of Project) – New Traffic controls
 - a. Approve the road marking changes, kerb alignment changes and road surface changes on Wilsons Road, from its intersection with Charles Street to a point 19 metres south of this intersection as detailed on **Attachment A**. *Note 2 applies.*
 - b. Approve that a Give Way control be placed against the Wilsons Road northbound cyclists, and that this Give Way control be located at a point 12 metres south of the intersection with Charles Street to require the northbound cyclists exiting Wilsons Road to give way to pedestrians and cyclists using pedestrian/cycle pathway on the west side of Wilsons Road. This Give Way control is detailed on **Attachment A**. *Note 2 applies.*
 - c. Approve that a special vehicle lane for the use of southbound cycles only, be established on the eastern side of Wilsons Road, commencing at its intersection with Charles Street and extending in southerly direction for a distance of 19 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - d. Approve that a bi-directional shared path for cyclists and pedestrians be established on the eastern side of Wilsons Road commencing at its intersection with Charles Street and extending in a southerly direction for a distance of 12 metres in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A. *Note 2 applies.*
 - e. Approve that a Give Way control be placed against the Wilsons Road southbound cyclists travelling on the bi-directional shared path, and that this Give Way control be located at a point 12 metres south of the intersection with Charles Street to require the southbound cyclists to give way to other traffic on Wilsons Road. This Give Way control is detailed on **Attachment A**. *Note 2 applies.*
- 77. Wilsons Road (Charles Street to Southern Extent of Project) – New Parking and Stopping Restrictions
 - a. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Wilsons Road, commencing at its intersection with Charles Street and extending in a southerly direction for a distance of 19 metres. *Note 2 applies.*

- b. Approve that the stopping of vehicles be prohibited at any time on the western side of Wilsons Road, commencing at its intersection with Charles Street and extending in a southerly direction for a distance of 19 metres. *Note 2 applies.*
- 78. Charles Street (Wilsons Road to Eastern Extent of Project) – Existing Traffic Controls
 - a. Approve that all traffic controls on Charles Street from its intersection with Wilsons Road to a point 48 metres east of this intersection be revoked. *Note 1 applies.*
- 79. Charles Street (Wilsons Road to Eastern Extent of Project) – Existing Parking and Stopping Restrictions
 - a. Approve that all existing parking and stopping restrictions on Charles Street from its intersection with Wilsons Road and to a point 48 metres east of this intersection be revoked. *Note 1 applies.*
- 80. Charles Street (Wilsons Road to Eastern Extent of Project) – New Traffic Controls
 - a. Approve the road marking changes, kerb alignment changes, raised platforms and road surface changes on Charles Street, from its intersection with Wilsons Road to a point 50 metres east of this intersection as detailed on **Attachment A**. *Note 2 applies.*
 - b. Approve that a special vehicle lane for the use of bi-directional cycles, be established on the northern side of Charles Street, commencing at a point 7 metres east of its intersection with Wilsons Road and extending in an easterly direction for a distance of 29 metres as detailed on **Attachment A**. This special vehicle lane is authorised under clause 18 of the CCC Traffic and Parking Bylaw 2017 and is therefore to be added to the Register of Roads and Traffic Lanes Restricted to Special Classes of Vehicles. *Note 2 applies.*
 - c. Approve that a Give Way control be placed against westbound cyclists travelling on the bi-directional cycle path on the north side of Charles Street, and that this Give Way control be located at a point 7 metres east of its intersection with Wilsons Road to require the westbound cyclists to give way to pedestrians and cyclists using the shared pedestrian / cycle path on Wilsons Road. This Give Way control is detailed on **Attachment A**. *Note 2 applies.*
 - d. Approve that a Give Way control be placed against eastbound cyclists travelling on the cycle path on Charles Street, and that this Give Way control be located at a point 31 metres east of its intersection with Wilsons Road to require the eastbound cyclists to give way to other traffic on Charles Street. This Give Way control is detailed on **Attachment A**. *Note 2 applies.*
 - e. Approve that a bi-directional shared path for cyclists and pedestrians be established on the southern side of Charles Street commencing at its intersection with Wilsons Road and extending in an easterly direction for a distance of 29 metres in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment A. *Note 2 applies.*
 - f. Approve that a Give Way control be placed against westbound cyclists crossing Charles Street at the raised platform, and that this Give Way control be located at a point 24 metres east of its intersection with Wilsons Road to require the eastbound cyclists to give way to other traffic on Charles Street. This Give Way control is detailed on **Attachment A**. *Note 2 applies.*
- 81. Charles Street (Wilsons Road to Eastern Extent of Project) – New Parking and Stopping Restrictions

- a. Approve that the stopping of vehicles be prohibited at any time on the northern side of Charles Street, commencing at its intersection with Wilsons Road and extending in an easterly direction for a distance of 42 metres. *Note 2 applies.*
- b. Approve that the stopping of vehicles be prohibited at any time on the southern side of Charles Street, commencing at its intersection with Wilsons Road and extending in an easterly direction for a distance of 40 metres. *Note 2 applies.*

Councillor Davidson/Councillor Clearwater

Carried

Meeting concluded at 9.01 am.

CONFIRMED THIS 13TH DAY OF MARCH 2019

COUNCILLOR PAULINE COTTER
CHAIRPERSON

7. Cathedral Square Improvement Works

Reference: 19/64586

Presenter(s): Lee Sampson Senior Project Manager (Development) Ext 6315

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to present a design proposal for the public realm improvements to the south and southeast quadrants of Cathedral Square (phases 1-3) to the Infrastructure, Transport and Environment Committee to consider and recommend to the Council.
- 1.2 To recommend a delegation to the Chief Executive Officer to enter into a contract for the public realm physical works (phases 1-3).

Origin of Report

- 1.3 This report is being provided in response to the Council resolutions of September 2018 confirming the commencement of the Cathedral Square Public Realm Improvement Project to deliver public realm improvements to the South and South East portion of Cathedral Square adjacent to, and coordinated with private developments in this area; and to specifically fulfil Council Resolution CNCL/2018/211 of 27 September 2018 that the Council:

Approve the funding to initiate the project from the LTP capital project ID 2735 – The Square & Surrounds, and request a report back for confirmation on the design proposals.

2. Significance

- 2.1 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined with consideration of the limited size and nature of the improvement project. Moreover, a far-reaching public engagement already occurred in 2017 with regards to a wider long-term regeneration strategy for Cathedral Square. The improvement scheme will now actively test and work towards some key elements of that plan, albeit within the localised area defined.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

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

1. Approve Option 1 – Proceed with the design proposals for the Cathedral Square public realm improvement project (phases 1-3). Refer to attachments A and B.
2. Note further updates will be provided at key stages of the design progression; namely at developed and detailed design stages.
3. Delegates to the Chief Executive authority to enter into a contract/s for phases 1-3 of the Cathedral Square public realm improvements.
4. Notes that Phase 4 works (which seek to prioritise pedestrian activity and safety in Cathedral Square) will follow a separate piece of work that will consider the transport network in the north of the CBD as well as key facilities in the immediate area. This phase will have the appropriate engagement process associated with any changes that might be proposed.

4. Key Points

4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

4.1.1 Activity: Roads & Footpaths

- Level of Service: 16.0.8.0 Maintain the condition of footpaths - =75%

4.2 The following feasible options have been considered:

- Option 1 – Proceed with the design proposals for phases 1-3 (preferred option)
- Option 2 – Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Enabling the Council to deliver upon the commitments made to progress public realm improvements to Cathedral Square within the Long Term Plan 2018-2028 and to do so in a *co-ordinated manner to tie in with planned private sector developments*.
- Delivery *within the Council's existing budgets*, as requested.
- Enhancing safety and accessibility, alongside the creation of more inviting, inclusive and event ready spaces, to the benefit of visitors and residents alike.
- Ensuring Cathedral Square remains 'open for business' while allowing the Council to work in partnership with the surrounding developments, achieving improved design outcomes for the longer term.
- Includes a 'Poutama' paving pattern (within the South-East quadrant) which reflects cultural heritage.
- Recycling (circa 50%) of the existing materials into the new forms.
- Providing the Council an opportunity to test key elements of the wider regeneration strategy for Cathedral Square.

4.3.2 The disadvantages of this option include:

- Short-term impacts while the physical works proceed. Staff are targeting (phase 1) a construction start during the winter low visitor season from July 2019 (subject to approvals).
- Cathedral Square will remain a busy reconstruction zone for some time. However, by completing this project now the Council supports the private sector and retains the quality of public realm space while works progress elsewhere.
- This project does not deliver the wider unfunded regeneration strategy for the Square and surrounds, but does test and work towards some key elements of it within a localised area.

5. Context/Background

Background

5.1 The council has noted - *its endorsement of progressing public realm improvements to Cathedral Square, acknowledging the need for a coordinated and prioritised approach within existing budgets; the Council will be progressing public realm improvements to the southern area of Cathedral Square to tie in with planned private sector developments within the Long Term Plan 2018-2028.*

- 5.2 At its meeting on 27 September 2018 the Council further resolved: *the commencement of the Cathedral Square Public Realm Improvement Project to deliver public realm improvements, especially to the South and South East portion of Cathedral Square adjacent to – and coordinated with – the existing and ‘in construction’ private developments in this area.*
- 5.3 Cathedral Square continues to be an important civic space within the central city and remains a key destination and connector for both visitors and residents alike.
- 5.4 Following the Canterbury earthquake sequence (CES) a number of buildings adjoining Cathedral Square were deemed ‘dangerous’ and were demolished. This activity, alongside general wear and tear and ‘ad hoc’ changes initiated to keep the Square functional in the short-term, have left parts of the Cathedral Square public realm no longer fit for purpose.
- 5.5 Within the southeast quadrant in particular approximately 40% of existing paving has some level of damage. The current lighting levels also create a sense of unease at night. Adding to this the new developments abutting the Square are being constructed with necessary higher floor levels, making interfaces with the adjacent public realm spaces and therefore convenient pedestrian accessibility hard to achieve without re-contouring.

Context

- 5.6 A number of significant surrounding private sector developments are due to be completed over the next 18 months, particularly adjoining the south and south east quadrants of the Square. The ‘Spark Building’ is one of the first of these developments with completion expected in September 2019.
- 5.7 The Cathedral Square public realm improvement project is therefore intended to be the first step towards the phased rejuvenation of Cathedral Square by providing an inviting, adaptable, inclusive and event ready public space, ensuring it remains 'open for business' while the development of surrounding sites (including the reinstatement of the Cathedral) progress.
- 5.8 In order to achieve this the Council has requested staff to progress a design proposal to repair and improve the public realm spaces, initially prioritising the south and southeast of the Square.

Key Scope

The key objectives of this project include:

- 5.8.1 Paving improvements - take up, re-contour and re-lay (recycling 50% of the existing fabric) - within the south and south east quadrants;
- 5.8.2 To improve safety and accessibility along with the experience for pedestrians and cyclists.
- 5.8.3 The introduction of a ‘Poutama’ paving pattern to the southeast quadrant;
- 5.8.4 Additional landscaping elements to soften the environment;
- 5.8.5 Infrastructure improvements - predominantly lighting and power (for events); and
- 5.8.6 Consideration of changes to the Cathedral Square road network which will help support a higher prioritisation of pedestrian safety and activity while ensuring any changes in and adjacent to Cathedral Square complement the central city transport networks.

6. Option 1 -Proceed with the design proposals for phases 1-3 (preferred option)

Option Description

- 6.1 Proceed with the design proposal for the Cathedral Square Public realm improvement project (phases 1-3). Refer to attachments A and B.

- 6.1.1 With further updates to be provided at key stages of the design progression, namely at developed and detailed design stages.
- 6.1.2 Approving a delegation to the Chief Executive Officer to enter into a contract/s for phases 1-3 of the Cathedral Square Public realm improvements.
- 6.1.3 Notes that Phase 4 works (which seek to prioritise pedestrian activity and safety in Cathedral Square) will follow a separate piece of work that will consider the transport network in the north of the CBD as well as key facilities in the immediate area. This phase will have the appropriate engagement process associated with any changes that might be proposed.

