



Christchurch City Council SUPPLEMENTARY AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date: Wednesday 17 May 2023
Time: 9.30 am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Phil Mauer
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

16 May 2023

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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15. Resolution to Include Supplementary Reports

1. Background

- 1.1 Approval is sought to submit the following reports to the Council meeting on 17 May 2023:
 17. MCR Northern Line - Detailed Traffic Resolutions Report
 18. Mayor's Monthly Report
 19. Halswell Junction Road Update
- 1.2 The reason, in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987, why the reports were not included on the main agenda is that they were not available at the time the agenda was prepared.
- 1.3 It is appropriate that the Council receive the reports at the current meeting.

2. Recommendation

- 2.1 That the reports be received and considered at the Council meeting on 17 May 2023.
 17. MCR Northern Line - Detailed Traffic Resolutions Report
 18. Mayor's Monthly Report
 19. Halswell Junction Road Update

17. MCR Northern Line - Detailed Traffic Resolutions Report

Reference / Te Tohutoro: 23/421851

Report of / Te Pou	Matt Goldring, Project Manager Transport,
Matua:	matthew.goldring@ccc.govt.nz
General Manager /	Mary Richardson, General Manager Citizens & Community
Pouwhakarae:	(Mary.Richardson@ccc.govt.nz)

1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is for the Council to approve the detailed traffic resolutions for the Major Cycleway Route - Northern Line project. This includes railway crossing upgrades at Barnes Road, Tuckers Road, Sturrocks Road, Sawyers Arms Road, Harewood Road, Langdons Road, Kilmarnock Street, Riccarton Road and Old Blenheim Road. This also includes the new cycleway in the KiwiRail corridor between Barnes and Main North Road, Tuckers Road and Sturrocks Road, Kilmarnock Street to Riccarton Road and Riccarton Road to Old Blenheim Road.
- 1.2 The project was approved by the Major Cycleway Routes Committee on 14th December 2016, with the recommendation that detailed traffic resolutions to be brought back to the appropriate Committee for approval once detailed design was completed.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined on the basis that all the delivery decisions have been previously made and this report seeks to set in place the traffic by-laws for enforcement.
- 1.4 There are no fundamental changes between the approved scheme design and the layout as detailed in the 14th December 2016 Major Cycleway Routes Committee Agenda and the final design.

2. Officer Recommendations Ngā Tūtohu

That the Council:

- a. Makes the following resolutions relying on its powers under Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974.

Note: For the purposes of the following recommendations, any changes associated with the Railway line are covered under the Railways Act: 2005.

1. Old Blenheim Road alignment to Riccarton Road - Traffic Controls

- a. Approves that any previously approved resolutions along the rail corridor adjacent to the Main North Line (MNL) railway from its intersection with Old Blenheim Road alignment and extending in a northerly direction to its intersection with Riccarton Road, pertaining to traffic controls, 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 b-d below, be revoked.
- b. Approves that the path on the west side of the MNL railway tracks, commencing at its intersection with Old Blenheim Road, and extending in a northerly direction to its intersection with Riccarton Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017,

and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

- c. Approves that a Give Way control be placed against the bi-directional Shared Path on the south approach at its intersection with Riccarton Road as detailed on plan CP502845, sheet 5 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- d. Approves all kerb alignments, road surface treatments and road markings on MNL railway shared path from its intersection with Old Blenheim Road alignment to its intersection with Riccarton Road, as detailed on plans CP502845, sheets 1 to 5 of 23, dated 21 April 2023, and attached to this report as Attachment A.

2. Riccarton Road to Kilburn Street - Traffic Controls

- a. Approves that any previously approved resolutions along the rail corridor adjacent to the Main North Line (MNL) railway from its intersection with Riccarton Road, and extending in a northerly direction to its intersection with Kilburn Street, pertaining to traffic controls, 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 b-d below, be revoked.
- b. Approves that the path on the west side of the MNL railway tracks, commencing at its intersection with Riccarton Road, and extending in a northerly direction to its intersection with Kilburn Street be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
- c. Approves that a Give Way control be placed against the bi-directional Shared Path on the south approach at its intersection with Kilburn Street as detailed on plan CP502845, sheet 7 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- d. Approves all kerb alignments, road surface treatments and road markings on MNL railway shared path from its intersection with Riccarton Road to its intersection with Kilburn Street, as detailed on plans CP502845, sheets 5 to 7 of 23, dated 21 April 2023, and attached to this report as Attachment A.

3. Kilburn Street Crossing – Traffic Controls

- a. Approves that any previously approved resolutions on Kilburn Street from a point 44 metres west of its intersection with the centre of the MNL railway, and extending in an easterly direction a point 46 metres east to its intersection with the centre of the MNL railway, pertaining to traffic controls, 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 b-g below, be revoked.
- b. Approves all kerb alignments, road surface treatments and road markings on Kilburn Street, commencing from a point 44 metres west from the centre of the MNL railway to a point 46 metres east from the centre of the MNL railway, as detailed on plan CP502845, sheet 7 of 23, dated 21 April 2023 and attached to this report as Attachment A.

- c. Approves that a signalised roadway crossing on Kilburn Street be installed, at a point nine metres west of its intersection with the centre of the MNL railway, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004. This signalised road crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 - d. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of east bound cyclists be installed on the north side of Kilburn Street, commencing at a point 44 metres west of its intersection with the centre of the MNL railway and extending in an easterly direction for a distance of 30 metres, as detailed on plan CP502845, sheet 7 of 23, dated 21 April 2023 and attached to this report as Attachment A.
 - e. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of east bound cyclists be installed on the north side of Kilburn Street, commencing at a point two metres east of its intersection with the centre of the MNL railway and extending in an easterly direction for a distance of 45 metres as detailed on plan CP502845, sheet 7 of 23, dated 21 April 2023 and attached to this report as Attachment A.
 - f. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of west bound cyclists be installed on the south side of Kilburn Street commencing at a point 46 metres east of its intersection with the centre of the MNL railway and extending in a westerly direction for a distance of 40 metres, as detailed on plan CP502845, sheet 7 of 23, dated 21 April 2023 and attached to this report as Attachment A.
 - g. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of west bound cyclists be installed on the south side of Kilburn Street commencing at a point 12 metres west of its intersection with the centre of the MNL railway and extending in a westerly direction for a distance of 32 metres, as detailed on plan CP502845, sheet 7 of 23, dated 21 April 2023 and attached to this report as Attachment A.
4. **Kilburn Street Crossing – Parking and Stopping**
- a. Approves that any previously approved resolutions on Kilburn Street from its intersection with Mona Vale Avenue, and extending in a westerly direction for a distance of 64 metres, 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 parking and /or stopping restrictions described in recommendations b-c below, be revoked.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Kilburn Street commencing at its intersection with Mona Vale Avenue, and extending to its intersection with Matai Street.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Kilburn Street commencing at its intersection with Mona Vale Avenue and extending in a westerly direction for a distance of 64 metres.
5. **Harewood Road Crossing - Traffic Controls**
- a. Approves that any previously approved resolutions on Harewood Road from a point 22 metres south east of its intersection with the centre of the MNL railway, and extending in an north easterly direction a point 31 metres north east to its intersection with the

centre of the MNL railway, pertaining to traffic controls, 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 b-i below, be revoked.

- b. Approves all kerb alignments, islands, road surface treatments and road markings on Harewood Road, from a point 31 metres north west from the centre of the MNL railway to a point 22 metres south-east from the centre of the MNL railway, as detailed on plan CP502845, sheet 8 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- c. Approves that the path on the north east side of Harewood Road , commencing at its intersection with the MNL railway extending in a north westerly direction for a distance of 19 metres, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
- d. Approves that the path on the south west side of Harewood Road, commencing at its intersection with the MNL railway extending in a north westerly direction for a distance of 14 metres, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule:2004.
- e. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south east bound cyclists be installed on the north east side of Harewood Road, commencing at a point 31 metres north west of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 17 metres, as detailed on plan CP502845, sheet 8 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- f. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south east bound cyclists be installed on the north east side of Harewood Road, commencing at a point three metres south east of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 21 metres, as detailed on plan CP502845, sheet 8 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- g. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north west bound cyclists be installed on the south west side of Harewood Road, commencing at a point 22 metres south east of its intersection with the centre of the MNL railway and extending in a north westerly direction for a distance of 14 metres, as detailed on plan CP502845, sheet 8 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- h. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north west bound cyclists be installed on the south west side of Harewood Road, commencing at a point 14 metres north west of its intersection with the centre of the MNL railway and extending in a north westerly direction for a distance of 3 metres, as detailed on plan CP502845, sheet 8 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- i. Approves that a signalised roadway crossing on Harewood Road be installed, at a point 11 metres north west of its intersection with the centre of the MNL railway, in

accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004. This signalised road crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

6. Harewood Road Crossing – Parking and Stopping

- a. Approves that any previously approved resolutions on Harewood Road from a point 27 metres north west of its intersection with the MNL railway intersection, and extending to a point 20 metres south east of its intersection with the MNL railway, 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 parking and /or stopping restrictions described in recommendations b-c below, be revoked.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north east side of Harewood Road commencing at a distance 27 metres north west of its intersection with the MNL railway, and extending in a south easterly direction for a distance of 16 metres.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south west side of Harewood Road commencing at a distance 20 metres north west of its intersection with the MNL railway, and extending in a south easterly direction for a distance 40 metres.

7. Restell Street - Traffic Controls

- a. Approves that any previously approved resolutions on Restell Street from intersection with Harewood Road, and extending in a northerly direction to a point 128 metres north of its intersection with Harewood Road, pertaining to traffic controls, 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 b-c below, be revoked.
- b. Approves all kerb alignments, islands, road surface treatments and road markings on Restell Street, commencing at its intersection with Harewood Road, and extending in a northerly direction a point 128 metres north of its intersection with Harewood Road, as detailed on plans CP502845, sheets 8 and 9 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- c. Approves that the path on the west side of Restell street, commencing at its intersection with Harewood Road, and extending in a northerly direction along the MNL railway, to its intersection with Langdons Road, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule:2004.

8. Restell Street – Parking and Stopping

- a. Approves that any previously approved resolutions on Restell Street from its intersection with Harewood Road, and extending to a point 128 metres north of its intersection with Harewood Road, 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 parking and /or stopping restrictions described in recommendations b-e below, be revoked.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Restell Street

commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 26 metres.

- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Restell Street commencing at a distance 37 metres north of its intersection with Harewood Road, and extending in a northerly direction for a distance of four metres.
- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Restell Street commencing at a distance 72 metres north of its intersection with Harewood Road , and extending in a north westerly direction for a distance of seven metres.
- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Restell Street commencing at a distance 80 metres north of its intersection with Harewood Road , and extending in a northerly direction for a distance of 48 metres.

9. Langdons Road Crossing - Traffic Controls

- a. Approves that any previously approved resolutions on Kilmarnock Street from a point 24 metres north west of its intersection with the centre of the MNL railway, and extending in an easterly direction a point 46 metres south east to its intersection with the centre of the MNL railway, pertaining to traffic controls, 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 b-j below, be revoked.
- b. Approves all kerb alignments, road surface treatments and road markings on Langdons Road from a point 24 metres north west from the centre of the MNL railway to point 46 metres south east from the centre of the MNL railway, as detailed on plan CP502845, sheet 10 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- c. Approves that the path on the south west side of Langdons Road, commencing at its intersection with the MNL railway extending in a south easterly direction for a distance of 29 metres be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule:2004.
- d. Approves that the path on the north east side of Langdons Road, commencing at its intersection with the MNL railway extending in a south easterly direction for a distance of 24 metres be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
- e. Approves that the path on the north east side of Langdons Road, commencing at its intersection with the MNL railway extending in a north westerly direction for a distance of 24 metres be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule:2004.

