

HIGH STREET IMPROVEMENTS HEARINGS PANEL MINUTES

Date: Thursday 23 February 2023
Time: 9.34 am
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present
Members Councillor Melanie Coker
Councillor Mark Peters
Waipapa Papanui-Innes-Central Community Board Member John Miller

Emily Verhoeven
Committee & Hearings Advisor
941 5194
emily.verhoeven@ccc.govt.nz
www.ccc.govt.nz

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Hearings Panel Decision

No apologies were received.

2. Election of Chairperson Te Whakatū Poumua

Hearings Panel Resolved BLHP/2023/00001

It was **decided** that Melanie Coker be appointed Chairperson of the Hearings Panel .

Councillor Peters/ Waipapa Papanui-Innes-Central Community Board Member Miller

Carried

3. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

5. Volumes of Submissions

Hearings Panel Resolved BLHP/2023/00002

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the High Street proposed new improvements.

Councillor Peters/ Waipapa Papanui-Innes-Central Community Board Member Miller

Carried

6. Hearing of Submissions Ngā Tāpaetanga

The Hearings Panel received presentations from the following submitters:

- 48636 - Carina Duke, Living Streets Aotearoa
- 48499 - Nicole Arts
- 48597 - Shaun Stockman, Stockman Group Limited
- 48630 - Anne Scott, Spokes Canterbury
Presentation provided as attachment B
- 48594 - Dermot Coffey
- 48542 - Fiona Bennett (*via video link*)

7. Consideration and Deliberation Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

The Hearings Panel considered and deliberated on the written and verbal submissions received and additional information provided by submitters and Council Officers.

Council Officers Rebecca Rimmer (Project Manager), Jacob Bradbury (Manager Planning & Delivery Transport), Charlie Dickson (Road Designer) and Kiran Skelton (Engagement Advisor) returned to the table to respond to questions raised by the Hearings Panel.

4. High Street Tuam to St Asaph - Options and Recommendations Hearings Panel Comment

1. The Hearings Panel considered issues raised by submitters regarding:
 - a. safety concerns with the design for those with visual impairments.
 - b. unrealistic low speed of 10Kp/h being difficult for cyclists to maintain.
 - c. footpath levels and pedestrian crossings not being raised enough and paved to enable pedestrians to be clearly seen by traffic and cyclists.
 - d. a lack of prominent signage put in place as a reminder that cyclists are entering a shared space particularly at the interface between the cycle path and pedestrian walkways.
 - e. locating of trees through the design to give effect to the visual amenity of heritage buildings.
 - f. the provision of additional cycle parking.
 - g. increasing the phasing of lights across Madras Street to allow more time for cycles to safely move through the intersection.
 - h. the right hand turn being favoured by submitters conditional on the right of way at the right turn onto St Asaph Street being in favour of cyclists and pedestrians.
 - i. the location of accessible car parks and loading zone.
2. Amendments to the Officer recommendations are in italics below, and specifically are found in sections f, w, gg, hh, and ii.

Hearings Panel Resolved BLHP/2023/00003

That the Hearings Panel:

1. Receive the information within the Council officers report, the attachments and considers the written and oral submissions made as part of the public consultation process.
2. Recommends that the Council:
 - a. Approves the scheme design of improvements to High Street: Tuam to St Asaph, as detailed in amended Attachment A.
 - b. Approves the inclusion of the right turn exiting High Street to the south, onto St Asaph Street, as detailed in amended Attachment A.

- c. Approves the following resolutions required for the implementation of the project, relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

Revocations: Traffic Controls

- d. Approves that any previously approved resolutions on High Street from its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, pertaining to traffic controls (including speed limits), made pursuant to any Bylaw or any Land Transport Rule, to the extent that they are in conflict with the traffic controls described in recommendations f-ff below, be revoked.

Revocations: Parking and stopping Restrictions

- e. Approves that any previously approved resolutions on High Street from its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, pertaining to parking and /or stopping restrictions, made pursuant to any bylaw or any Land Transport Rule, to the extent that they are in conflict with the traffic controls described in recommendations f-ff below, be revoked.

General Traffic Controls

- f.1 Approves all kerb alignments, road surface treatments and road markings on High Street, commencing at its intersection with Tuam Street, and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street, as detailed on plan TG138401, sheet 1 of 1, and attached to this report as amended Attachment A, including the following amendments:

- f.1.1. Addition of texture and colour change at Point B on amended Attachment A where the cycle lane / path and pedestrian cross.
- f.1.2. Addition of tactile pavers adjacent to the cycle lane / path at Points A and B on amended Attachment A.
- f.1.3. Addition of tactile pavers adjacent to the shared area at Point C on amended Attachment A along St Asaph and High Streets.
- f.1.4. Addition of advisory signs for cyclists that they entering a shared area.
- f.1.5. Addition of directional cycle arrow at northern entrance at Point A on amended Attachment A directing cyclists into the sharrow.
- f.1.6. Addition of cycle arrows at the northern exit point of the cycle lanes/ paths.
- f.1.7. Install appropriate speed signage to ensure it's completely enforceable for all road users.