Project Phasing

- 6.2 Please refer to attachment B

6.3 Phase 1 - Border, activated edge and accessible zone

- 6.3.1 The majority of the new and existing developments around the Square are working towards the same goal, with the intent for a vibrant, active edge with ground floor retail and hospitality opening out onto the Square.
- 6.3.2 Phase 1 will create a paved threshold strip that is wide enough to provide for spill-out space and an 'accessible zone', while creating an edge definition to emphasize the cross-shape of the Square. The re-contouring of the ground to meet the new floor levels of the adjacent buildings will occur within this area.
- 6.3.3 Accessible Zone – working with disability advisory groups, the need for planned and clear accessible routes and wayfinding has emerged.

6.4 Phase 2-3 - Re-paving, 'poutama' pattern and greening

- 6.4.1 There has been overwhelming feedback to have a 'greener' Square that has an increased level of amenity by providing more landscaping and using native planting.
- 6.4.2 Existing trees on the southern edges are retained and contoured into the larger greenspaces. The space is largely open with clear sight lines, but provides improved opportunities to sit, reflect and enjoy the space.
- 6.4.3 Staff have collaborated with Matapopore to achieve a bi-cultural narrative that is clearly visible in the form of the new paving patterns and landscaped elements. These align with the wider narrative for Whiti-Reia (Cathedral Square) while being very aware of the limitations of available funding.
- 6.4.4 The poutama pattern represents attainment, passing of knowledge, and the male and female lines of ancestry. Created with a mix of new and recycled pavers.
- 6.4.5 Phase 3 largely involves the existing 'eventing' space operating as in currently does with the inclusion of the 'border' and some transitional treatments.

6.5 Phase 4 – Carriageway and transport network

- 6.5.1 From the feedback received to date, there is a desire for Cathedral Square to be a welcoming place which attracts people and invites them to linger. In order to achieve this, here is a need to ensure the space is designed with pedestrian amenity and safety integral to the design.
- 6.5.2 There are a number of transport interests to consider in this area. Key central city cycleways are intended to pass through the Square, and so blending those needs with those of pedestrians and necessary access vehicles to adjacent hotels and other developments are key outcomes to be achieved. It is envisaged that the key cycle routes will not be separated but interact through a shared space approach.

- 6.5.3 The reality of Cathedral Square, and the different demands from developments in this area therefore necessitates a design that is sufficiently flexible to be adapted to suit the range of activities expected in and around the Square itself. It is important for any changes to the carriageway in the southeast of Cathedral Square to tie into the transport network in both the immediate area and the wider central city, as well as the key facilities within this area.
- 6.5.4 Staff are currently considering how any Cathedral Square roading and transport network changes might best relate to adjacent road network projects such as Colombo Street, Hereford Street and Manchester Street. Additionally, any changes also need to support the Performing Arts Precinct (and any changes to the road network around it), the Convention Centre, Tūranga - and any parking facilities that may be constructed to support these facilities.
- 6.5.5 Once this wider separate piece of work has been completed, staff propose the initiation the appropriate type of engagement process associated with phase 4 to consider higher prioritisation for pedestrians and how this might be achieved (e.g. shared zones), alongside future-proofing the surrounding transport network. Staff will engage with the Infrastructure, Transport and Environment Committee on the consultation documentation prior to release.

Significance

- 6.6 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 6.7 The level of significance was determined post consideration of the limited size and nature of the improvement project; that being an enhancement project in response to private sector developments. Moreover, a far-reaching public consultation already occurred in 2017 with regards to a wider long term regeneration strategy for Cathedral Square. The improvement scheme will actively test and work towards some key elements of that plan, albeit within a localised area.

Once key approvals are gained it will be important to keep stakeholders and residents fully updated through e-newsletters and website updates.

- 6.8 The community engagement and consultation outlined in this report reflect the assessment.

Impact on Mana Whenua

- 6.9 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.
- 6.10 Nevertheless Matapopore has been involved with the design evaluation of the improvement project, thereby ensuring the Ngāi Tūāhuriri/Ngāi Tahu values, aspirations and narratives have been considered within the design proposal tabled.

Community Views and Preferences

- 6.11 In supplementing the far-reaching engagement already undertaken in 2017 by Regenerate Christchurch in relation to the wider regeneration of Cathedral Square and surrounds, a targeted re-engagement has been undertaken with the neighbouring land owners and stakeholders.

These 'one on one' sessions have informed the design progression and have enabled staff to take feedback on some negotiable proposals, evolving the design accordingly to that which is tabled. Although the improvement project is of a limited nature and is restricted to a localised area, the scheme does reflect and work towards some key elements of the wider regeneration strategy.

The Council's design response has garnered good support from the neighbouring land owners and stakeholders as a pragmatic and measured response to the immediate improvements required to the Square.

Alignment with Council Plans and Policies

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

Financial Implications

6.13 Cost of Implementation – estimated \$3,600,000 for phases 1-3 plus or minus 10 percent.

6.13.1 Inclusions:

- Professional fees
- Contingency sums

6.14 Maintenance / Ongoing Costs – To be confirmed.

6.15 Funding source – \$9,400,000 within capital project ID 2735 - Long Term Plan (LTP) 2018-28. Note that any unspent portion of this capital project will be retained for future phases of the Cathedral Square public realm improvements.

Legal Implications

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

6.17 This report has been reviewed and approved by the Legal Services Unit.

Risks and Mitigations

6.18 There is a low perception of risk in relation to this project but there is an important requirement to keep stakeholders and residents fully informed with e-newsletters and website updates.

6.18.1 Residual risk rating: Low

6.18.2 Planned – Proactive communications strategy when key approvals gained including e-newsletters and website updates.

Implementation

6.19 Implementation dependencies - Working with the neighbouring reconstructions.

6.20 Implementation timeframe – target start (phase 1) July 2019 (estimated 18-weeks, phases 1-3) working away from the southern edge of the Square.

Option Summary - Advantages and Disadvantages

6.21 The advantages of this option include:

- Enabling the Council to deliver upon the commitments made to progress public realm improvements to Cathedral Square within the Long Term Plan 2018-2028 and to do so in a co-ordinated manner to tie in with planned private sector developments.
- Delivery within the Council's existing budgets, as requested.
- Enhancing safety and accessibility, alongside the creation of more inviting, inclusive and event spaces, to the benefit of visitors and residents alike.
- Includes a 'Poutama' paving pattern (within the South-East quadrant) which reflects cultural heritage. Recycling (circa 50%) of the existing materials into the new forms.
- Ensuring Cathedral Square remains 'open for business' while allowing the Council to work in partnership with the surrounding developments, achieving improved design outcomes for the longer term.

- Allowing the Council to test key elements of the wider regeneration strategy for Cathedral Square.
- Enabling public realm works to progress, while any road and transport network changes can form a later phase of work which can be separately consulted over.

6.22 The disadvantages of this option include:

- Short-term impacts while the physical works proceed. Note staff are targeting the commencement of construction works (phase 1) during the winter low visitor season from July 2019 (subject to approvals).
- Cathedral Square will remain a busy reconstruction zone for some time; however, by completing the early project phases now, the Council supports the private sector and retains the quality of public realm space while works progress elsewhere.
- This project does not deliver the wider unfunded regeneration strategy for the Square and surrounds, but does test and work towards some key elements of it within a localised area.

7. Option 2 – Maintain Status Quo

Option Description

- 7.1 Defer the decision to progress the improvements to the south and southeast quadrants of Cathedral Square.

Significance

- 7.2 The level of significance of this option is high and inconsistent with section 2 of this report.
- 7.3 Engagement requirements for this level of significance would require staff to urgently re-engage with neighbouring owners and stakeholders regarding the inability to have fit-for-purpose public realm space in time for the completion of private sector developments which impact recovery.

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 would be contrary to the majority of views shared alongside the directive given to staff – to progress public realm improvements to the southern area of Cathedral Square to tie in with planned private sector development.

Alignment with Council Plans and Policies

- 7.6 This option is inconsistent with Council's Plans and Policies.
- 7.6.1 Inconsistency with the Long Term Plan (LTP) 2018-28.
 - 7.6.2 Reason for inconsistency – Works currently forecasted and budgeted.
 - 7.6.3 Amendment necessary – Yes.

Financial Implications

- 7.7 Cost of Implementation – Costs associated with abortive design work, alongside the necessity for further engagement.
- 7.8 Maintenance / Ongoing Costs – The public realm space is not currently fit-for-purpose.
- 7.9 Funding source – Not Applicable.

Legal Implications

- 7.10 If no improvements are made issues around safety of pedestrian and traffic users of the Square may arise. This could lead to a legal implication for the Council in the future.
- 7.11 This report has been reviewed and approved by the Legal Services Unit.

Risks and Mitigations

- 7.12 There could be a reputational risk to the organisation in deferring the works.
- 7.12.1 Residual risk rating: High
- 7.12.2 Non Planned

Implementation

- 7.13 Implementation dependencies - Not Applicable
- 7.14 Implementation timeframe – Not Applicable

Option Summary - Advantages and Disadvantages

- 7.15 The advantages of this option include:
- Reduced spending from capital project allocated ID 2735 - Long Term Plan (LTP) 2018-28.
 - No short term impacts from the physical works – they would not proceed.
- 7.16 The disadvantages of this option include:
- Does not enable the Council to deliver upon the commitments made to progress public realm improvements to Cathedral Square within the Long Term Plan 2018-2028 and to do so in a co-ordinated manner to tie in with planned private sector developments.
 - Does not enhance safety and accessibility, alongside the creation of more inviting, inclusive and event spaces, to the benefit of visitors and residents alike.
 - Does not ensure Cathedral Square remains 'open for business' while allowing the Council to work in partnership with the surrounding developments, ensuring improved design outcomes for the longer term.
 - Does not allow the Council to test key elements of the wider regeneration strategy for Cathedral Square.

Attachments

No.	Title	Page
A ↓	Concept with movement zones	42
B ↓	Phasing Plan	43

Confirmation of Statutory Compliance

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

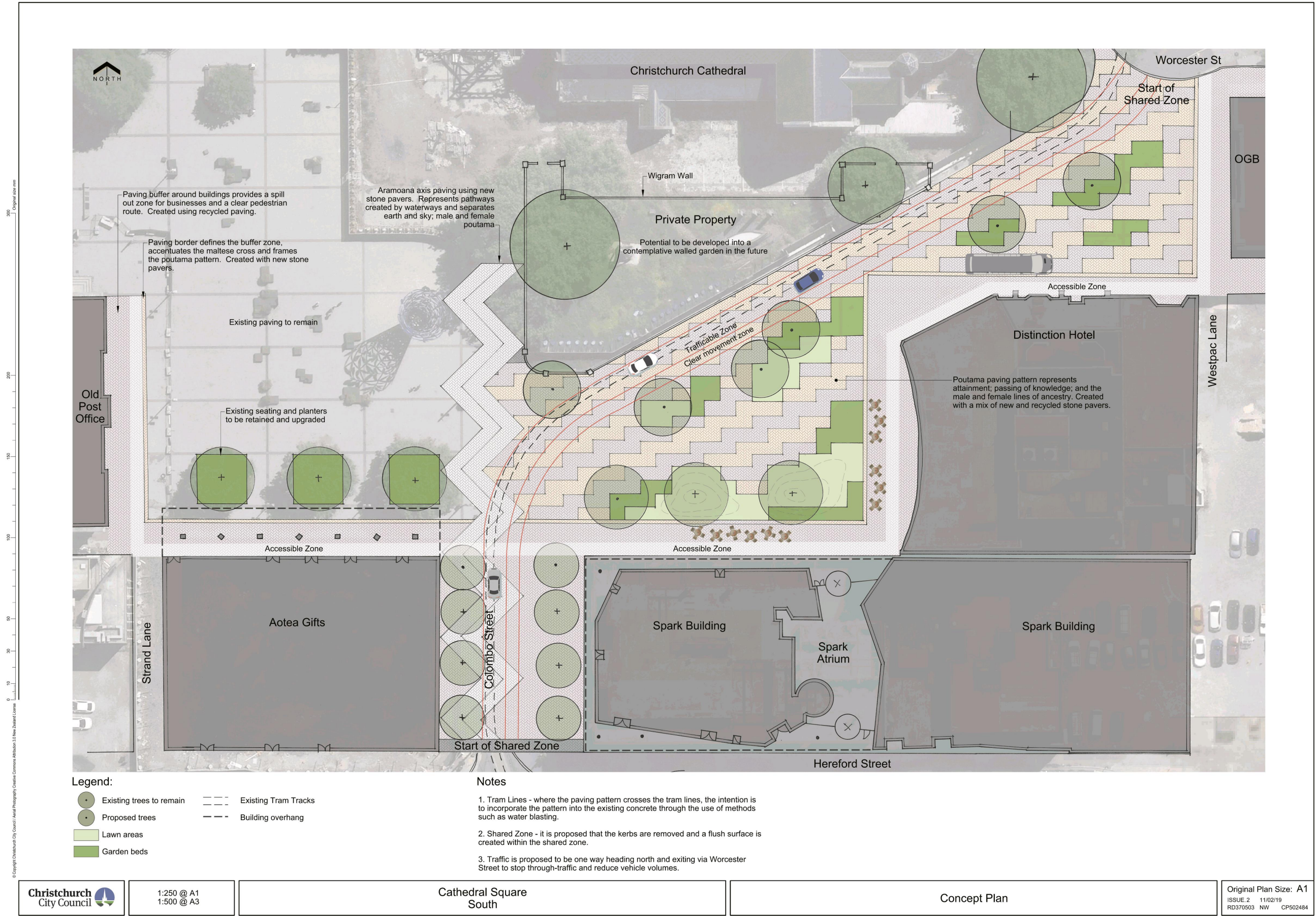
(a) This report contains:

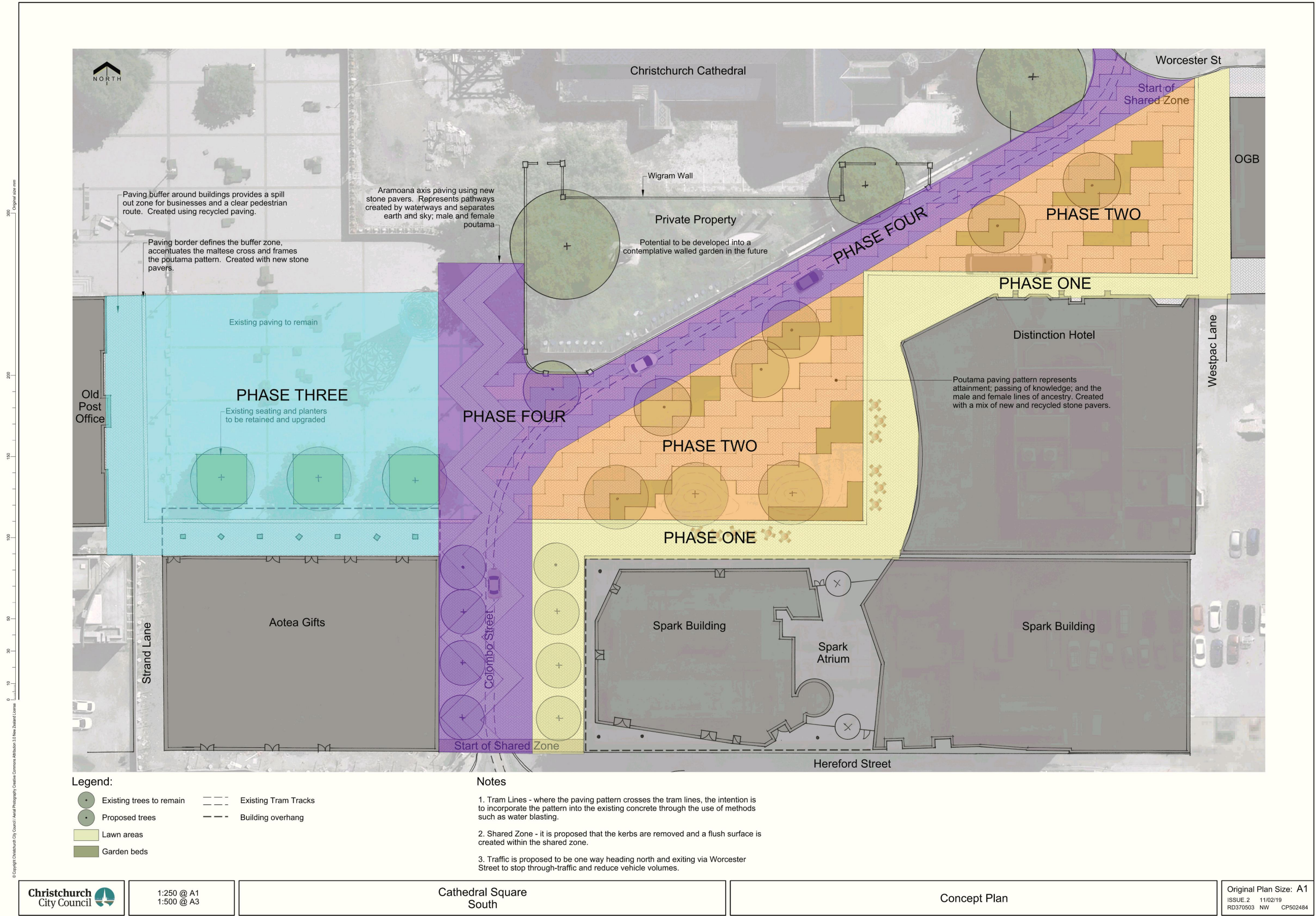
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

- (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	John Lonink - Senior Urban Designer Lee Sampson - Senior Project Manager - Development Janet Marshall - Personal Assistant Judith Cheyne - Associate General Counsel
Approved By	Alistair Pearson - Manager Capital Delivery Major Facilities Richard Osborne - Head of Transport David Adamson - General Manager City Services





8. Cabbage Trees outside 222 High Street

Reference: 19/102229

Presenter(s): Isabelle Gensburger, Project Manager, City Services Group - Transport

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Infrastructure, Transport and Environment Committee to determine the preferred option regarding the cabbage trees outside 222 High Street.

Origin of Report

- 1.2 This report is staff generated in response to a concern from the property owner of 222 High Street about the poor condition of the adjacent cabbage trees and that they will obscure the future business frontage.

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 using the engagement and significance matrix. Although this is a sensitive issue due to being located in a high-profile area, this is not a city-wide issue and the risk in terms of financial impact is low.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment to date.

3. Staff Recommendations

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

1. Approves the preferred option set out in the officers' report, which is to remove the existing cabbage trees outside 222 High Street and plant temporary low plantings or grasses such as tussocks until a permanent landscape design is developed and further consultation carried out as part of the High Street (Cashel – St Asaph) project scheduled to be delivered in Financial Year 2020.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.1.1 Activity: Roads & Footpaths
 - Level of Service: 16.0.9.0 Maintain resident satisfaction with footpath condition
- 4.2 The following options have been considered:
 - Option 1 – Remove the existing cabbage trees and plant temporary low plantings or grasses such as tussocks in the existing planters.
 - Option 2 – Do nothing, preserve the existing cabbage trees and replace them in due course under the tree maintenance programme.

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of Option 1 include:

- Given the significant private sector investment in the High Street area and the desire to encourage more people and vitality into the central city, staff do not consider it appropriate to leave the cabbage trees in their current state, as they detract from the amenity of the area. Low plantings such as natives or tussock grasses would be considered acceptable on a temporary basis as they would thrive in the existing beds. Annual bedding displays of flowers would be inconsistent with the historic context of the site and have an impact on operational budgets. This option is preferred by the adjacent property owner.
- The existing cabbage trees are in poor condition and some, if not all, are likely to require removal and replacement within a short time period.

4.3.2 The disadvantages of this option include:

- Isolated planters of low plantings are not consistent with the scale and character of the City Mall streetscape. Low planters are typically used where there are street lighting and tram poles. Planter beds are designed to maintain some separation between vehicles and the poles. These factors will be considered when developing a permanent landscape design for this site.
- The existing planters of the cabbage trees are not elevated, whereas all other shrub plantings are in raised planters and well protected from potential damage by traffic. The existing cabbage trees would provide better protection to the plaque than low plantings in the existing planters.

5. Context/Background

The relevant background and context information is noted elsewhere in the report.

5.1 Background

- The Council is planning to reinstate the paving and street furniture outside 222 High Street. As a result of the direct engagement with the property owner of 222 High Street, a request has been raised concerning the existing cabbage trees in the area. No further or wider public consultation has been undertaken with regards to the cabbage trees.
- The Council has undertaken an assessment of the cabbage trees and any other related planning matters, including potential cultural and heritage values.

5.2 Tree Assessment

- Attached in Appendix A is a tree assessment completed by Arbor Vitae Ltd on 22 January 2019. In summary, all three cabbage trees are in poor condition.
- It should be noted that the design of the planter beds are such that they require improvements to enhance the growing conditions for the cabbage trees.

5.3 Heritage and Cultural values

- There is an existing plaque in the ground surrounded by the cabbage trees. This plaque acknowledges that this was the site where our early settlers first started clearing the tussocks to build and form Christchurch streets.
- Given the location of the cabbage trees in the carriageway, they would be no older than the latest development of City Mall in the mid to late 2000s (attached in Appendices B and C are the historic and current layout of City Mall at the corner of Cashel and High Streets,

respectively). Consequently, they have little historical merit in themselves. The Canterbury centenary plaque that they surround, however, is of heritage significance (though not scheduled), and if the trees and beds were to be removed, it might be an appropriate time to consider relocating it back to its original location (as shown in Appendix C) if possible or somewhere nearby where it remains in context but is less vulnerable.

- The original design intent of the streetscape of City Mall paired the cabbage trees at this High Street site with four cabbage trees at the Bridge of Remembrance end of Cashel Mall. The four cabbage trees the Bridge of Remembrance were removed by Otakaro during the construction of the Avon River Precinct and not replaced.

Option 1 – Remove the existing cabbage trees and plant temporary low plantings / grasses in the existing planters

Option Description

- 6.1 This option is to remove the existing cabbage trees and plant temporary low plantings or low-maintenance grasses (e.g. tussocks) in the existing planters.
- 6.2 Following this develop a permanent landscape design for that incorporates and features the historic plaque. This will be completed as part of the development of the High Street (Cashel – St Asaph) project.

Significance

- 6.3 The level of significance of this option is low consistent with section 2 of this report, as it is a temporary solution.
- 6.4 Engagement requirements for any permanent solution will be completed as part of the High Street (Cashel – St Asaph) project.

Impact on Mana Whenua

- 6.5 This temporary 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.
- 6.6 The Council have initiated consultation with Mana Whenua to ascertain the implications of this proposal and potential impact on Ngāi Tahu, their culture and traditions in relation to the permanent landscape solution at this site.

Community Views and Preferences

- 6.7 The property owner of 222 High Street has raised concerns about the quality of the existing cabbage trees due to the perceived obstruction to the future business frontage and the current poor condition of the trees. Their view is that the cabbage trees should be removed and replaced with low plantings.
- 6.8 The option of installing annual bedding displays of flowers has been raised. This would be inconsistent with the historic context of the site and the plaque and would have a significant impact on operational costs.
- 6.9 The wider community has not yet been consulted regarding this proposal or any future possible permanent landscape design.
- 6.10 Further consultation would be required as part of the High Street (Cashel – St Asaph) project, should this option be pursued, in order to confirm the most appropriate landscape design in the context of the heritage plaque.

Alignment with Council Plans and Policies

- 6.11 This option is consistent with the Council's Plans and Policies

Financial Implications

- 6.12 Cost of Implementation - approximately \$1,600 for this temporary solution.
- 6.13 Maintenance / Ongoing Costs - \$500 per annum over the one to two years. As this cost is in relation to existing landscape beds, costs have been allowed for within the planning for operational costs.
- 6.14 Funding source – Capital expenditure will be covered by 'Paving Central City, City Mall and High Street delivery package' (ID# 34418).