- f. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south east bound cyclists be installed on the north east side of Langdons Road, commencing at a point 24 metres north west of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 16 metres, as detailed on plan CP502845, sheet 10 of 23, dated 21 April 2023 and attached to this report as Attachment A.
 - g. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south east bound cyclists be installed on the north east side of Langdons Road, commencing at a point 23 metres south east of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 23 metres, as detailed on plan CP502845, sheet 10 of 23, dated 21 April 2023 and attached to this report as Attachment A.
 - h. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north west bound cyclists only be installed on the south west side of Langdons Road, commencing at a point 26 metres south east of its intersection with the centre of the MNL railway and extending in a north westerly direction for a distance of four metres, as detailed on plan CP502845, sheet 10 of 23, dated 21 April 2023 and attached to this report as Attachment A.
 - 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 north west bound cyclists be installed on the south west side of Langdons Road, commencing at a point 12 metres north west of its intersection with the centre of the MNL railway and extending in a north westerly direction for a distance of five metres, as detailed on plan CP502845, sheet 10 of 22 dated 21 April 2023 and attached to this report as Attachment A.
 - j. Approves that a signalised roadway crossing on Langdons Road be installed, at a point 18 metres south east of its intersection with the centre of the MNL railway, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004. This signalised road crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
10. **Langdons Road Crossing – Parking and Stopping**
- a. Approves that any previously approved resolutions on Langdons Road from a point 13 metres north west of its intersection with the MNL railway intersection, and extending to a point 46 metres south east of its intersection with the MNL railway, 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 parking and /or stopping restrictions described in recommendations b-c below, be revoked.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Langdons Road commencing at a distance seven metres north west of its intersection with the MNL railway, and extending in a south easterly direction for a distance of 44 metres.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Harewood Road commencing at a distance 13 metres north west of its intersection with the MNL railway, and extending in a south easterly direction for a distance of 51 metres.
11. **Langdons Road to Sawyers Arms Road- Traffic Controls**
- a. Approves that any previously approved resolutions along the rail corridor adjacent to the Main North Line (MNL) railway from its intersection with Langdons Road, and

extending in a northerly direction to its intersection with Sawyers Arms Road, pertaining to traffic controls, 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 b below, be revoked.

- b. Approves that the path on the east side of the MNL railway tracks, commencing at its intersection with Langdons Road, and extending in a northerly direction to its intersection with Sawyers Arms Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

12. Sawyers Arms Road Crossing - Traffic Controls

- a. Approves that any previously approved resolutions on Sawyers Arms Road from a point 39 metres north west of its intersection with the MNL railway intersection, and extending to a point 51 metres south east of its intersection with the MNL railway pertaining to traffic controls, 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 b-i below, be revoked.
- b. Approves all kerb alignments, road surface treatments and road markings on Sawyers Arms Road, from a point 51 metres south east from the centre of the MNL railway to a point 41 metres north west from the centre of the MNL railway, as detailed on plan CP502845, sheet 11 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- c. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south east bound cyclists be installed on the north east side of Sawyers Arms Road commencing at a point 36 metres north west of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 28 metres, as detailed on plan CP502845, sheet 11 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- d. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south east bound cyclists be installed on the north east side of Sawyers Arms Road commencing at a point 18 metres south east of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 4 metres, as detailed on plan CP502845, sheet 11 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- e. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north west bound cyclists be installed on the south west side of Sawyers Arms Road commencing at a point 26 metres south east of its intersection with the centre of the MNL railway and extending in a north westerly direction for a distance of eight metres, as detailed on plan CP502845, sheet 11 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- f. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north west bound cyclists be installed on the south west side of Sawyers Arms Road commencing at a point 13 metres north westerly of its intersection with the centre of the MNL railway and extending in a north westerly direction for a distance of four metres, as detailed on plan CP502845, sheets 11 of 23, dated 21 April 2023 and attached to this report as Attachment A.

- g. Approves that the path on the north east side of Sawyers Arms Road, commencing at a point five metres south east of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 10 metres, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
- h. Approves that the path on the south west side of Sawyers Arms Road, commencing at a point nine metres south east of its intersection with the centre of the MNL railway and extending in a south easterly direction for a distance of 30 metres, be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
- i. Approves that a signalised roadway crossing on Sawyers Arms Road be installed, at a point 14 metres south east of its intersection with the centre of the MNL railway, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004. This signalised road crossing is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

13. Sawyers Arms Road Crossing – Parking and Stopping

- a. Approves that any previously approved resolutions on Sawyers Arms Road from a point 14 metres north west of its intersection with the MNL railway intersection, and extending to a point 47 metres south east of its intersection with the MNL railway, 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 parking and /or stopping restrictions described in recommendations b-c below, be revoked.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north east side of Sawyers Arms Road commencing at a point seven metres northwest of its intersection with the MNL railway, and extending in a south easterly direction for a distance of 31 metres.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south west side of Sawyers Arms Road commencing at a point 14 metres northwest of its intersection with the MNL railway, and extending in a south easterly direction for a distance of 61 metres.

14. Northcote Road to Tuckers Road – Traffic Controls

- a. Approves that any previously approved resolutions along the rail corridor adjacent to the Main North Line (MNL) railway from its intersection with Northcote Road, and extending in a northerly direction to its intersection with Tuckers Road, pertaining to traffic controls, 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 b-d below, be revoked.
- b. Approves that the path on the west side of the MNL railway tracks, commencing at its intersection with Northcote Road, and extending in a northerly direction to its intersection with Tuckers Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices

Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule:2004.

- c. Approves that a Give Way control be placed against the bi-directional Shared Path on the south approach at its intersection with Tuckers Road as detailed on plan CP502845, sheet 12 of 23, dated 21 April 2023 and attached to this report as Attachment A.
- d. Approves the lane markings, kerb alignment, islands, and road surface on MNL railway shared path from its intersection with Northcote Road to its intersection with Tuckers Road, as detailed on plans CP502845, sheet 12 of 23, dated 21 April 2023 and attached to this report as Attachment A.

15. Tuckers Road Crossing - Traffic Controls

- a. Approves that any previously approved resolutions on Sawyers Arms Road from a point 30 metres west of its intersection with the MNL railway intersection, and extending to a point 29 metres east of its intersection with the MNL railway pertaining to traffic controls, 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 b-f below, be revoked.
- b. Approves all kerb alignments, road surface treatments and road markings on Tuckers Road, from a point 30 metres west from the centre of the MNL railway to a point 29 metres east from the centre of the MNL railway, as detailed on plan CP502845, sheet 12 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- c. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of east bound cyclists be installed on the north side of Tuckers Road commencing at a point 31 metres west of its intersection with the centre of the MNL railway and extending in an easterly direction for a distance of 24 metres, as detailed on plan CP502845, sheet 12 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- d. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of east bound cyclists be installed on the north side of Tuckers Road commencing at a point four metres east of its intersection with the centre of the MNL railway and extending in an easterly direction for a distance of five metres, as detailed on plan CP502845, sheet 12 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- e. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of west bound cyclists be installed on the south side of Tuckers Road commencing at a point 14 metres east of its intersection with the centre of the MNL railway and extending in a westerly direction for a distance of nine metres, as detailed on plan CP502845, sheet 12 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- f. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of west bound cyclists be installed on the south side of Tuckers Road commencing at a point 12 metres west of its intersection with the centre of the MNL railway and extending in a westerly direction for a distance of five metres, as detailed on plan CP502845, sheet 12 of 23, dated 21 April 2023, and attached to this report as Attachment A.

16. Tuckers Road Crossing- Parking and Stopping

- a. Approves that any previously approved resolutions on Tuckers Road from a point 25 metres west of its intersection with the MNL railway intersection, and extending to a point 24 metres east of its intersection with the MNL railway 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 parking and /or stopping restrictions described in recommendations b-c below, be revoked.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Tuckers Road commencing at a distance 25 metres west of its intersection with the MNL railway, and extending in an easterly direction for a distance of 49 metres.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Tuckers Road commencing at a distance 19 metres west of its intersection with the MNL Railway and extending in an easterly direction for a distance of 45 metres.

17. Tuckers Road to Sturrocks Road -Traffic Controls

- a. Approves that any previously approved resolutions along the rail corridor adjacent to the Main North Line (MNL) railway from its intersection with Tuckers Road, and extending in a northerly direction to its intersection with Sturrocks Road, pertaining to traffic controls, 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 b-e below, be revoked.
- b. Approves that the path on the west side of the MNL railway tracks, commencing at its intersection with Tuckers Road, and extending in a northerly direction to its intersection with Sturrocks Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
- c. Approves that a Give Way control be placed against the bi-directional Shared Path north approach at its intersection with Tuckers Road as detailed on plan CP502845, sheet 12 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- d. Approves the lane markings, kerb alignment, islands, and road surface on MNL railway shared path from its intersection with Tuckers Road to its intersection with Sturrocks Road, as detailed on plan CP502845, sheet 13 to 15 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- e. Approves that a Give Way control be placed against the bi-directional Shared Path on the southern approach at its intersection with Sturrocks Road as detailed on plan CP502845, sheet 16 of 23, dated 21 April 2023, and attached to this report as Attachment A.

18. Sturrocks Road Crossing- Traffic Controls.

- a. Approves that any previously approved resolutions on Sturrocks Road from a point 28 metres west of its intersection with the MNL railway intersection, and extending to a point 31 metres east of its intersection with the MNL railway pertaining to traffic controls, 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 b-f below, be revoked.

- b. Approves all kerb alignments, road surface treatments and road markings on Sturrocks Road, from a point 28 metres west from the centre of the MNL railway to a point 31 metres east from the centre of the MNL railway, as detailed on plan CP502845, sheet 16 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- c. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of east bound cyclists be installed on the north side of Sturrocks Road commencing at a point 29 metres west of its intersection with the centre of the MNL railway and extending in an easterly direction for a distance of 22 metres, as detailed on plan CP502845, sheet 16 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- d. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of east bound cyclists be installed on the north side of Sturrocks Road commencing at a point seven metres east of its intersection with the centre of the MNL railway and extending in an easterly direction for a distance of 13 metres, as detailed on plan CP502845, sheet 16 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- e. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of west bound cyclists be installed on the south side of Sturrocks Road commencing at a point 31 metres east of its intersection with the centre of the MNL railway and extending in a westerly direction for a distance of 24 metres, as detailed on plan CP502845, sheet 16 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- f. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of west bound cyclists be installed on the south side of Sturrocks Road commencing at a point 12 metres west of its intersection with the centre of the MNL railway and extending in a westerly direction for a distance of 15 metres, as detailed on plan CP502845, sheet 16 of 23, dated 21 April 2023, and attached to this report as Attachment A.

19. **Sturrocks Road Crossing - Parking and Stopping**

- a. Approves that any previously approved resolutions on Sturrocks Road from a point 20 metres west of its intersection with the MNL railway intersection, and extending to a point 19 metres east of its intersection with the MNL railway 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 parking and /or stopping restrictions described in recommendations b-c below, be revoked.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Sturrocks Road commencing at a point 20 metres west of its intersection with the MNL Railway and extending in an easterly direction for a distance of 35 metres.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Sturrocks Road commencing at a point 16 metres west of its intersection with the MNL Railway and extending in an easterly direction for a distance of 35 metres.

20. **Sturrocks Road to Barnes Road – Traffic Controls**

- a. Approves that any previously approved resolutions through Barnes Reserve from its intersection with Sturrocks Road, and extending in a northerly direction to its intersection with Barnes Road, pertaining to traffic controls, 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 b-e below, be revoked.