One Way Street: (for all classes of vehicles-emergency vehicles exempted)

- g. Approves, in accordance with Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that High Street, from its intersection with Tuam Street to its intersection with Madras Street and St Asaph Street, be a one-way street, where vehicles must travel in a south-easterly direction only. This restriction does not apply to cycles and emergency vehicles requiring access in an emergency situation.

Speed limit:

- h. Approves that the speed limit be set at 10 km /h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017 on High Street, commencing at its intersection with Tuam Street and extending in a south-easterly direction to its intersection with Madras Street and St Asaph Street.

Special vehicle Lane: (Cycle Lane)

- i. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of cycles travelling in a north-

westerly direction, be installed on the south-west side of High Street, commencing at a point 15 metres north-west of its intersection with Madras Street and St Asaph Street, and extending in a north-westerly direction to its intersection with Tuam Street as detailed on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as Attachment A.

Stop Control:

- j. Approves that the east approach of High Street at its intersection with Madras Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

No Right Turn:

- k. Approves that the High Street east approach, right turn into Madras Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

No Left Turn:

- l. Approves that the Madras Street south approach, left turn into High Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Stop Control:

- m. Approves that the south approach of High Street at its intersection with St Asaph Street be controlled by a Stop control, in accordance with Section 4 and Section 10.2 of the Land Transport Rule: Traffic Control Devices 2004.

No Left Turn:

- n. Approves that the High Street south approach, left turn into St Asaph Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

No Right Turn:

- o. Approves that the St Asaph Street east approach, right turn into High Street be prohibited in accordance with Clause 17(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Cycle Path:

- p. Approves that a path be installed for the use of cycles on High Street commencing at its intersection with Madras Street and St Asaph Street and extending in a north-westerly direction for both uni-directional and bi-directional cycle movements as detailed on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as amended Attachment A.

Paid parking:

- q. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of High Street, commencing at a point 21 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 37 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Paid parking:

- r. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north-east side of High Street, commencing at a point 80 metres south-east of its intersection with Tuam Street and

extending in a south-east direction for a distance of 36.5 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Paid parking:

- s. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 19.5 metres (south-east) of its intersection with Tuam Street and extending in a south-east direction for a distance of 26 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Mobility Park:

- t. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south-west side of High Street, commencing at a point 44.5 metres south-east of its intersection with Madras Street and extending in a south-east direction for a distance of 6.5 metres, as detailed on amended Attachment A. This restriction is to apply at any time.

Paid parking:

- u. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 51 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 5.5 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Paid parking:

- v. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and subject to payment using Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clauses 7 and 8 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 85 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 12 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.

Mobility Park:

- w.1 Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south-west side of High Street, commencing at a point 97 metres south-east of its intersection with Madras Street and extending in a south-east direction for a distance of 6.5 metres, as detailed on amended Attachment A. This restriction is to apply at any time.

w.1.1 *The disability car park in this section to be moved to the northern most parking space, swapping with the 60 minutes car park currently directly behind it.*

w.1.2 *Council Officers are given the discretion to amend distances in the resolutions prior to Council adoption to ensure compliance is achievable.*

Loading Zone: (all class of vehicles)

- x. Approves that a Loading Zone be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 103.5 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 10.5 metres. This Loading Zone is to be restricted to a maximum loading period of five minutes.

Motorcycle stand:

- y. Approves that a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 114 metres south-east of its intersection with Tuam Street and extending in a south-east direction for a distance of 2.5 metres. This restriction is to apply at any time.

No Stopping:

- z. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at its intersection with Tuam Street and extending in a southerly and south-easterly direction for a distance of 21 metres.
- aa. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at a point 58 metres south-east of its intersection with Tuam Street and extending in a south-easterly direction for a distance of 22 metres.
- bb. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north east side of High Street, commencing at a point 116.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly and easterly direction to its intersection with Madras Street.
- cc. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at its intersection with Tuam Street and extending in a southerly and south-westerly direction for a distance of 19.5 metres.
- dd. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 56.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly direction for a distance of 28.5 metres.
- ee. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south-west side of High Street, commencing at a point 116.5 metres south-east of its intersection with Tuam Street and extending in a south-easterly and easterly direction to its intersection with Madras Street.

Streetscape Layout Scheme Design:

- ff. Approves all streetscape layout which includes, but not limited to, footpath treatments, landscaping and new street trees, subject to detailed design and underground services, as shown on plan TG138401, sheet 1 of 1, dated 01/02/2023 and attached to this report as amended - Attachment A.

Additional recommendations:



- gg. *That the location of trees in relation to the heritage buildings be given consideration in order to allow for the visual amenity of the building.*

- hh. *Consider the addition of cycle parking in the east side of High Street and at Points A, B and C on amended - Attachment A.*
- ii. *Officers to investigate increasing the length of cycle phasing across Madras Street.*

Waipapa Papanui-Innes-Central Community Board Member Miller/Councillor Peters

Carried

Attachments

- A High Street Improvements Hearings Panel 23 February 2023 Amended Plan 
- B High Street Improvements Hearings Panel 23 February 2023- Spokes Canterbury Presentation 

Meeting concluded at 1.59pm

CONFIRMED THIS 13th DAY OF MARCH 2023

**COUNCILLOR MELANIE COKER
HEARINGS PANEL CHAIR**