Legal Implications

- 6.15 There no known legal context, issue or implication relevant to this decision
- 6.16 This report has not been reviewed and approved by the Legal Services Units

Risks and Mitigations

- 6.17 If this option is pursued, there is a risk that the Council be perceived inconsistent with the Christchurch Central Streets & Spaces Design Guide criteria encouraging the introduction of more trees, landscaping and gardens into the city centre.
- 6.17.1 Residual risk rating: The residual rating of the risk after the below treatments is implemented will be low
- 6.17.2 In order to mitigate the inconsistency, further work would be required as part of the High Street (Cashel – St Asaph) project to find a suitable landscape design solution in the context of the historic plaque.
- 6.17.3 Continued liaison with the affected stakeholders until the issue is closed.

Implementation

- 6.18 Implementation dependencies – none known.
- 6.19 Implementation timeframe – if this option is pursued, the building developer of 222 High Street would like the cabbage trees to be removed by 31 March 2019 which corresponds to the target opening date of the new building. New plantings would only be possible in the planting season (shrubs between May and August). Further landscape design work and consultation would be required as part of the High Street (Cashel – St Asaph) project scheduled to be delivered in Financial Year 2020, in order to confirm the most appropriate solution in the context of the historic plaque.

Option Summary - Advantages and Disadvantages

- 6.20 The advantages of this option include:
- Given the significant private sector investment in the High Street area and the desire to encourage more people and vitality into the central city, staff do not consider it appropriate to leave the cabbage trees in their current state, as they detract from the amenity of the area. Low plantings such as natives or tussock grasses would be considered acceptable on a temporary basis as they would thrive in the existing beds. Annual bedding displays of flowers would be inconsistent with the historic context of the site and have an impact on operational budgets. This option is preferred by the adjacent property owner.
 - The existing cabbage trees are in poor condition and some, if not all, are likely to require removal and replacement within a short time period.
- 6.21 The disadvantages of this option include:
- Isolated planters of low plantings are not consistent with the scale and character of the City Mall streetscape. Low planters are typically used where there are street lighting and tram poles. Planter beds are designed to maintain some separation between vehicles and the

poles. These factors will be considered when developing a permanent landscape design for this site.

- The existing planters of the cabbage trees are not elevated, whereas all other shrub plantings are in raised planters and well protected from potential damage by traffic. The existing cabbage trees would provide better protection to the plaque than low plantings in the existing planters.

7. Option 2 - Do nothing and preserve the existing cabbage trees

Option Description

- 7.1 This option is to preserve the existing cabbage trees (do nothing). The cabbage trees will be removed and replaced with new ones if required in due course, as part of the tree maintenance programme.

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 low level of significance are consistent with the level of significance of this project issue.

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 The property owner of 222 High Street has raised concerns about the quality of the existing cabbage trees due to the perceived obstruction to the future business frontage and the current poor condition of the trees. Their view is that the cabbage trees should be removed and replaced with low plantings.
- 7.6 No further or wider public consultation has been undertaken with regards to the cabbage trees.

Alignment with Council Plans and Policies

- 7.7 This option is consistent with the Council's Plans and Policies

Financial Implications

- 7.8 Cost of Implementation – Nil
- 7.9 Maintenance / Ongoing Costs – approximately \$250 per annum and has been allowed for within planning for annual maintenance costs.
- 7.10 Funding source – Not applicable

Legal Implications

- 7.11 There is no legal context, issue or implication relevant to this decision
- 7.12 This report has not been reviewed and approved by the Legal Services Unit

Risks and Mitigations

- 7.13 There is a risk that the property owner of 222 High Street will be dissatisfied by this proposal due to concerns regarding the poor condition of the cabbage trees and the property owner's perception that the cabbage trees will obscure the future business frontage. This may result in an appeal of the decision.
- 7.13.1 Residual risk rating: The residual rating of the risk after the below treatment is implemented will be low

7.13.2 Planned and current treatment include continued liaison with the affected stakeholder until the issue is closed

Implementation

7.14 Implementation dependencies - not applicable

7.15 Implementation timeframe for tree replacement will be dependent on tree maintenance priorities and the ongoing condition of the trees

Option Summary - Advantages and Disadvantages

7.16 The advantages of this option include:

- Maintains the original intent of the City Mall landscape design at this site.
- The cabbage trees provide some recognition of New Zealand native trees. The other trees along Cashel and High Streets are exotic.
- Preserving the cabbage trees will be consistent with the Christchurch Central Streets & Spaces Design Guide encouraging the introduction of more trees, landscaping and gardens into the city centre.
- The cabbage trees in the existing position offer a contrast with the more formal avenue of Fastigate Oak trees.

7.17 The disadvantages of this option include:

- The existing planters would require improvements to enhance the growing conditions for the cabbage trees, which would require additional funding from a capital project.
- The existing cabbage trees are in poor condition and some, if not all, are likely to require removal and replacement within a short time period.
- This option will not satisfy the adjacent property owner who believes that the cabbage trees will obstruct visibility of the business frontage.

Attachments

No.	Title	Page
A ↓	Tree Assessment	52
B ↓	Current plaque location	55
C ↓	Historic plaque location	56

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	Isabelle Gensburger - Project Manager (Consultant) Tony Armstrong - Arborist Sharon O'Neill - Team Leader Project Management Transport
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services

Cabbage Trees High Street - Cashel Street Tree Assessment

This tree assessment was commissioned by Dennis Preston, Team Leader TSD Parks & Landscapes, Christchurch City Council. The assessment provides information relating to Cabbage Trees (*Cordyline australis*) located within three planters, on the corner of High Street and Cashel Street, Central City as shown in Figure 1 below.



Figure 1: Location and tree asset identification numbers of Cabbage Trees (2016 aerial photograph).

The tree inspections for this assessment were carried out on 22 January 2019, and included non-invasive visual tree assessment methods (measurements are approximate). The condition of each tree was scored using the Christchurch City Council tree assessment method (April 2017 version).

The subject trees are located within a paved pedestrian area, in circular formed planter pits (1.4m internal diameter) with kerbed surrounds (100-140mm high) and bark mulch.

The area where the trees are located is within the setting of one of the five High Street Triangle Reserves and is listed in the Schedule of Significant Historic Heritage in the Christchurch District Plan.



Figure 2: Subject trees and surrounding streetscape.

During the inspections all of the trees were found to be in poor condition, with a potentially limited life expectancy due to poor health and/or poor structural integrity (refer tree assessment results below).