- b. Approves that the path on the west side of the MNL railway tracks, commencing at its intersection with Sturrocks Road, and extending in a northerly direction through Barnes Reserve to its intersection with Barnes Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule:2004.
- c. Approves that a Give Way control be placed against the bi-directional Shared Path on the north approach at its intersection with Sturrocks Road as detailed on plans CP502845, sheet 16 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- d. Approves that a Give Way control be placed against the bi-directional Shared Path on the south approach at its intersection with Barnes Road as detailed on plans CP502845, sheets 19 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- e. Approves all kerb alignments, road surface treatments and road markings on MNL railway shared path from its intersection with Sturrocks Road to its intersection with Barnes Road, through Barnes Reserve, as detailed on plan CP502845, sheets 17 and 18 of 23, dated 21 April 2023, and attached to this report as Attachment A.

21. Barnes Road Crossing - Traffic Controls.

- a. Approves that any previously approved resolutions on Barnes Road from its intersection with the MNL railway intersection, and extending to a point 21 metres west of its intersection with the MNL railway pertaining to traffic controls, 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 b-c below, be revoked.
- b. Approves all kerb alignments, road surface treatments and road markings on Barnes Road, from the centre of the MNL railway to a point 21 metres west of its intersection with the centre of the MNL railway, as detailed on CP502845, sheet 19 of 23, dated 21 April 2023, and attached to this report as Attachment A.
- c. Approves that the path on the south side of Barnes Road, commencing at a point 21 metres west of its intersection with the MNL railway and extending in an easterly direction for a distance of 16 metres be resolved as a Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule:2004.

22. Barnes Road Crossing – Parking and Stopping

- a. Approves that any previously approved resolutions on Barnes Road from a point 31 metres west of its intersection with the MNL railway intersection, and extending to a point 11 metres east of its intersection with the MNL railway 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 parking and /or stopping restrictions described in recommendations b-c below, be revoked.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Barnes Road

commencing at a point 31 metres west of its intersection with the MNL Railway and extending in an easterly direction for a distance of 40 metres.

- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Barnes Road commencing at a point 25 metres west of its intersection with the MNL Railway and extending in an easterly direction for a distance of 36 metres.

23. Barnes Road to Main North Road – Traffic Controls

- a. Approves that any previously approved resolutions along the rail corridor adjacent to the Main North Line (MNL) railway from its intersection with Barnes Road, and extending in a northerly direction to its intersection with Main North Road, pertaining to traffic controls, 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 b-d below, be revoked.
 - b. Approves that the path on the west side of the MNL railway tracks, commencing at its intersection with Barnes Road, and extending in a northerly direction to its intersection with Barnes Road be resolved as a bi-directional Shared Path in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.
 - c. Approves that a Give Way control be placed against the bi-directional Shared Path on the north approach at its intersection with Barnes Road as detailed on plan CP502845, sheets 20 of 23, dated 21 April 2023, and attached to this report as Attachment A.
 - d. Approves the lane markings, kerb alignment, islands, and road surface on MNL railway shared path from its intersection with Barnes Road to its intersection with Main North Road, as detailed on plans CP502845, sheets 20 to 23 of 23, dated 21 April 2023, and attached to this report as Attachment A.
24. Approves that these recommendations, if approved and become resolutions, take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 On 14 December 2016 the scheme design for Major Cycle Route Northern Line project was approved for detailed design and construction by the Major Cycleway Routes Committee. It recommended that the detailed design traffic resolutions be brought back to the appropriate Committee at the end of detailed design prior to beginning of construction. This delegation now lies with the Council.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 There are no alternative options considered for this report as the scheme design has been approved previously. The option of not passing the resolutions would mean the changes could not be enforced after construction of the cycle route creating a safety risk for users.

5. Detail Te Whakamahuki

- 5.1 Traffic Resolutions

- 5.1.1 The Major Cycleway Route Northern Line scheme was approved on the 16 December 2016. The report presented at that meeting detailed the community views and preferences of the engagement process that took place in 2016.
- 5.1.2 As the detailed design has had no fundamental changes to the approved scheme design, the community views and preferences remain the same and no further consultation was carried out. This project has a significant interface with KiwiRail infrastructure and there has been a prolonged period from Scheme approval to commencement of construction as a result of this. KiwiRail's industry wide shortage of skilled resources has resulted in significant delays to both signal and civil works designs and reviews. Since the beginning of 2022, progress has improved and has resulted in approved drawings, approved licenses, successful implementation of CCC works in KiwiRail land and the implementation of an Over-arching Funding Agreement between CCC and KiwiRail.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This project supports Council's Strategic Priority *Increasing active, public and shared transport opportunities* by providing a safe option for cyclists particularly those who would not normally feel comfortable biking among the main stream of traffic.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2.1 Activity: Transport
- Level of Service: 10.5.3 More people are choosing to travel by cycling - >=12,500 average daily cyclist detections.

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision 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 Mana Whenua, their culture and traditions.
- 6.5 The report is for approval of traffic resolutions only.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 This option helps reduce vehicle emissions by encouraging more residents to cycle or walk for local trips and longer trips.
- 6.7 For each tree removed, two replacement trees will be planted within a local reserve as per CCC Tree Policy.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 Accessibility has been prioritised in the design for the route through the inclusion of tactile pavers and audible pedestrian crossings.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 The decisions in this report have no financial implications as they are not enacted until construction is complete.
- 7.2 The project has been approved and the costs have been included in the Long Term Plan and Annual Plan processes.

Other He mea anō

- 7.3 N/A

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 The statutory power used to undertake proposals as contained in this report is under the Local Government Act 2002.
- 8.2 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 The decisions within this report falls within the Councils delegation.


Other Legal Implications Ētahi atu Hīraunga-ā-Ture

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

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 If these resolutions are not approved the legalities relating to the uses of the road space including parking and cycle lanes will not be able to be enforced which is expected to have a significant impact on the safety of users.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A - MCR Northern Line Detailed Traffic Resolutions	23/527305	22

In addition to the attached documents, the following background information is available:

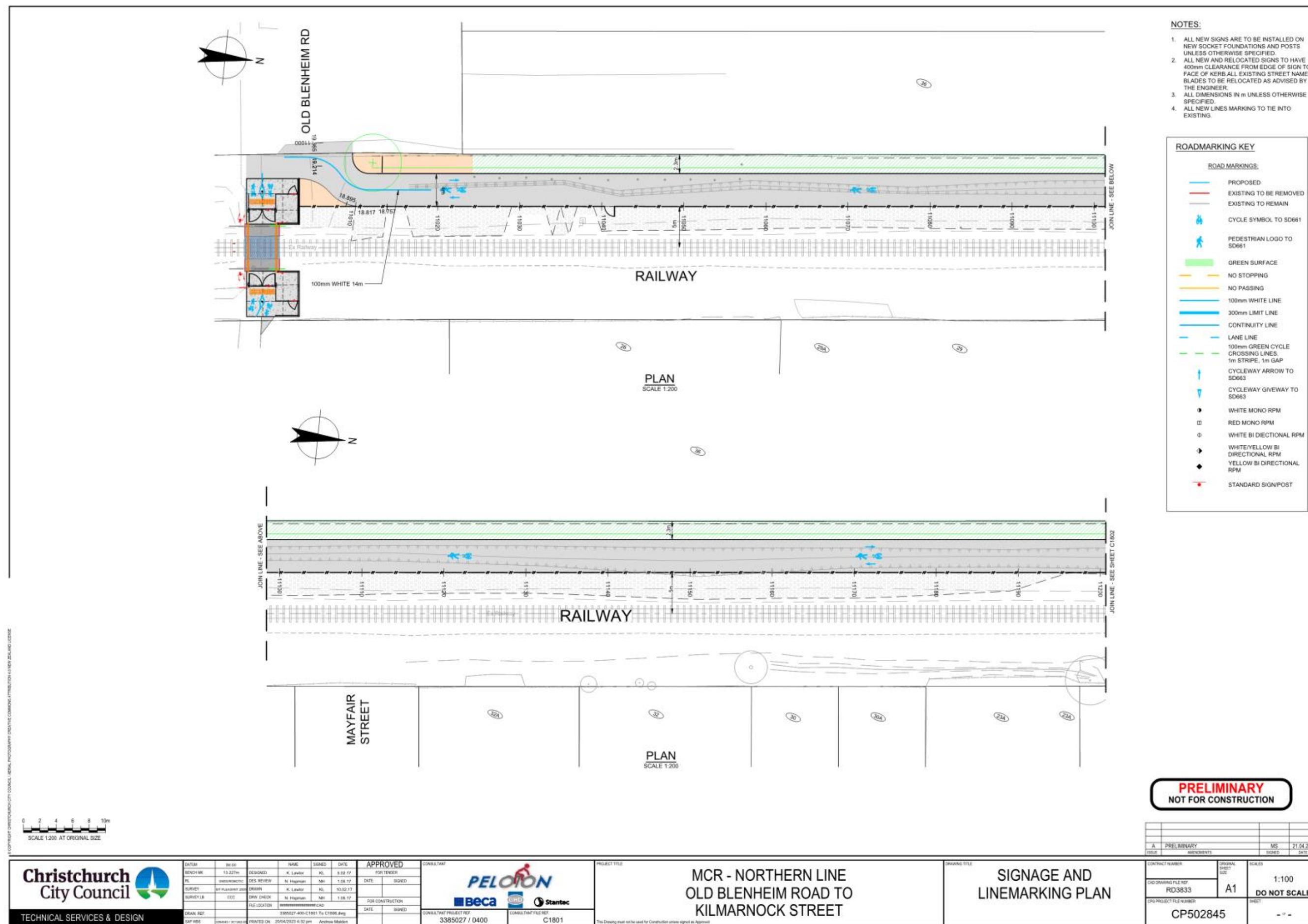
Document Name – Location / File Link
Major Cycleway Routes Committee Agenda 14/12/2016 – https://christchurch.infocouncil.biz/Open/2016/12/MCRC_20161214_AGN_1383_AT_EXTRA.PDF
Major Cycleway Routes Committee Minutes 14/12/2016 – https://christchurch.infocouncil.biz/Open/2016/12/MCRC_20161214_MIN_1383_EXTRA.PDF

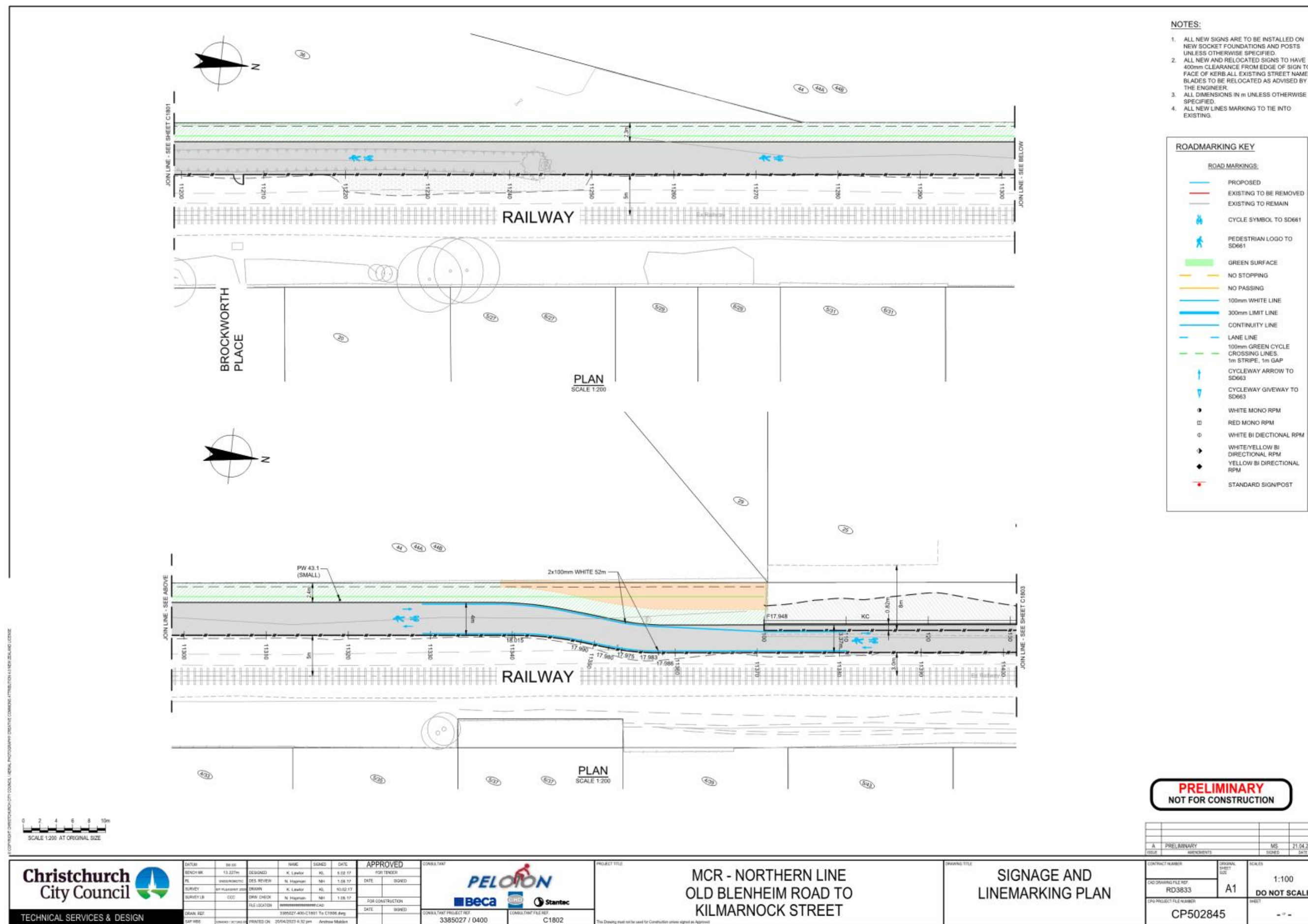
Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

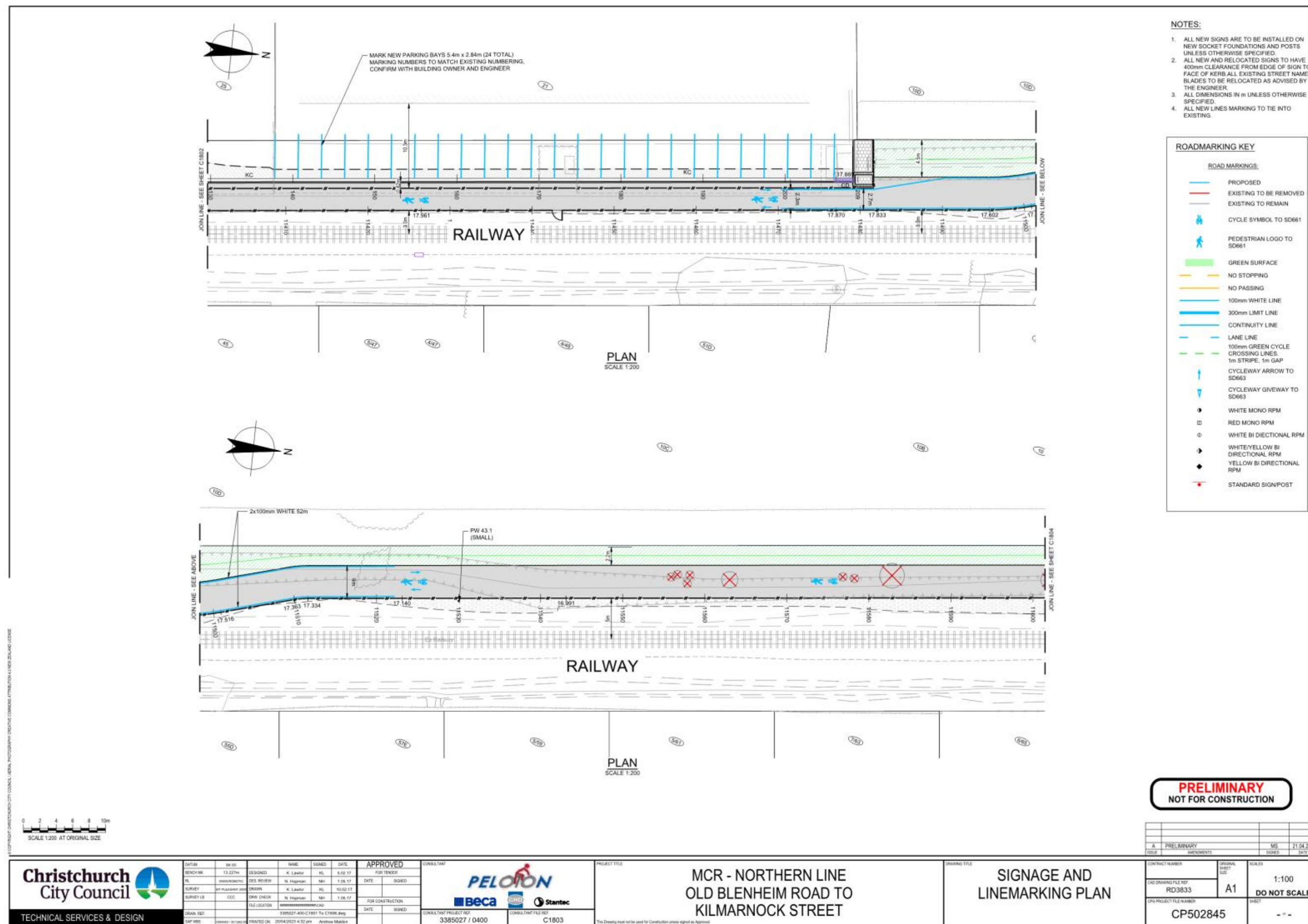
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:
(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
(ii) adequate consideration of the views 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.