Laurie Gordon
Arborist

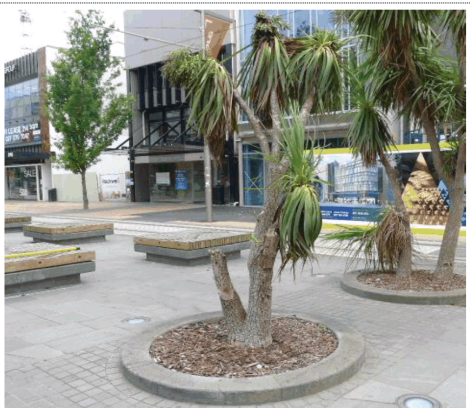

Arbor Vitae Ltd
22 January 2019

Page 1 of 3



Cabbage Trees High Street - Cashel Street Tree Assessment

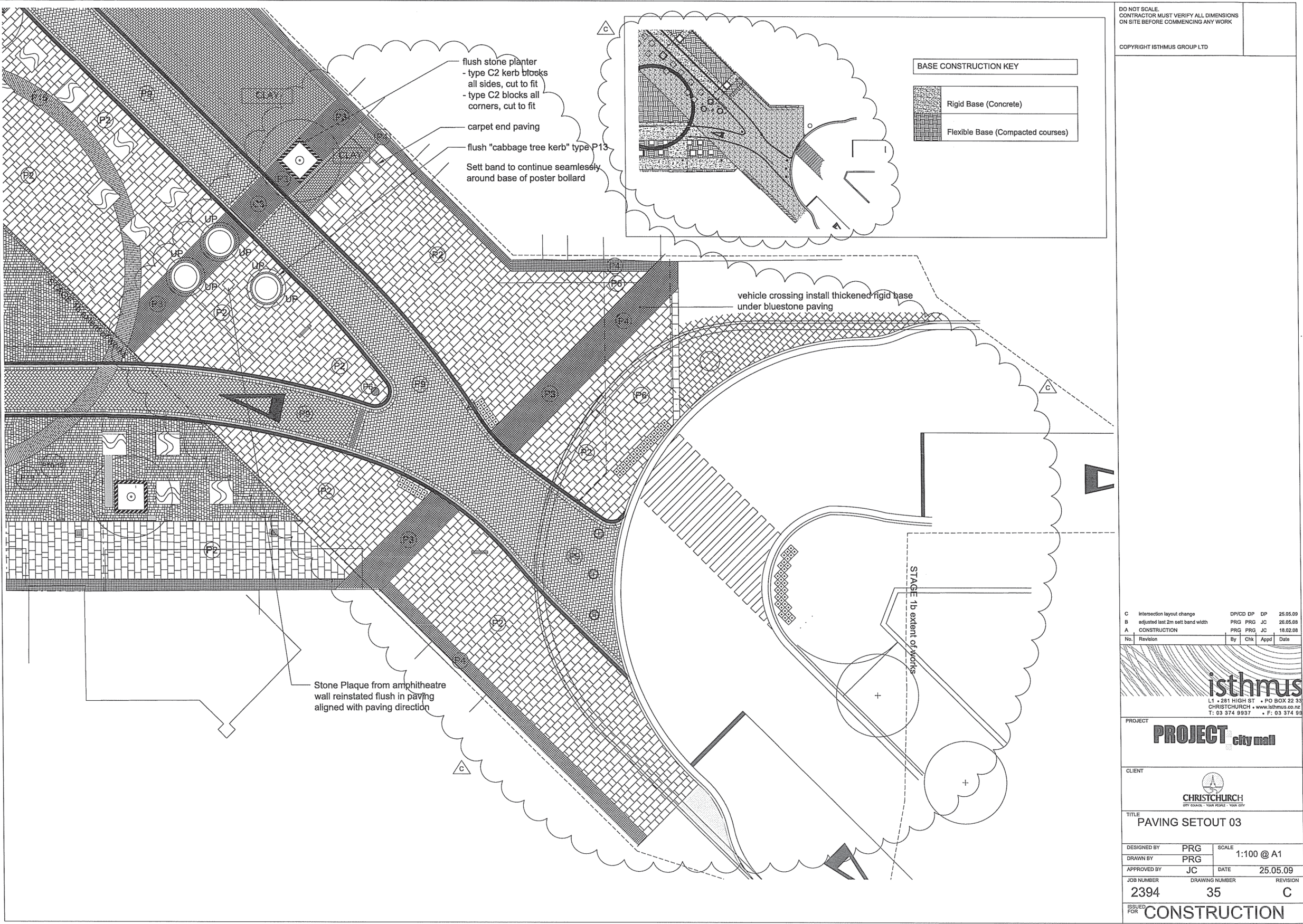
Tree Assessment Results

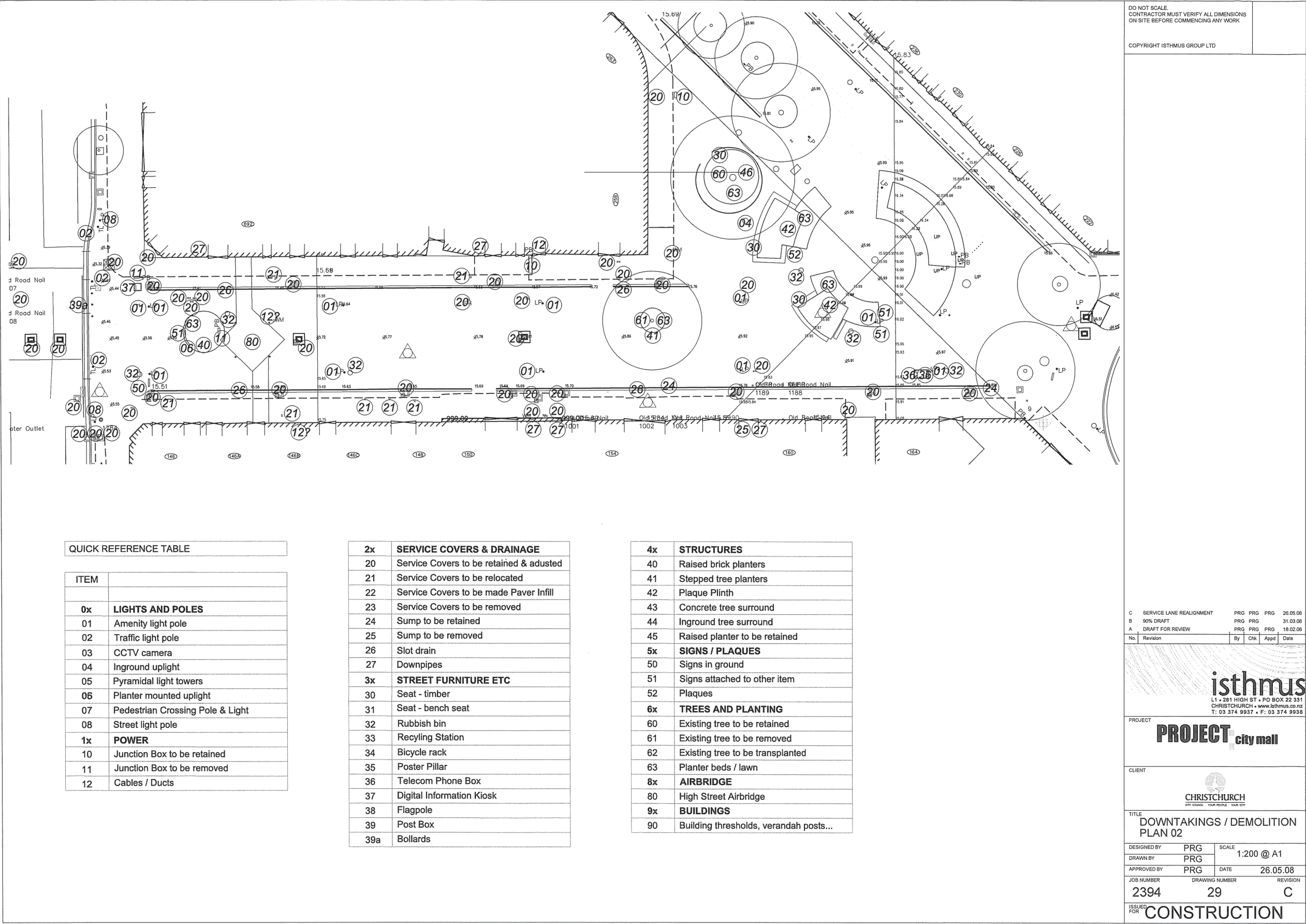
Tree ID:	135253	
Tree Species:	Cabbage Tree (<i>Cordyline australis</i>)	
Height:	1.5 metres	
Canopy Spread:	1.5 metres	
DBH:	N/A	
Health:	2 (Good)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
Tree trunk previously failed or removed at 0.6m. The crown consisted of healthy regrowth around the base and remaining stem.		

Tree ID:	135254	
Tree Species:	Cabbage Tree (<i>Cordyline australis</i>)	
Height:	3.0 metres	
Canopy Spread:	1.0 metres	
DBH:	0.33 metres (at base)	
Health:	4 (Poor)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
Approximately 50% of the foliage exhibited droop, which could be an early stage symptom of sudden decline disorder, although no obvious signs of typical defoliation. Relatively prolific epicormic growth (approximately 27 new shoots) forming on the lower trunk to 1.1 metres. Overall poor structure, with numerous failure wounds and defects. Three main stems remaining. The central stem was found to have a significant structural defect at 0.7m that is likely to result in stem failure (a cavity with extensive decay resulting in poor structural integrity). The western stem was previously damaged and removed at 0.85m. The eastern stem previously damaged and removed at a secondary stem union at 1.0m.		

Cabbage Trees High Street - Cashel Street Tree Assessment

Tree ID:	135255	
Tree Species:	Cabbage Tree (<i>Cordyline australis</i>)	
Height:	4.5 metres	
Canopy Spread:	2.5 metres	
DBH:	0.18 metres 0.1 metres	
Health:	3 (Fair)	
Form:	4 (Poor)	
Overall Condition:	4 (Poor)	
<p>Two trees within the same planter (possibly attached below ground). Although some foliage droop and decline, both had less than 30% foliage density loss or decline overall.</p> <p>Both had numerous previous failure wounds and defects; including a significant failure wound with decay within the western stem at 1.75m that could result in the failure of the upper stem and the loss of the only remaining healthy growth.</p> <p>The eastern stem had multiple trunk wounds from near base to 1.5 metres, and significant failure wounds on the north-eastern side at 1.2m - 1.3m (photographed), resulting in the loss of two secondary stems. Within that region there were originally five secondary stems, and the remaining three stems have multiple wounds, decay and poor structural integrity.</p>		





9. Transport Unit Bi-Monthly Report

Reference: 19/148991

Presenter(s): Richard Osborne, Head of Transport

1. Purpose of Report

- 1.1 The purpose of this report is to update the Infrastructure, Transport and Environment Committee on the activities of the Transport Unit. The report details current network performance metrics together with a status update on the major projects, maintenance and operations.

2. Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. [Receive the information in the attached report.](#)

3. Key Points

- 3.1 Sumner Road is progressing well and is planned to open on 29 March 2019.
- 3.2 The annual young driver education programme began in February 2019. This year's production is "*Crash Bash: Reaction*". The key focus for the show is distracted driving and the consequences of this – whether it be because of alcohol, drugs or phone use. The tour is led by Council, in collaboration with NZ Police and is contracted to the Court Theatre.
- 3.3 Enabling works and community drop in sessions have been undertaken for the Riccarton Road upgrade. Construction works will be starting in March 2019.

Attachments

No.	Title	Page
A ↓	Transport Bi-monthly Report	58

Signatories

Author	Richard Osborne - Head of Transport
Approved By	David Adamson - General Manager City Services

Transport Unit

Bi-Monthly Report

to

Infrastructure, Transport & Environment Committee
13 March 2019

Attachment A **Item 9**

Transport Unit Bi-Monthly Report – 1

CONTENTS

1	Introduction	3
1.1	Purpose of Report.....	3
2	Network Performance.....	3
2.1	Christchurch Transport Operations Centre (CTOC)	3
3	Major Projects.....	7
3.1	General	7
3.2	Major Cycleway Routes Programme (MCR)	7
3.3	Travel Demand Management and Road Safety Education	8
3.4	Road Safety Action Plan mid-year update	9
3.5	Riccarton Road Bus Priority	10
3.6	Central City Projects	11
3.7	Sumner Corridor.....	11
3.8	Christchurch Northern Corridor (CNC)	12
3.9	Coastal Pathway.....	12
4	Maintenance and Operations	13
4.1	General	13
4.2	Maintenance (OPEX)	13
4.3	Operations (CAPEX)	14
4.4	Parking Operations.....	14
5	Strategic Transport.....	14
5.1	Regional Public Transport Plan	14
5.2	Public Transport Futures Business Case	14
5.3	HOV lane on Northern Corridor	15
5.4	Travel Demand Management Business Case	15
5.5	Brougham Street/Moorhouse Business Case	15

1 Introduction

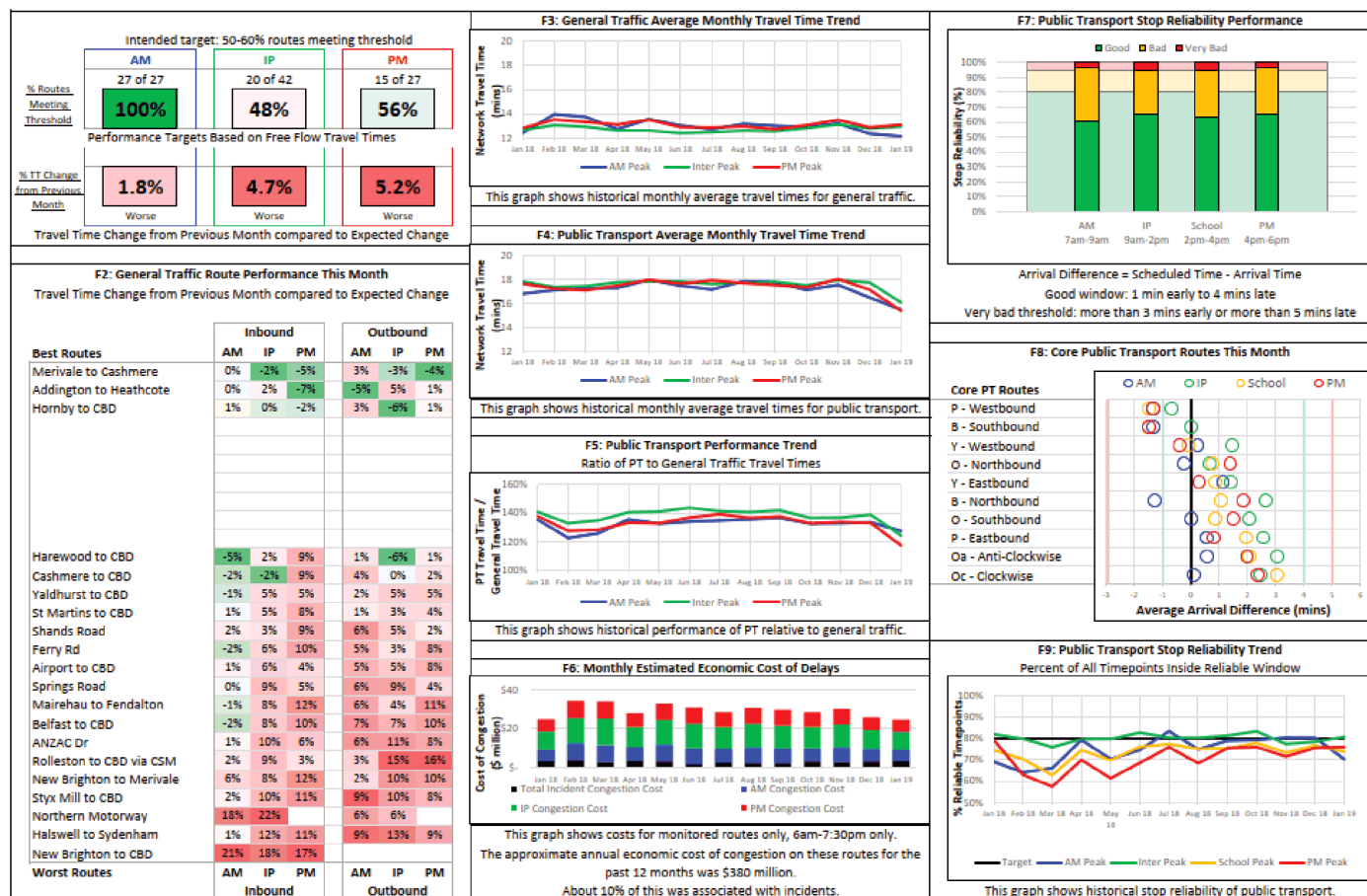
1.1 Purpose of Report

The purpose of this report is to update the Infrastructure, Transport and Environment Committee on the activities of the Transport Unit. The report details current network performance metrics together with a status update on major projects, maintenance and operations, and strategic transport.

2 Network Performance

2.1 Christchurch Transport Operations Centre (CTOC)

January 2018 Dashboard: General traffic travel times have improved in the AM and IP periods and held relatively steady in the PM period compared to recent months. The Public Transport travel time data had to be reprocessed due to the Orbiter Route change in Jan 19 – this appears as if there has been an improvement in PT travel times in the system, but this is not an ‘actual’ outcome and rather is associated with the system change. Public transport stop reliability has been gradually improving over the last 6 to 9 months and this improvement continued in Jan 19.



Transport Unit Bi-Monthly Report – 5

3 Major Projects

3.1 General

The construction period is well through now and construction is progressing across a number of projects. Highlights include:

- Works in the Richmond area are well underway with Mike Down Contracting Limited undertaking the works. Works on Stapletons Road have completed. The works on Petrie Street are almost complete with the works along Randall Street progressing.
- Sumner Road is progressing well and is planned to open on March 29, 2019.
- Construction is well underway and progressing well for the final section of MCR Quarryman's Trail. Construction of the Ferry Road section of MCR Heathcote Expressway is now well underway.
- Works on the Coastal Pathway from Sumner Surf Lifesaving Club to Shag Rock is progressing well with the rock revetment almost complete.
- Enabling works and community drop in sessions have been undertaken for the Riccarton Road upgrade. Construction works will be starting in March 2019.
- Sumner Village Upgrade has been tendered and works will start in March, drop in sessions have been held with the community to advise them of the planned works.

3.2 Major Cycleway Routes Programme (MCR)

The status of the 13 MCR routes is:

- three open: Little River Link, Uni Cycle, Papanui Parallel
- three partly open: Quarrymans Trail, Heathcote Expressway and Rapanui to Shag Rock
- two sections are currently under construction
- one route is out for community consultation.

The rest are in various stages of development as below:

Avon - Otakaro Route

This route has had the early stages of route selection / definition undertaken.

Heathcote Expressway Route

Charles Street to The Tannery is largely completed, with the Cumnor Terrace section to be progressed in September following the spawning season. Ferry Road between Fitzgerald Avenue and Moorhouse Avenue is under construction.

Nor'West Arc Route

- Section 1 (Cashmere Road to Hillmorton) and Section 2 (Hillmorton to University) have recently been approved to proceed to design and construction. Funding has been allocated for 2020 through 2026.
- Section 3 is in the early stages of route selection/definition. Route selection early in the overall programme delivery cycle is important to ensure that interconnected routes all meet at logical points.

Northern Line Route

- The route has been approved for design and construction.
- A small section along Restell Street has been constructed. This connects two existing sections of the cycleway and completes the link between Harewood Road and Langdons Road.
- The remainder of the route is progressing with KiwiRail to agree land access and design issues; this is ongoing.

Transport Unit Bi-Monthly Report –

Opawaho River Route

No work has started on this route. The team are working with the Land Drainage project to ensure design solutions are integrated.

Papanui Parallel Route

This route is approximately 5.5 kilometres and is largely complete. Construction on the last section in Grassmere Street is now in construction as the property negotiations have been completed.

Quarrymans Trail

The route has been approved for design and construction, and construction has completed for section 1 (Moorhouse Avenue to Victors Road) and section 2 is in construction.

Rapanui - Shag Rock Route

This project is to be delivered in three sections:

- Section 1 (Fitzgerald Avenue to Aldwins Road): This section is completed and was opened in December 2017.
- Section 2 (Aldwins Road to Dyers Road) opened on 13 July 2018.
- Section 3 (Dyers Road to Ferry Road): Route assessment, scheme design and consultation are completed and the route was approved in March 2017 by the Infrastructure, Transport and Environment Committee for design and construction. Currently in pre-engagement pending the need for a resource consent.

South Express Route

This route is in scheme design phase and is now in consultation.

Southern Lights Route

This route is in the early stages of route selection/definition.

Wheels to Wings Route

This route is in the early stages of route selection/definition. Route selection early in the overall programme delivery cycle is important to ensure that the routes all meet at logical points.

3.3 Travel Demand Management and Road Safety Education

Cycle Safe

The Cycle Safe programme is an on and off-road course delivered to Year 6 students at Christchurch primary schools. The programme is at full capacity, with ninety-two schools participating. 976 students participated in the programme over term 4, and we are on track to reach 3,000 students over the year. School satisfaction rates are at 100%. The team is currently piloting variants to delivery, as part of the transition to the national *BikeReady* programme.

School Travel Planning

A school travel plan is a practical approach to encouraging the whole school community to use active modes of transport to get to school safely. 21 Christchurch schools have a plan in place, requiring varying levels of ongoing support. Recent focus has included Knights Stream, Ao Tawhiti, Spreydon, Opawa and Hillview schools

The annual 'Walk & Wheel' active travel event is on 6 March 2019. The event has been relaunched this year, and 34 schools are taking part so far. The 2019 event was rebranded and has had increased promotion and incentives to participate. A list of schools taking part can be provided, if Councillors would like to be involved at a local school.

Workplace travel planning & cycling promotion

The 2019 Aotearoa Bike Challenge is the biggest yet, with 326 organisations registering in Greater Christchurch. This is up 31% from 2018 and is a four-fold increase from the 2017 participation. Council

Transport Unit Bi-Monthly Report –

have promoted the programme significantly through the localised site (www.lovetoride.net/chch), on-line promotion, liaison with organisation champions, securing local sponsorship for prizes and providing internal promotional packs for participating organisations.

The Central City Travel Programme (workplace travel planning) had a February focus on cycling, to coincide with the Aotearoa Bike Challenge. Several organisations took up bike checks and maintenance workshops for their staff.

Council ran cycling promotion stalls at orientation events for the University of Canterbury and Ara over February 2019, with information and advice on how to get to campus by bike. In both cases we worked with ECan to ensure that active and public transport were promoted cohesively.

A further 20,000 copies of the “Explore by bike” guide are being printed following strong demand in the community. The initial 94,000 were primarily distributed through targeted mailings but the allocation for distribution in education programmes and various city locations has been close to exhausted.

Road safety education

The annual young driver education programme began in February 2019. This year’s production is “*Crash Bash: Reaction*”. The key focus for the show is distracted driving and the consequences of this – whether it be because of alcohol, drugs or phone use. The tour is led by Council, in collaboration with NZ Police and is contracted to the Court Theatre. A list of schools taking part can be provided if Councillors would like to see the performance at a local school.

Council partnered with Otago in delivering on-site safety information for the launch of the shared areas around Christchurch Hospital. The goal was to engage with morning commuters from day one to ensure that courteous behaviors were embedded early.

3.4 Road Safety Action Plan mid-year update

The 2018/19 Road Safety Action plan was developed as a partnership between Council, NZ Police, ACC, CTOC and NZTA. The goal of the plan is to enable collaborative planning amongst road safety inter-agencies to reduce deaths and serious injuries on Christchurch City roads. The following table highlights some of the key milestones in progressing the planned interventions for the 5 key “risk areas” that were identified, with a focus on Council activity. A full summary of activity will be provided at the end of the period:

Risk area	Progress on planned activity to date
Safety for all road users at Intersections	<ul style="list-style-type: none"> Process to operationalise red light camera underway Associated education programme in development Planned intersections improvements advancing for current year, including turning arrows
Speed when driving	<ul style="list-style-type: none"> Reduced speeds limits approved for Prestons subdivision and CBD
Safety for road users cycling and walking	<ul style="list-style-type: none"> Second section of Rapanui to Shag Rock Cycleway opened First section of Quarrymans trail opened School/workplace travel planning & Cycle Safe programmes (ongoing) New cycle map/guide launched in Spring (“Explore by bike”) with increased safety information included. Hook turn online education video published On-site education at launch of new shared area at CHCH Hospital
Safety for road users motorcycling	<ul style="list-style-type: none"> ‘KickStart’ motorcycle safety event held in Spring, with safety stop held at Little River in lead-up Ride Forever training promoted by ACC Summer Police operations in progress
Young road users driving	<ul style="list-style-type: none"> 2019 Young Driver education programme launched in February

Transport Unit Bi-Monthly Report –

- | | |
|--|--|
| | <ul style="list-style-type: none">• Police-led Learner Driver Mentor Programme in progress |
|--|--|

3.5 Riccarton Road Bus Priority

The contract for the next stage of Riccarton Road upgrade from Harakeke Street to Matipo Street was awarded to Fulton Hogan Limited in November 2018. Engagement with the community was undertaken jointly with the Contractor through drop in sessions during January 2019. These drop-in sessions were structured to introduce the construction team and to advise the community of the works schedule.

Investigation and enabling works is programmed to commence in late February 2019, with works for the water main replacement due to commence in March 2019. Works to replace the sewer main is programmed to commence in mid to late April 2019.

The project team has met with emergency services to discuss their access along Riccarton Road and will meet with them again in the near future to discuss further options working towards an appropriate solution for all parties.

3.6 Central City Projects

Colombo Street

A scheme design and options analysis for the section from Bealey Avenue to Kilmore Street is currently being undertaken.

St Asaph Street

Council has approved the implementation of the 30km per hour speed limit on St Asaph Street. Detailed design is underway along with construction planning for the implementation of these works.

Slow Core

Following Council's approval to implement a 30km per hour speed limit to St Asaph Street, Hagley Avenue and Antigua Street, and 10km per hour to Oxford Terrace, staff are preparing to implement the gateways and signage.

Victoria Street

Staff are preparing to undertake public engagement on Victoria Street to gain up-to-date feedback on the project. Following this, a report will be submitted to the Infrastructure, Transport and Environment Committee for further direction. Seventeen stakeholders have been engaged thus consisting of property owners, developers and business operators. Feedback received so far has been positive with stakeholders motivated towards revitalisation and more concerned about construction impacts and timing.

Kilmore Street

Construction on this project was completed on the 20 December 2018.

Hereford Street (Manchester – Oxford)

The Hereford Street Upgrade Hearings Panel met on 19 February 2019 to hear submissions, and consider written submissions and the staff report on the proposed upgrade for Hereford Street. The Hearings Panel report will be presented to Council mid-March.

High Street (Hereford – St Asaph) and Tram Extension – High Street

Following engagement with major stakeholders a scheme plan has been developed. This will be presented to the Linwood Central Heathcote Community Board and the Infrastructure, Transport and Environment Committee ahead of community consultation.

An offer has been received from the body corporate representing owners of the land at the corner of Poplar Street, Tuam Street and High Street. This land could be used to form a loop of the tram track from Poplar Street into High Street. Negotiation on the price and terms of purchase is underway.

Wayfinding

- A preferred supplier has been selected to replace Council's four Variable Messaging Signs that display live carpark data. Installation is anticipated this financial year.
- City-wide vehicular Advanced Directional Signs detailed design is complete. Staff are looking to expedite installation in the four avenues.
- A cultural and heritage wayfinding strategy is being developed with some wayfinding to be delivered this financial year.
- Cycle wayfinding is in detailed design.

3.7 Sumner Corridor

City Side

The final works at the top of Deans Head are currently being tendered by LINZ and will take place as soon as possible.

Transport Unit Bi-Monthly Report –

Lyttelton Side

Rock fall mitigation and retaining wall repair works are complete. Road drainage and storm water repair work on the lower and upper halves of the road is largely complete with only a few items of storm water work off and below Sumner Road remaining for completion in February-March.

Road pavement replacement/repair work is complete on the lower and upper halves of Sumner Road and will be physically complete in March 2019.

The Sumner Road re-opening programme is still tracking for completion as published by the end of March 2019.

During February 2019 the Council's communications team, in conjunction with NZTA and other key stakeholders are working towards issuing a planned series of updates covering the date in March 2019 that Sumner Road will re-open for vehicle traffic and temporary traffic management measures. Messaging will also cover re-opening celebrations and the transition back to pre-earthquake usage of Sumner Road by the public and heavy vehicles which currently use night-time tunnel closures provided by NZTA.

3.8 Christchurch Northern Corridor (CNC)

The NZTA is undertaking the contract for the project as a competitive alliance with Fulton Hogan/Jacobs/Aurecon for the whole Christchurch Northern Corridor route from Waimakariri Bridge to Innes/Cranford Street intersection including the Council section from QEII Drive to Cranford/Innes intersection. NZTA has approved the widening of the existing Waimakariri Bridge and is continuing to progress work on the proposed High Occupancy Vehicle (HOV) lane. Construction commenced on this project in November 2016 and final contract completion is programmed for mid-2020.

Work is primarily focussed on service relocation, placing gravel fill and piling at embankment sites for the eight new bridges. Placing of embankment fill early in the programme enables settlement of the ground that is accelerated by overfilling sites. This additional fill is progressively being removed as settlement targets are reached.

A new pedestrian/cycle underpass at Winters Road and extensions to the existing underpasses at Grimseys Road and Hills Road are now open. The unusually high water table and the difficulty in being able to dewater the working areas is challenging the Alliance but the dry months of January and February 2019 has lessened the situation and work has progressed with haste over many fronts on the project.