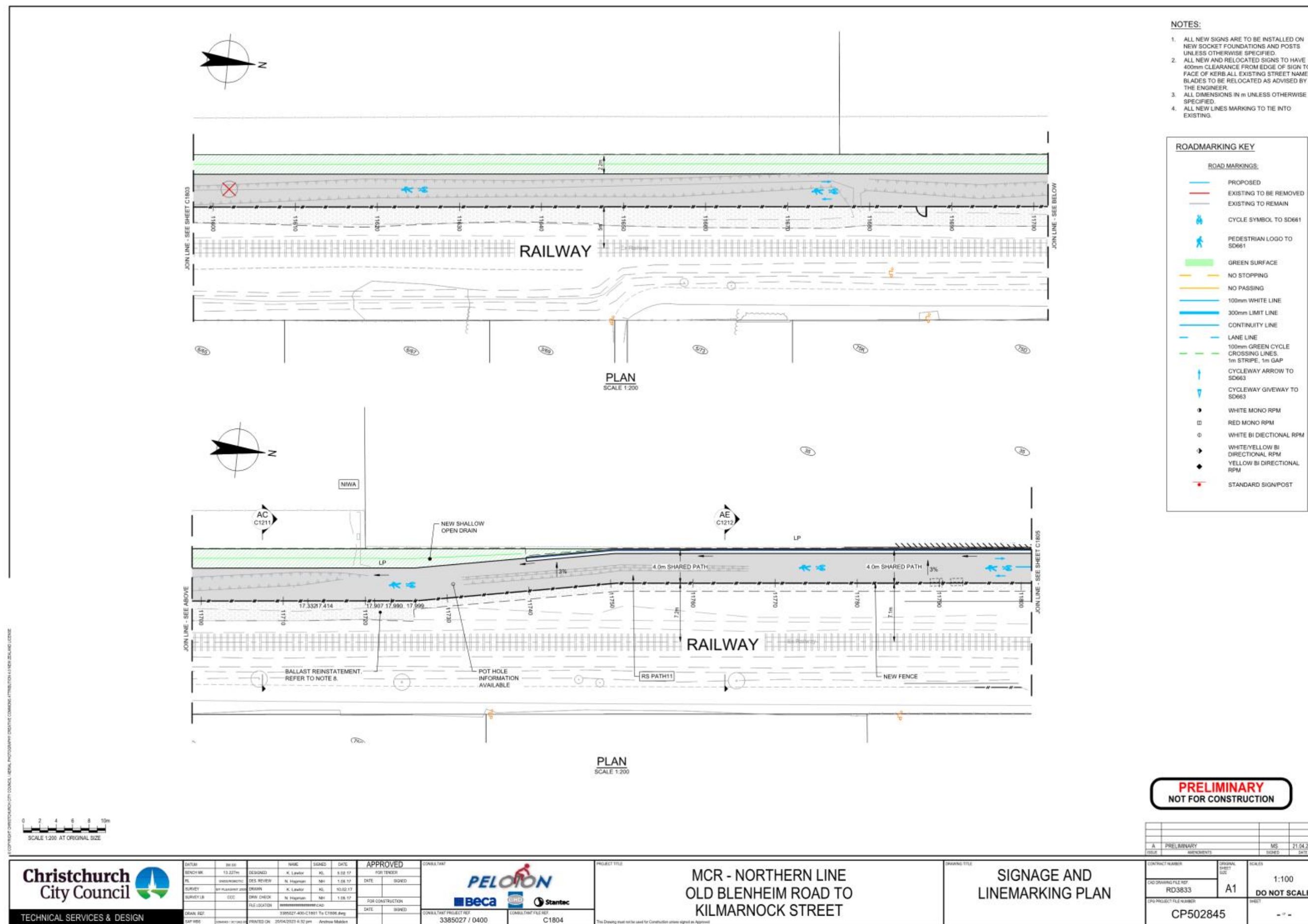
Signatories Ngā Kaiwaitohu

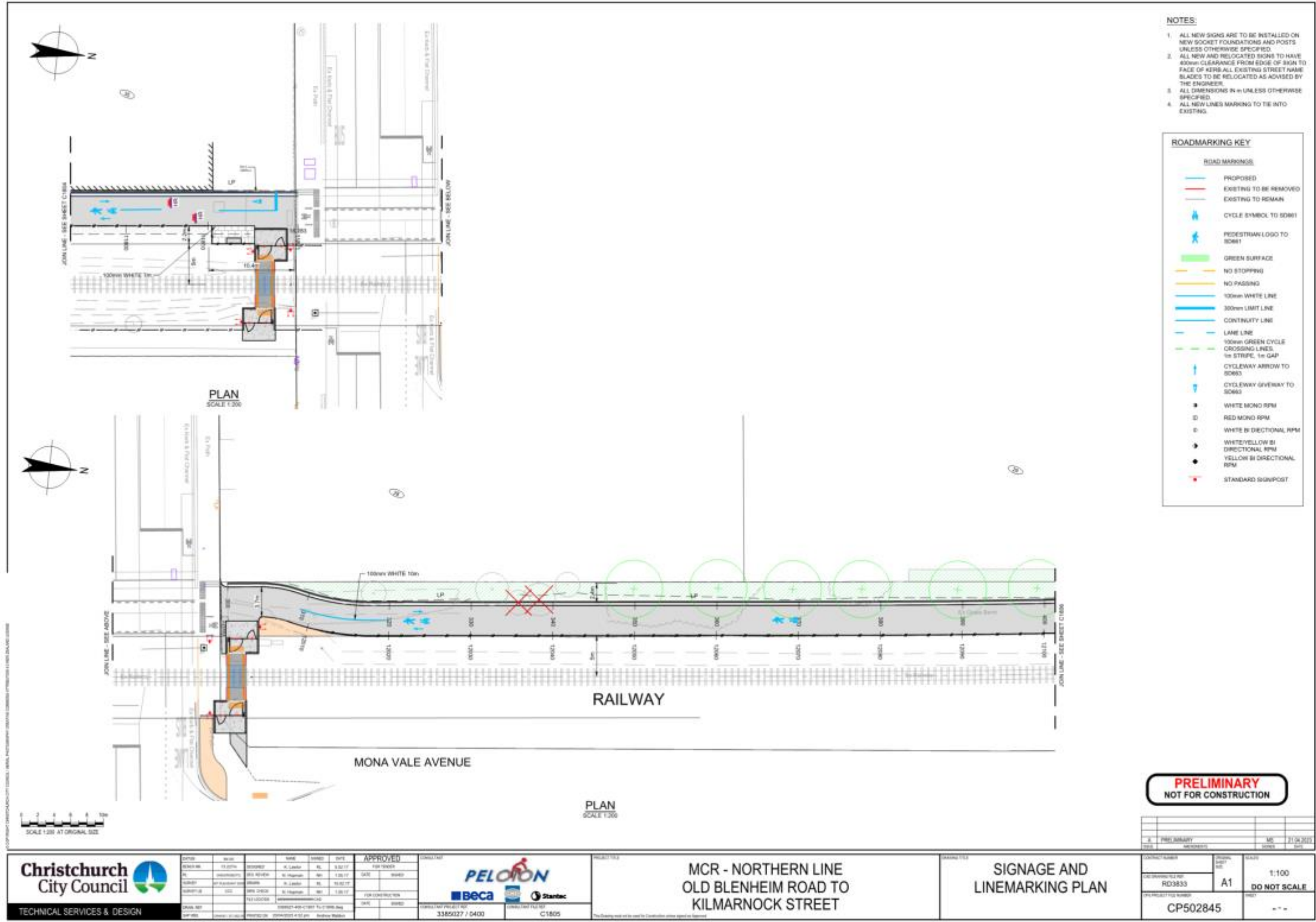
Authors	Matt Goldring - Project Manager Sharon O'Neill - Programme Manager
Approved By	Mary Richardson - General Manager Citizens & Community

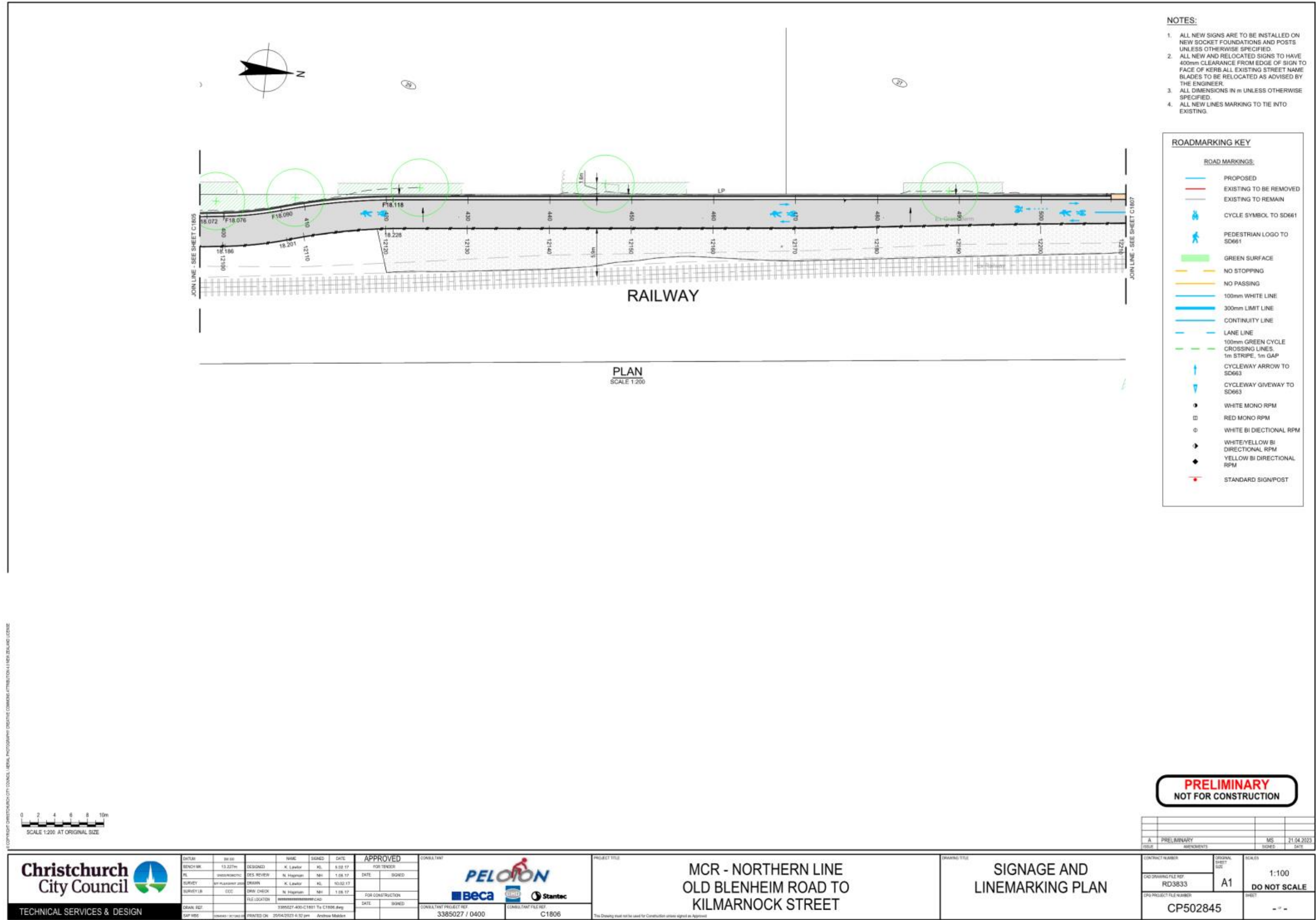








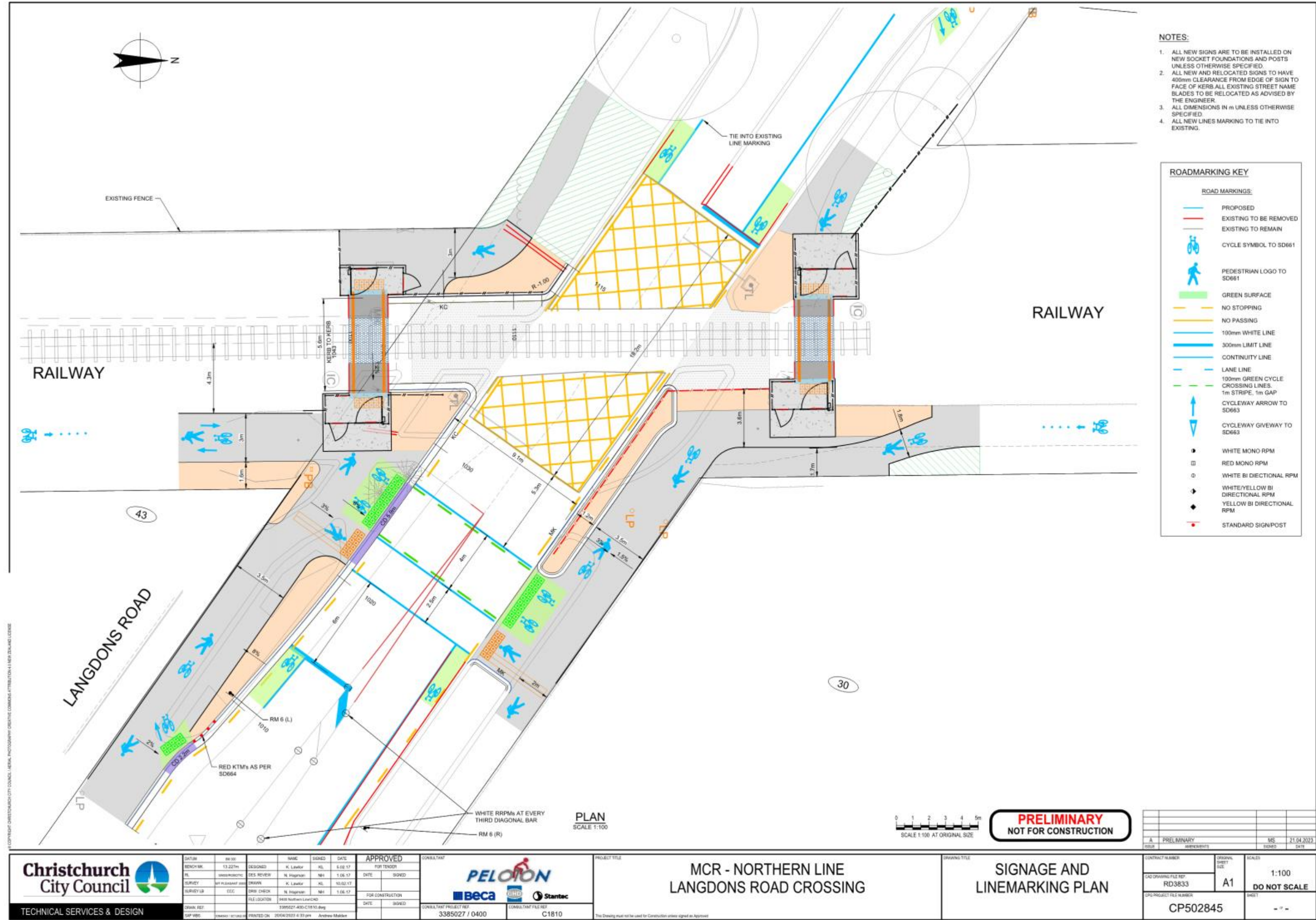


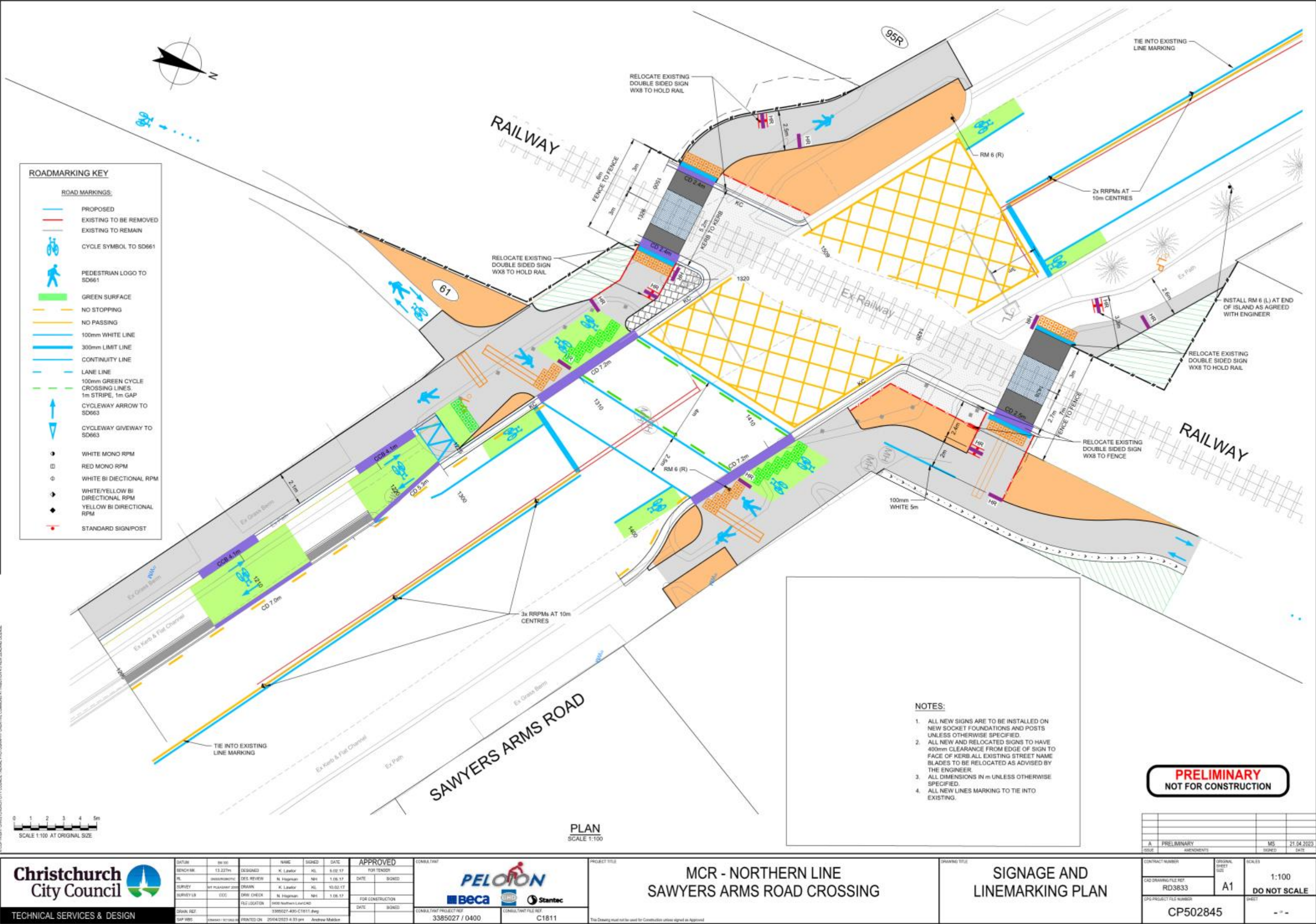


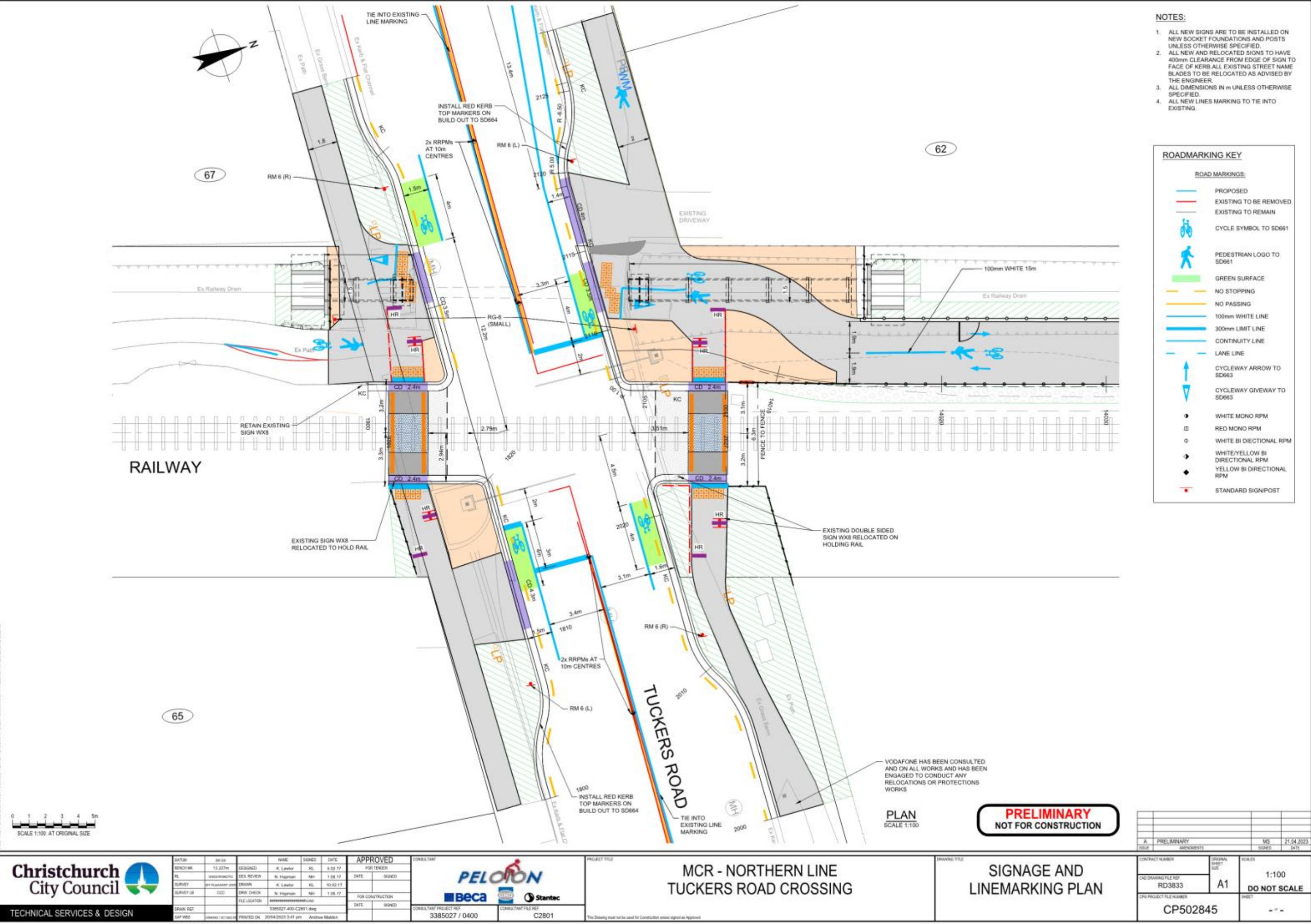






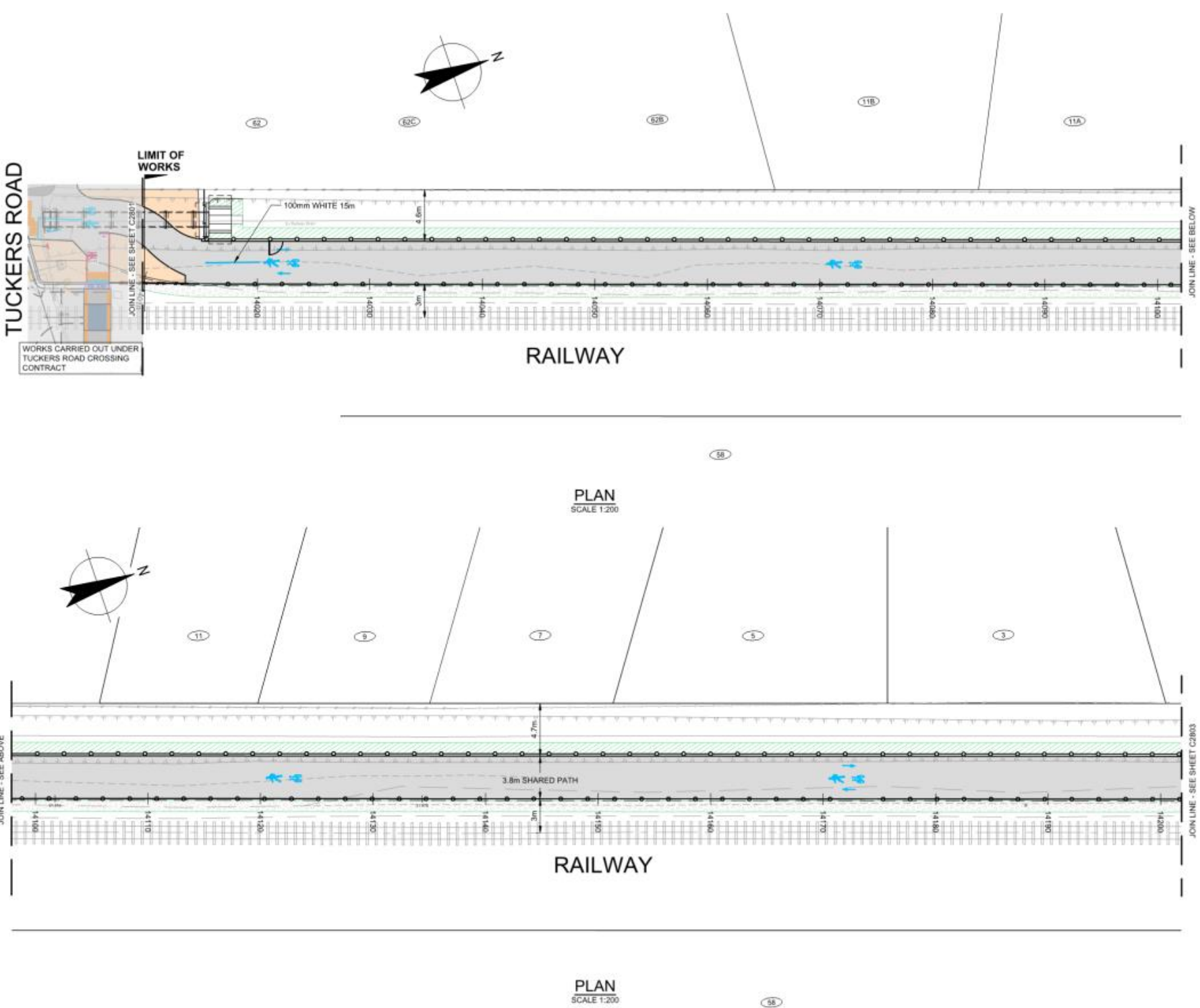






- NOTES:
1. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
 2. ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 3. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
 4. ALL NEW LINES MARKING TO TIE INTO EXISTING.