QEII Drive traffic has been shifted onto the new pavement on the north side to allow for construction of the southern side lanes which is progressing well.

The left out lane of traffic from Philpotts Road to QEII Drive is open.

Trenching works for the underground services on Cranford Street is continuing, and kerb and channel is being constructed on the northern section of Cranford Street.

Widening of the Waimakariri Bridge to accommodate an additional lane on both the north and south lanes is progressing with the bridge beams placement to start early March 2019.

The Main North Road and Belfast Road bridges are completed.

Work on Ka Putahi Bridge and Styx River Bridge is progressing.

3.9 Coastal Pathway

Fulton Hogan is progressing well with construction of the section of the Coastal Pathway between Shag Rock and Sumner Surf Life Saving Club. Work started on site on 15 October 2018, and a 12-month construction programme is anticipated.

Transport Unit Bi-Monthly Report –

Works over the last two months include:

- Construction of the main rock revetment is nearing completion, and the smaller revetment between Gollans Point and the Sumner SLSC is completed. These rock revetments will support the four-metre wide shared path;
- Two sets of access steps have been constructed, and the one nearest Shag Rock is available for public access between the beach and the road;
- The penguin exclusion zone at Shag Rock can be uplifted, as there is no evidence of nesting or moulting penguins currently in the area;
- Connetics lighting pole removal and replacement works along Peacocks Gallop commences early March 2019;
- Rock storage and sorting continues at the Bridge Street depot site. An application for a temporary depot/storage facility has been approved.

Project notices are posted at each end of the construction site, and regular project updates are being sent out by the contractor and Council.

4 Maintenance and Operations

4.1 General

- The contractors continue to make good progress across maintenance activities and have completed all pre-seal works for this financial year. Re-seal works have also been completed. Therefore, roads that currently are not smooth will be considered next financial year.
- Capital works, resealing and footpath renewals have progressed well ahead of their equivalent stage at this time last year, which is noteworthy as it also represents a larger programme of delivery.
- Footpath renewals are largely complete (90% done – but overall almost twice the quantity of that undertaken last year).
- Asphaltting is approximately 80% complete.
- Chip sealing is largely expected to be complete by early March 2019 (40% approximately at mid-February).
- Achievements were on course for even earlier completion, but the poor weather from Show Week to Christmas meant that 4-5 weeks of expected good weather was lost.

4.2 Maintenance (OPEX)

Delivery of pre-seal work - urgent minor pavement repairs, isolated lengths of kerb and channel replacements and footpath works continue to be undertaken. From February 2019 onwards such works will be undertaken only on an as needed basis due to the budget being fully utilised.

There continues to be a high focus on good basic drainage maintenance across the network, including the rural network, clearing/re-instating table drainage.

Routine activities (planned maintenance, lump sum) such as sweeping, sump cleaning, litter collection, incident response, pothole repairs, continue to increase the volume and extent of auditing by Council staff.

As we head towards Autumn/Winter the focus is on prioritising and monitoring areas most at risk due to increased rainfall. Due to funding our ability to be proactive in this space is limited.

One of our biggest risks at this stage is the occurrence of a significant natural event which causes flooding, rockfall, or snow/ice. These events are not budgeted for.

Transport Unit Bi-Monthly Report –

Potholes remain a key issue. Whilst there has been a focus on auditing and improving how repairs are done, their occurrence is largely due to the backlog of resealing that has occurred since 2011. Since this time only 2% of the network is resealed per year, versus the industry norm of 7-8% (and ideally road reconstruction in tandem with this, ideally another 1.5% to 2%).

‘Sweating’ the road surfacing means that eventually it loses its waterproofing attribute (the bitumen become oxidised and brittle/inflexible). Once the surface has become compromised, cracks in the top layer are more likely to occur and in turn let water into the granular pavement below. Increasing the volume of reseals, better targeting of areas that have multiple failures, and better quality control around pothole repairs and ensuring contract requirements for response are delivered, are all part of controlling this issue. It should be noted that the network is now also starting to evidently fail at the many joints that utility repairs have undertaken through the SCIRT and Enable programmes; these joints, where trenches were constructed, are also starting to open up and water ingress leading to softening of the pavement and hence failures around them; reseals or large maintenance patches cannot keep up with the volume of work at present

4.3 Operations (CAPEX)

Carriageway Resurfacing

The 2018/19 programme has been finalised and issued to contractors. They are now in the process of delivery and 70% of the works have been completed.

The 2018/19 programme focuses on maintaining waterproofing, aiming to maintain asset integrity. Roughness (i.e. smoothing) issues are addressed in the most pressing cases. Council has a 3 year forward programme which is now available in map form on the public website via the following link. This is based on the 2018 LTP budgets.

<https://ccc.govt.nz/transport/transport-projects/roads-and-underground-services/road-and-footpath-resurfacing-map/>

Footpath Renewals

Similar to carriageways the footpath resurfacing programme for 2018/19 has been finalised, issued to the maintenance contractors, and the sites are now being delivered, with 85% of the works complete. Further to this the programme has also been included in the map on the public website.

4.4 Parking Operations

The First-hour free parking offer at the Lichfield Street Car Parking Building and the Art Gallery Carpark ceased on 31 January 2019. Staff are monitoring if this is having any impact on the utilisation of these parking buildings.

5 Strategic Transport

5.1 Regional Public Transport Plan

The Regional Public Transport Plan was adopted by Environment Canterbury in December 2018. The Joint Public Transport Committee will now be responsible for monitoring the implementation of the Plan.

5.2 Public Transport Futures Business Case

The Public Transport Futures Programme Business Case has been submitted to the NZTA Board for approval. It is anticipated that the Board will review this business case in March or April 2019. This review should enable financial assistance for the next phase of indicative and detailed planning.

Transport Unit Bi-Monthly Report –

5.3 HOV lane on Northern Corridor

The Business Case for the HOV Lane on the Waimakariri Bridge and Northern Corridor has been approved by the NZTA board for the project to move to detailed design. However, funding for the construction of the project is subject to a national prioritisation review that is underway on all State Highway projects. The outcome of this review should be known in March 2019.

5.4 Travel Demand Management Business Case

The Greater Christchurch Partnership are developing a Business Case for travel demand management activities across the city to support infrastructure investment. The work will identify a series of activity packages and establish a case for funding assistance from NZTA for the delivery of demand management activities and policies across Greater Christchurch. To support the Downstream Effects Management Plan for the Christchurch Northern Corridor and the proposed HoV lane, the Transport Agency are seeking to progress a TDM 'northern package' business case.

5.5 Brougham Street/Moorhouse Business Case

This is a joint project between CCC and NZTA that is now underway looking at these two corridors, the surrounding areas and the corridors that feed into them. The development of the Strategic Case for change is underway and there has been some public engagement to collect community and user feedback on the use and function of the project area.

10. Tuam Street at Justice Precinct Entrance

Reference: 18/801717

Presenter(s): Michael Thomson - Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Infrastructure, Transport and Environment Committee to recommend to the Council to change the road user priority at the Justice Precinct entrance and the Tuam Street separated cycleway.

Origin of Report

- 1.2 This report is staff generated in response to safety issues at the Justice Precinct entrance on Tuam Street.

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 the factors relating to the decisions against the criteria set out in the Council's significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

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

1. Approves that the Give Way control placed against the Tuam Street west approach, left turn movement located at a point 115 metres east of Durham Street South, be revoked.
2. Approves that a Give Way control be placed against the west approach of the Tuam Street special vehicle lane which is for the use of eastbound cycles only, and that this Give Way control be located at a point 115 metres east of Durham Street South as detailed in **Attachment A**.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.1.1 Activity: Traffic Safety and Efficiency
 - Level of Service: 10.0.6.1 Reduce the number of casualties on the road network - =129 (reduce by 5 or more per year)_year) Improve Road Safety: Reduce the number of reported crashes on the network.
- 4.2 The following feasible options have been considered:
 - Option 1 – Change the priority via a Give Way control change (Preferred Option).
 - Option 2 – Do nothing.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option).
 - 4.3.1 The advantages of this option include:
 - Reduces the likelihood of collision between cyclists and left turning vehicles.

4.3.2 The disadvantages of this option include:

- Removes the priority for cyclists on the separated cycle lane.

5. Context/Background

- 5.1 On 11 December 2014, the Council approved the recommendations for *An Accessible City* (AAC) Transport projects from the ITE Committee which met on 4 December 2014. These recommendations for traffic controls and parking restrictions for sections of Colombo Street, Tuam Street, Lichfield Street and Manchester Street (TP9,10,11 & 4), included a Give Way Control at the Justice Precinct (left turn lane) entrance, located on Tuam Street 115 metres east of Durham Street South.
- 5.2 Following the Council's approval, the Tuam Street works were completed in 2015.
- 5.3 The Justice Precinct development incorporates a significant proportion of the street block bounded by Durham Street South, Tuam Street, Lichfield Street and Colombo Street. The Justice Precinct was commissioned in November 2017.
- 5.4 The interaction between left turning motor vehicles and through cyclists on the left has manifested into a safety issue since the opening of the Justice Precinct. While the motorist is required to Give Way, left turning motorists in vans or specialist vehicles can have limited visibility. This factor combined with the cyclist approaching from virtually, directly behind the vehicle, can lead to the cyclist not being seen.
- 5.5 Two advance "Watch for Traffic" warning signs have been placed for cyclists. Observations show that most cyclists are focussing on the cycle lane surface ahead, rather than looking at signs.
- 5.6 Council staff are aware of at least two collisions between a cyclist on the cycleway and a left turning motor vehicle.
- 5.7 While it is acknowledged that it is ideal for cyclists to have priority, staff consider safety should take precedence. This entrance is unusual as there is a high number of entering motor vehicles that have a dedicated left turn bay and are currently controlled by a Give way. The Bus Interchange is the only other left turn movement into property within the Central City Transport projects that is controlled, but that is via traffic signals.
- 5.8 While there is a number of potential warning devices /infrastructure that could be installed to reduce this safety issue (CCTV, cycle detection with flashing indicators), this requires combined agreement /budgeting between Justice Precinct management and the Council.
- 5.9 The option which can immediately address this safety issue for cyclists is a change in the Give Way control.

6. Option 1 – Change of Give Way control (Preferred)

Option Description

- 6.1 Remove the Give way control for left turners into the Justice Precinct and place the Give Way on eastbound Cyclists.

Significance

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

Impact on Mana Whenua

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

Community Views and Preferences

- 6.4 Cyclists are specifically affected by this option due to the proposed change on priority. As this is a safety issue, wider consultation with cycling advocates /groups has not been carried out.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.6 Cost of Implementation - \$500.
6.7 Maintenance / Ongoing Costs - Covered by Council's operational maintenance budgets.
6.8 Funding source - Covered by Council's operational maintenance budgets.

Legal Implications

- 6.9 This report has not been reviewed and approved by the Legal Services Unit.

Risks and Mitigations

- 6.10 There are no identified risks.

Implementation

- 6.11 Implementation dependencies - Committee and Council approval.
6.12 Implementation timeframe – Within two weeks of Council approval.

Option Summary - Advantages and Disadvantages

- 6.13 The advantages of this option include:
- Reduces the risk of cyclist vs motor vehicle collisions.
- 6.14 The disadvantages of this option include:
- Changes priority for cyclists with some possible delay.

7. Option 2 – Do Nothing

Option Description

- 7.1 No change to the existing traffic control.

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 nil.

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 Cyclists are specifically affected by this option due to ongoing safety risks at the conflict point.

Alignment with Council Plans and Policies

- 7.6 This option is inconsistent with the Council's Plans and Policies.
7.6.1 Inconsistency – not addressing a known safety issue.

Financial Implications

- 7.7 Cost of Implementation – NA.
7.8 Maintenance / Ongoing Costs – NA.
7.9 Funding source – NA.

Legal Implications

- 7.10 This report has not been reviewed and approved by the Legal Services Unit

Risks and Mitigations

- 7.11 There is a risk of continuing collisions between cyclists and left turning motor vehicles. This may result in injury to cyclists.
7.11.1 Residual risk rating: The residual rating of the risk after the below treatment(s) is implemented will be high.