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	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
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	NO STOPPING
	NO PASSING
	100mm WHITE LINE
	300mm LIMIT LINE
	CONTINUITY LINE
	LANE LINE
	100mm GREEN CYCLE CROSSING LINES
	1m STRIPE, 1m GAP
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GATEWAY TO SD663
	WHITE MONO RPM
	RED MONO RPM
	WHITE BI DIRECTIONAL RPM
	WHITE/YELLOW BI DIRECTIONAL RPM
	YELLOW BI DIRECTIONAL RPM
	STANDARD SIGNPOST



PRELIMINARY
NOT FOR CONSTRUCTION

A PRELIMINARY		MS	21/04/2023
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C/D PROJECT FILE NUMBER		C/D PROJECT FILE NUMBER	
CP502845		CP502845	
SHEET		SHEET	
1:100		1:100	
DO NOT SCALE		DO NOT SCALE	
-		-	

Christchurch
City Council

TECHNICAL SERVICES & DESIGN

DATE	BY	NAME	SIGNED	DATE
DESIGNED	K. Lewis	K. Lewis	6/02/17	
DES REVIEW	A. Ingerson	A. Ingerson	1/08/17	
DRAWN	K. Lewis	K. Lewis	10/02/17	
CHECK	A. Ingerson	A. Ingerson	1/08/17	
FILE LOCATION	3385027-000-C2802 Tn C2802.dwg			
DATE	DATE	DATE	DATE	DATE
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PELOTON	
Beca	
Stantec	
CONSULTANT PROJECT REF	
3385027 / 0400	
CONSULTANT FILE REF	
C2802	

PROJECT TITLE

MCR - NORTHERN LINE
TUCKERS ROAD TO
STURROCKS ROAD

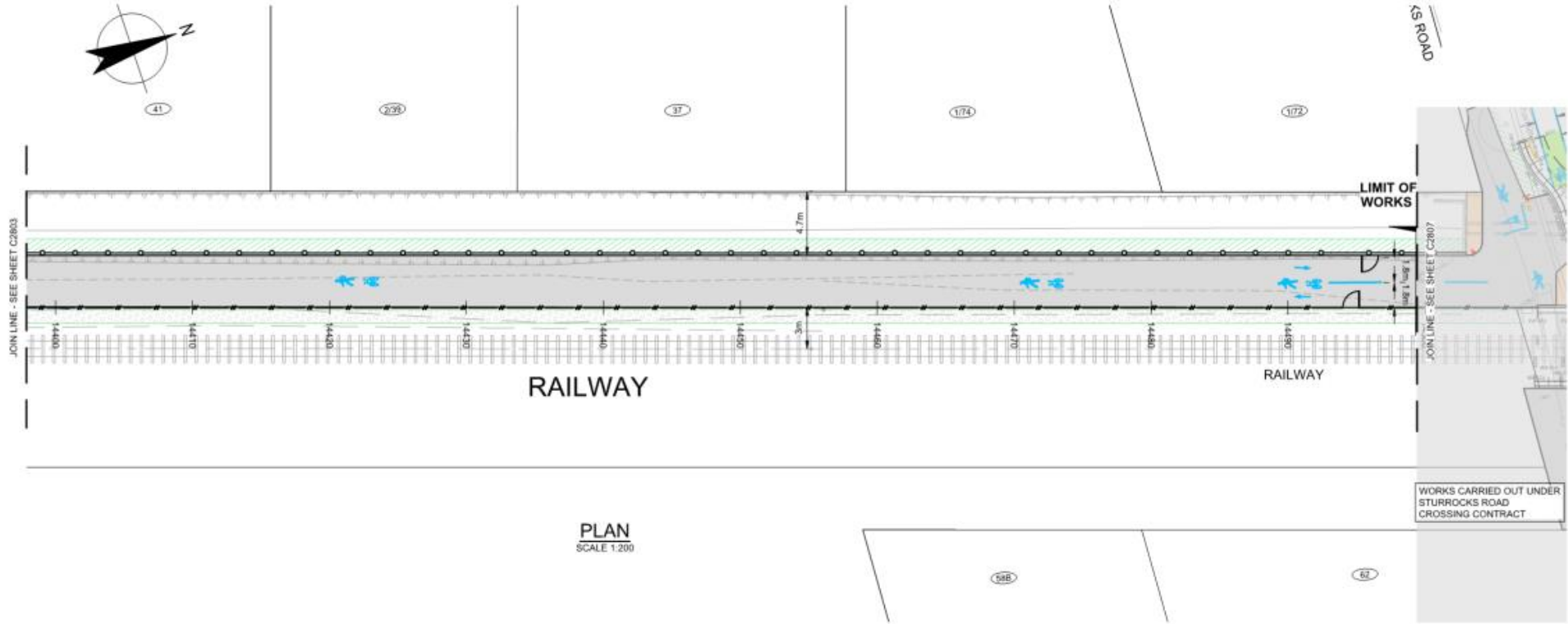
DRAWING TITLE

SIGNAGE AND
LINEMARKING PLAN

Note: * indicates signatures on original issue of drawing or last revision of drawing

- NOTES:
1. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
 2. ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
 3. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
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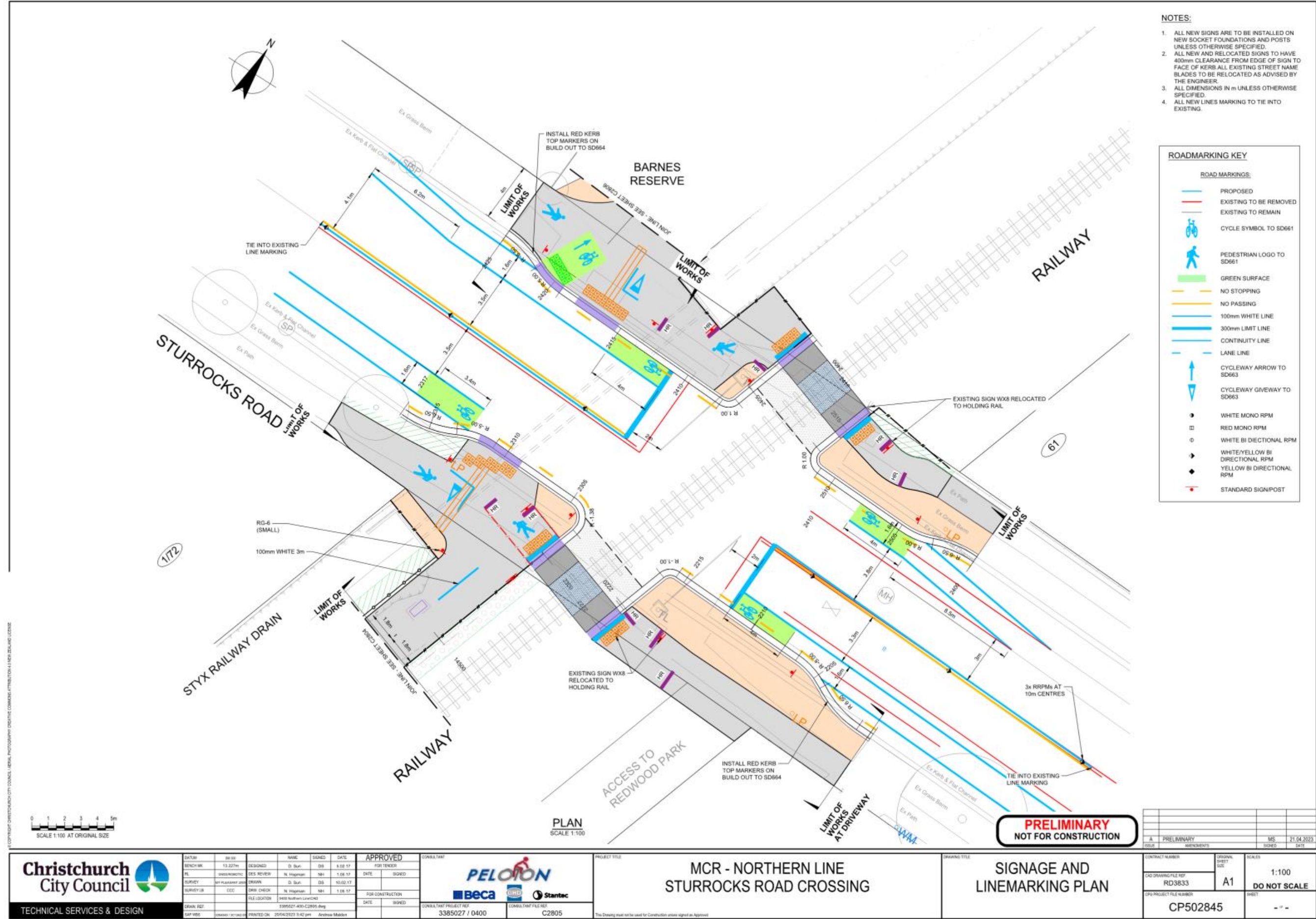
ROADMARKING KEY	
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	EXISTING TO REMAIN
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	PEDESTRIAN LOGO TO SD661
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	RED MONO RPM
	WHITE BI DIRECTIONAL RPM
	WHITE/YELLOW BI DIRECTIONAL RPM
	YELLOW BI DIRECTIONAL RPM
	STANDARD SIGNPOST



PRELIMINARY
NOT FOR CONSTRUCTION

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DATE	SIGNED	DATE	
CONTRACT NUMBER		SCALE	1:100
RD3833		DO NOT SCALE	
CP502845		SHEET	

<div>Christchurch City Council</div> <div>TECHNICAL SERVICES & DESIGN</div>	DATE: 09/02/17		NAME: K. Lewis		SIGNED: MS	DATE: 6/02/17	APPROVED		CONSULTANT PROJECT REF: 3385027 / 0400		CONSULTANT FILE REF: C2804		PROJECT TITLE: MCR - NORTHERN LINE TUCKERS ROAD TO STURROCKS ROAD		DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN		CONTRACT NUMBER: RD3833		ORIGINAL SHEET SIZE: A1		SHEET: 1:100 DO NOT SCALE							
	DESIGNED BY: 13/2/2017		DESIGNED BY: K. Lewis		DESIGNED BY: MS		DESIGNED BY: 6/02/17		DATE: 6/02/17		SIGNED: MS		FOR TENDER		CONSULTANT PROJECT REF: 3385027 / 0400		CONSULTANT FILE REF: C2804		PROJECT TITLE: MCR - NORTHERN LINE TUCKERS ROAD TO STURROCKS ROAD		DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN		CONTRACT NUMBER: RD3833		ORIGINAL SHEET SIZE: A1		SHEET: 1:100 DO NOT SCALE	
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NOTES:

1. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
2. ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
3. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
4. ALL NEW LINES MARKING TO TIE INTO EXISTING.

ROADMARKING KEY

- ROAD MARKINGS:
- PROPOSED
 - EXISTING TO BE REMOVED
 - EXISTING TO REMAIN
 - CYCLE SYMBOL TO SD661
 - PEDESTRIAN LOGO TO SD661
 - GREEN SURFACE
 - NO STOPPING
 - NO PASSING
 - 100mm WHITE LINE
 - 300mm LIMIT LINE
 - CONTINUITY LINE
 - LANE LINE
 - 100mm GREEN CYCLE CROSSING LINES
 - 1m STRIPE, 1m GAP
 - CYCLEWAY ARROW TO SD663
 - CYCLEWAY GIVEWAY TO SD663
 - WHITE MONO RPM
 - RED MONO RPM
 - WHITE BI DIRECTIONAL RPM
 - WHITE/YELLOW BI DIRECTIONAL RPM
 - YELLOW BI DIRECTIONAL RPM
 - STANDARD SIGNPOST

PRELIMINARY
NOT FOR CONSTRUCTION

A	PRELIMINARY	MS	21.04.2023
DATE	APPROVED	SIGNED	DATE
CONTRACT NUMBER			
C40 DRAWING FILE REF		A1	1:100
RD3833		DO NOT SCALE	
C40 PROJECT FILE NUMBER		SHEET	
CP502845		- 17 -	

0 2 4 6 8 10m
SCALE 1:200 AT ORIGINAL SIZE

PLAN
SCALE 1:200

Christchurch
City Council

TECHNICAL SERVICES & DESIGN

DATE	BY	NAME	SIGNED	DATE	APPROVED
DESIGNED	D. Burt	DA	6.02.17	FOR TENDER	
DES REVIEW	M. Hargrave	MA	1.08.17	DATE	SIGNED
SURVEY	NOT PLANNED				
SURVEY LB	EGG	DAW CHECK	M. Hargrave	DA	10.02.17
FILE LOCATION	3385027-400-C2806 To C2807.dwg				
DATE	DATE	DATE	DATE	DATE	DATE
DATE	DATE	DATE	DATE	DATE	DATE