Implementation

- 7.12 Implementation dependencies - NA.
7.13 Implementation timeframe – NA.

Option Summary - Advantages and Disadvantages

- 7.14 The advantages of this option include:
- Priority given to cyclists.
- 7.15 The disadvantages of this option include:
- Does not address the safety concerns.

Attachments

No.	Title	Page
A ↓	Attachment A to ITE report Tuam Street at Justice Precinct	76

Confirmation of Statutory Compliance

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

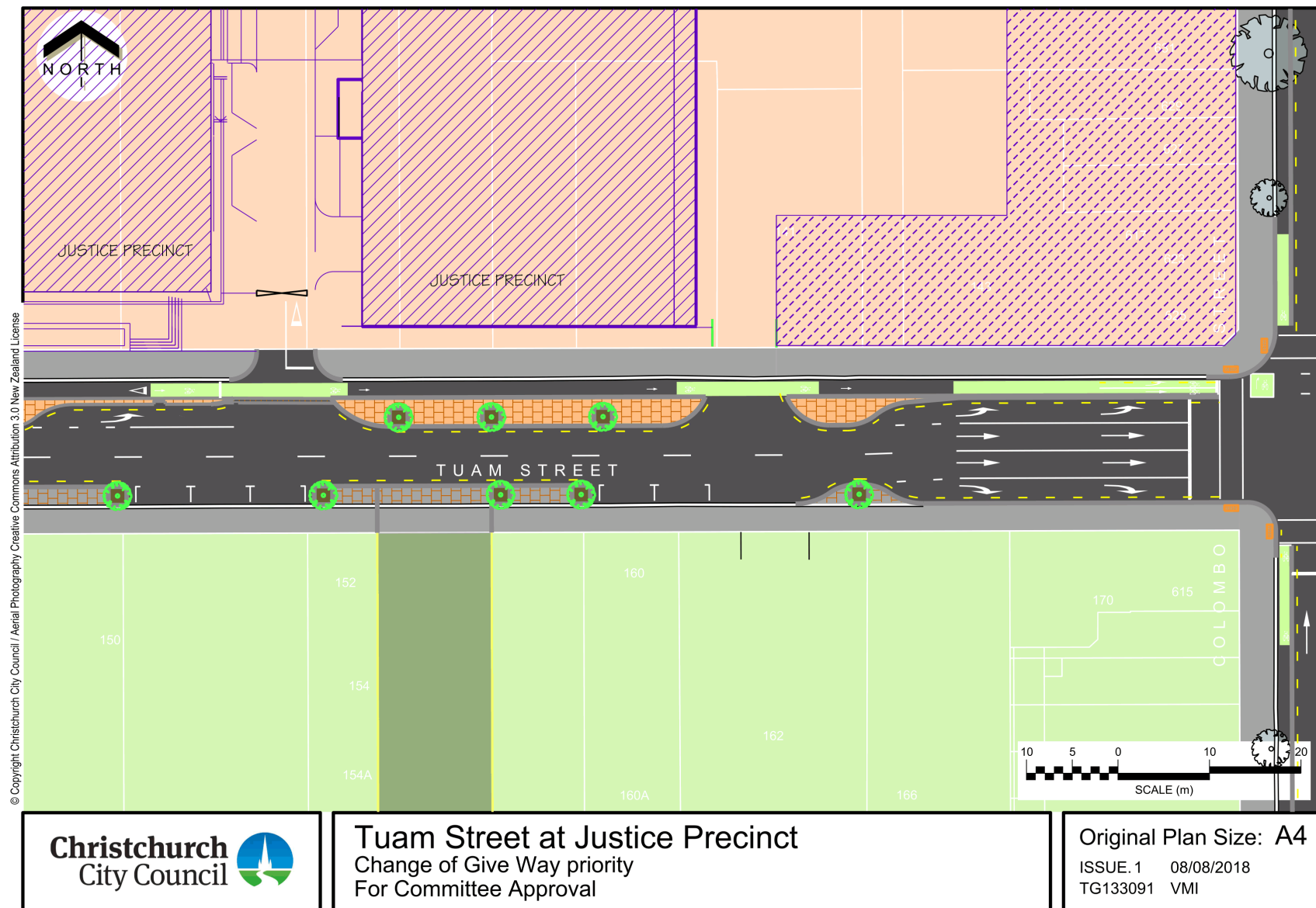
(a) This report contains:

- (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	Michael Thomson - Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport David Adamson - General Manager City Services



11. Manchester Street - Operational Functionality

Reference: 19/172186

Presenter(s): Stephen Wright

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Infrastructure, Transport and Environment Committee to be informed on whether or not the recently completed Manchester Street project is achieving the objectives sought and whether any improvements are recommended.

Origin of Report

- 1.2 This report is staff generated for the Infrastructure, Transport and Environment Committee following the resolution made during the 13 December 2018 Council meeting, as follows:

“Resolve that given concerns expressed about road operations on Manchester Street, that the Council request staff to provide a report to a meeting of the Infrastructure, Transport and Environment Committee on whether or not Manchester Street is achieving the objectives sought and whether any improvements are recommended.”

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.

3. Staff Recommendations

That the Infrastructure, Transport and Environment Committee:

1. Note the changes that Council and Christchurch Transport Operations Centre staff have made to the operation of Manchester Street.
2. Agree on the need for continued monitoring of performance and the implementation of minor changes by the Christchurch Transport Operations Centre.
3. Agree on staff continuing their work on the addition proposals currently underway.

4. Key Points

- 4.1 In accordance with the transport chapter of the Christchurch Central Recovery Plan, Manchester Street is prioritised for public transport, the key modal priority for the street.
- 4.2 Operational modifications have taken place to mitigate some of issues identified, and further improvements are under way.
- 4.3 On the whole, the infrastructure is suitable and provides sufficient flexibility for the Christchurch Transport Operating Centre (CTOC) to run the network.

5. Context/Background

Manchester Street background

- 5.1 The Manchester Street project was designed to provide a key, efficient, public transport priority corridor through the city, in accordance with the transport chapter (An Accessible City) of the Christchurch Central Recovery Plan.

- 5.2 The project was designed and constructed by Ōtākaro Ltd and its predecessor CERA.
- 5.3 Manchester Street was open for two-way traffic at the end of June 2018, but the bus facilities and two remaining signalised intersections weren't commissioned until the end of October 2018. This means that essentially the project wasn't fully operational until November 2018.
- 5.4 New and upgraded signalised intersections along the street were opened to the public as early as possible. Despite being operational, there are a number of traffic signal relating issues to be resolved. These issues have been worked on by CTOC since opening. CTOC staff continue to work with Ōtākaro to resolve the outstanding matters. Some of these issues can and do hinder its operational performance.

Manchester Street Operational Objectives

- 5.5 The operational objectives for this project had been developed as part of the AAC programme business case. It was designed to provide journey time reliability, public transport priority and a pedestrian friendly environment whilst allowing for local property and business accessibility.
- 5.6 Ensuring buses are able to move efficiently along Manchester Street, even if the network is congested for general traffic, is the main objective of the street design.

Operational Deficiencies

- 5.7 A number of issues were brought to the Council's attention. These focused on:
 - Unresponsiveness of the traffic signals.
 - Delays and excessive journey times for vehicles traveling in a north / south or south / north direction.
 - Delays and queues for vehicles exiting Hereford Street onto Manchester Street.
 - Holding traffic at traffic signals for no apparent reason.
- 5.8 No negative feedback was received from Environment Canterbury over bus operation.

Meeting of Operational Objectives

- 5.9 From observations post construction it was evident improvements could be made to signal phasing. General traffic could be made to operate more efficiently without compromising public transport priority.
- 5.10 Following minor changes to the operation of the corridor based on initial observations and feedback, bus and general traffic travel time data was collected along the route. This data was collected during December 2018 and January 2019 using permanently located Bluetooth sensors at the intersections of Manchester Street / Tuam Street and Manchester Street / Armagh Street. The data collected is displayed on the following graphs.



- 5.11 The data shows largely consistent travel time experience for buses, irrespective of time of day or direction. This indicates that Manchester Street is meeting the core objective of being a public transport corridor by providing a level of priority to public transport over general traffic to ensure journey times are reliable.

Improvements Made to Date

- 5.12 There is a settling in period for all significantly modified roads and streets, especially where traffic signals are involved. Staff attempt to tune the signals to best suit actual road user behaviour. This process can be iterative and requires time to collect and analyse data to ensure the best outcomes. For Manchester Street the following actions have been undertaken:
- Permanent demand for pedestrian and cycle crossings removed. This has helped reduce driver frustration caused by drivers stopping for pedestrian/ cycle phases when there are no pedestrians or cyclists present. Now, pedestrians and cycles will only stop traffic when they need to cross the road and once they have triggered the signals. This provides more time in the cycle for north or south bound general traffic.
 - The stop line on Manchester Street northbound at its intersection with Hereford Street was set back by a car length and the area in front painted with yellow hatching. Decreasing the setback increases the throughput capacity of the car lane, i.e. more vehicles can progress through the intersection during the north/south general traffic phase of the traffic signals.
 - The traffic signal timings at the Manchester Street / Hereford Street intersection have been adjusted multiple times. This has resulted in reducing the time given to the north

bound bus lane and allows for increasing the time given to general traffic on Manchester Street and Hereford Street.

- The signal detectors in the bus lane on the approach to the Manchester Street / Hereford Street intersection have been reprogrammed, allowing any spare time to be distributed to general traffic.
- Signal phasing at Manchester Street / Lichfield Street as originally set up with allowance for the tram to operate. This was corrected as the tram phase is not currently needed, so more signal time has been released for traffic on Manchester Street and Lichfield Street.
- By making these changes staff have been able to provide more time for north and south bound general traffic, without impacting on the level of service for buses.
- It is worth noting that this iterative fine tuning is usual practice when a set, or a number of sets, of traffic signals become operational. Additionally, traffic signal operators within CTOC constantly monitor and adjust signals timings across the city each day. A complicating factor with the Manchester Street project was that it was delivered by an external party and although the road is open to, and being used by the public, it is yet to be accepted back by the Council. This initially limited the changes CTOC could make.

Further Improvements Being Considered

5.13 The following additional potential improvements are being evaluated:

- Bringing forward parts of the wayfinding project to provide strategic wayfinding signage to better guide motorists to the north / south one-way streets which are prioritised for moving traffic (particularly Barbadoes Street and Madras Street).
- Turning off the bus gates at the super stops (the mid-block signals that allow for buses to re-enter the traffic flow) during periods of low bus numbers, when they would provide minimum benefit. This will reduce the potential for unnecessary delays to general traffic.
- More effective means of reducing general traffic from entering Manchester Street.
- Additional signal phasing changes at the Manchester Street / Hereford Street Intersection to allow both north and south bound Manchester Street movement to run at the same time.
- Reintroducing the eastbound right turn into Cashel Street. This may give relief to the Manchester Street / Hereford Street Intersection.

Next Steps

5.14 Staff to progress with continuous improvements as outlined above.

5.15 Staff will continue to work with Ōtākaro to ensure the adequacy and quality of the new layout and assets prior to formal handover to the Council.

5.16 CTOC will continue to monitor the performance of the corridor and adjust signal operations accordingly.

Attachments

There are no attachments for this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
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- (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	Stephen Wright - Senior Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport David Adamson - General Manager City Services

12. Resolution to Exclude the Public

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

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

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

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

Note

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

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

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

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
13	PUBLIC EXCLUDED INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE MINUTES - 13 FEBRUARY 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
14	CONTRACT EXTENSION - MAINTENANCE OF WATERWAYS LAND DRAINAGE CONTRACT	S7(2)(H), S7(2)(I)	COMMERCIAL ACTIVITIES, CONDUCT NEGOTIATIONS	TO MAINTAIN THE COMMERCIAL CONFIDENTIALITY OF OUR CURRENT SUPPLIER AND TO ENSURE THE FUTURE COMMERCIAL STRATEGIC DIRECTION IS NOT COMPROMISED	WHEN THE CHIEF EXECUTIVE DETERMINES THERE ARE NO LONGER GROUNDS FOR WITHHOLDING THE INFORMATION UNDER THE ACT