CONSULTANT	PELOTON
CONSULTANT PROJECT REF	3385027 / 0400
CONSULTANT FILE REF	C2806

PROJECT TITLE
MCR - NORTHERN LINE
BARNES RESERVE

This Drawing must not be used for Construction unless signed as Approved

DRAWING TITLE
SIGNAGE AND
LINEMARKING PLAN

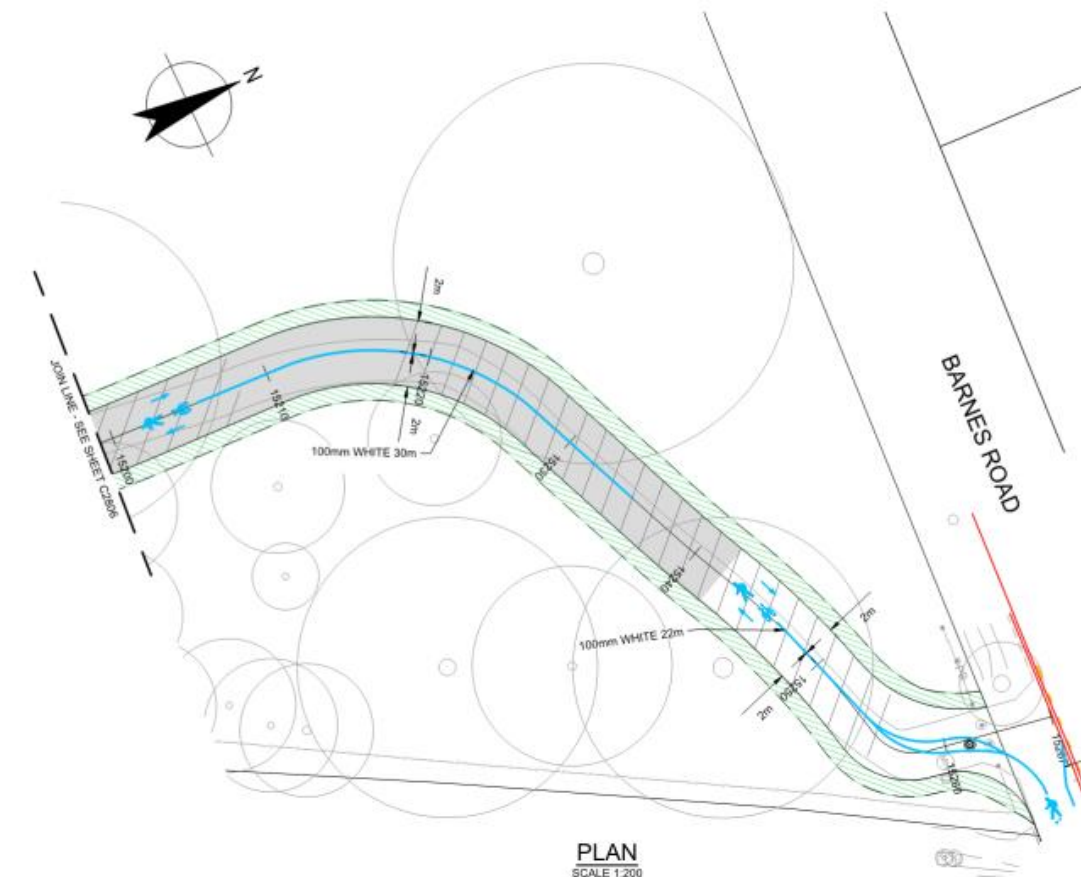
Note: * indicates signatures on original issue of drawing or last revision of drawing

NOTES:

1. ALL NEW SIGNS ARE TO BE INSTALLED ON NEW SOCKET FOUNDATIONS AND POSTS UNLESS OTHERWISE SPECIFIED.
2. ALL NEW AND RELOCATED SIGNS TO HAVE 400mm CLEARANCE FROM EDGE OF SIGN TO FACE OF KERB. ALL EXISTING STREET NAME BLADES TO BE RELOCATED AS ADVISED BY THE ENGINEER.
3. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
4. ALL NEW LINES MARKING TO TIE INTO EXISTING.

ROADMARKING KEY

- ROAD MARKINGS:
- PROPOSED
 - EXISTING TO BE REMOVED
 - EXISTING TO REMAIN
 - CYCLE SYMBOL TO SD661
 - PEDESTRIAN LOGO TO SD661
 - GREEN SURFACE
 - NO STOPPING
 - NO PASSING
 - 100mm WHITE LINE
 - 300mm LIMIT LINE
 - CONTINUITY LINE
 - LANE LINE
 - 100mm GREEN CYCLE CROSSING LINES
 - 1m STRIPE, 1m GAP
 - CYCLEWAY ARROW TO SD663
 - CYCLEWAY GIVEWAY TO SD663
 - WHITE MONO RPM
 - RED MONO RPM
 - WHITE BI DIRECTIONAL RPM
 - WHITE/YELLOW BI DIRECTIONAL RPM
 - YELLOW BI DIRECTIONAL RPM
 - STANDARD SIGN/POST



PLAN
SCALE 1:200



SCALE 1:200 AT ORIGINAL SIZE

PRELIMINARY
NOT FOR CONSTRUCTION

A	PRELIMINARY	MS	21/04/2023
DATE	SIGNED	DATE	
CONTRACT NUMBER	RD3833	SCALE	1:100
CAD DRAWING FILE REF	RD3833	DO NOT SCALE	
CPU PROJECT FILE NUMBER	CP502845		

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Christchurch City Council

TECHNICAL SERVICES & DESIGN

DATE	BY	NAME	SIGNED	DATE	APPROVED
DESIGNED	13/02/2023	D. Burt	DS	6/02/23	FOR TENDER
DES. REVIEW	14/02/2023	N. Hargrave	NH	1/02/23	DATE
SURVEY	14/02/2023	D. Burt	DS	10/02/23	SIGNED
FILE LOCATION	3385027-400-C2807	N. Hargrave	NH	1/02/23	FOR CONSTRUCTION
DATE	SIGNED	DATE	SIGNED	DATE	SIGNED

PELOTON

Beca **GRD** **Stantec**

PROJECT TITLE: MCR - NORTHERN LINE BARNES RESERVE

CONSULTANT PROJECT REF: 3385027 / 0400

CONSULTANT FILE REF: C2807

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Christchurch City Council

TECHNICAL SERVICES & DESIGN

CONTRACT NUMBER: RD3833

CAD DRAWING FILE REF: RD3833

CPU PROJECT FILE NUMBER: CP502845

SCALE: 1:100

DO NOT SCALE

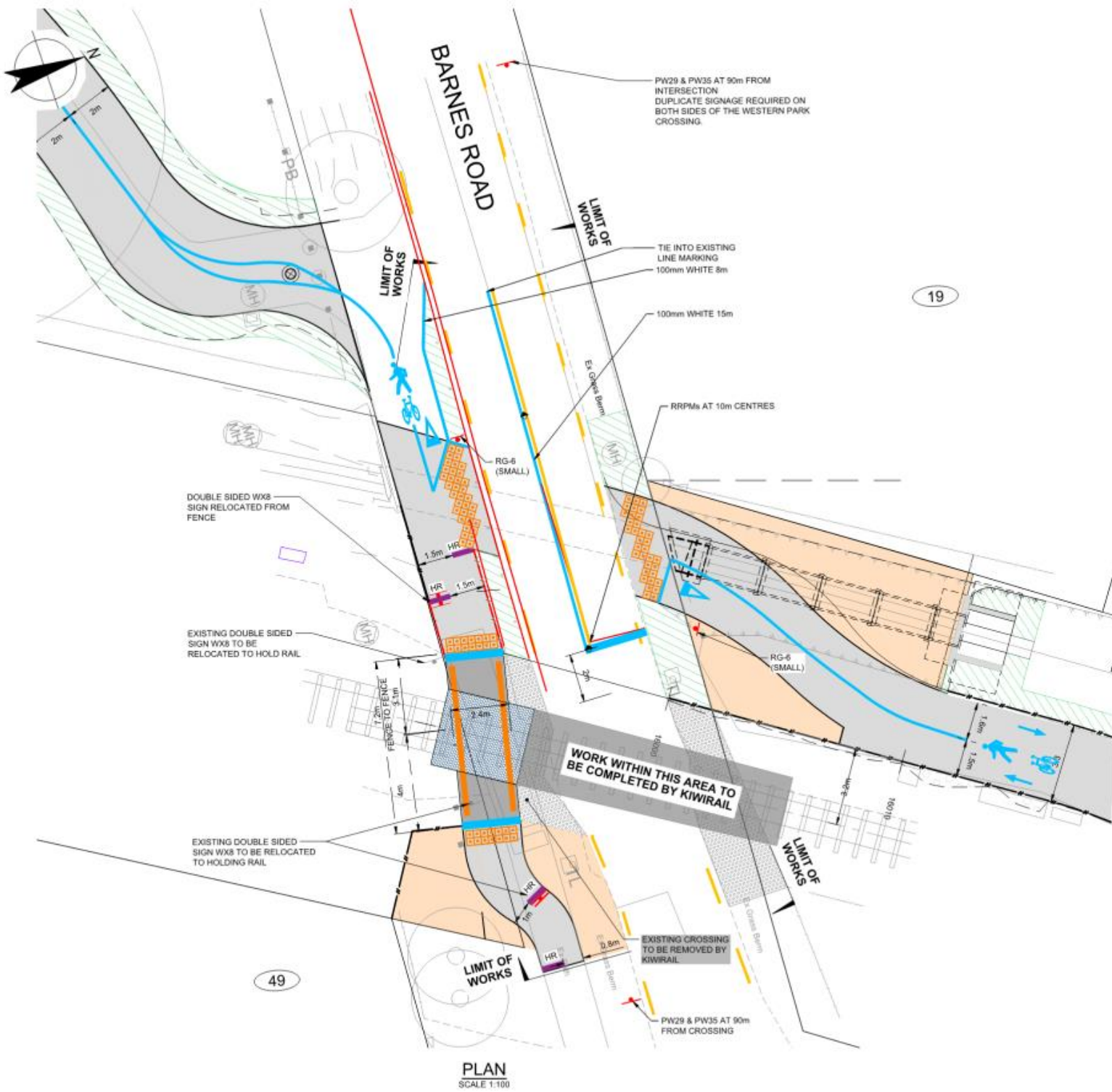
Notes: * indicates signatures on original issue of drawing or last revision of drawing

NOTES:

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3. ALL DIMENSIONS IN m UNLESS OTHERWISE SPECIFIED.
4. ALL NEW LINES MARKING TO TIE INTO EXISTING.

ROADMARKING KEY

ROAD MARKINGS:	
	PROPOSED
	EXISTING TO BE REMOVED
	EXISTING TO REMAIN
	CYCLE SYMBOL TO SD661
	PEDESTRIAN LOGO TO SD661
	GREEN SURFACE
	NO STOPPING
	NO PASSING
	100mm WHITE LINE
	300mm LIMIT LINE
	CONTINUITY LINE
	LANE LINE
	CYCLEWAY ARROW TO SD663
	CYCLEWAY GIVEWAY TO SD663
	WHITE MONO RPM
	RED MONO RPM
	WHITE BI DIRECTIONAL RPM
	WHITE/YELLOW BI DIRECTIONAL RPM
	YELLOW BI DIRECTIONAL RPM
	STANDARD SIGNPOST



PRELIMINARY
NOT FOR CONSTRUCTION

A PRELIMINARY		MS	21.04.2023
DATE	SIGNED	DATE	
CONTRACT NUMBER		SCALE	1:100
C/D DRAWING FILE REF		DO NOT SCALE	
RD3833			
C/D PROJECT FILE NUMBER			
CP502845			

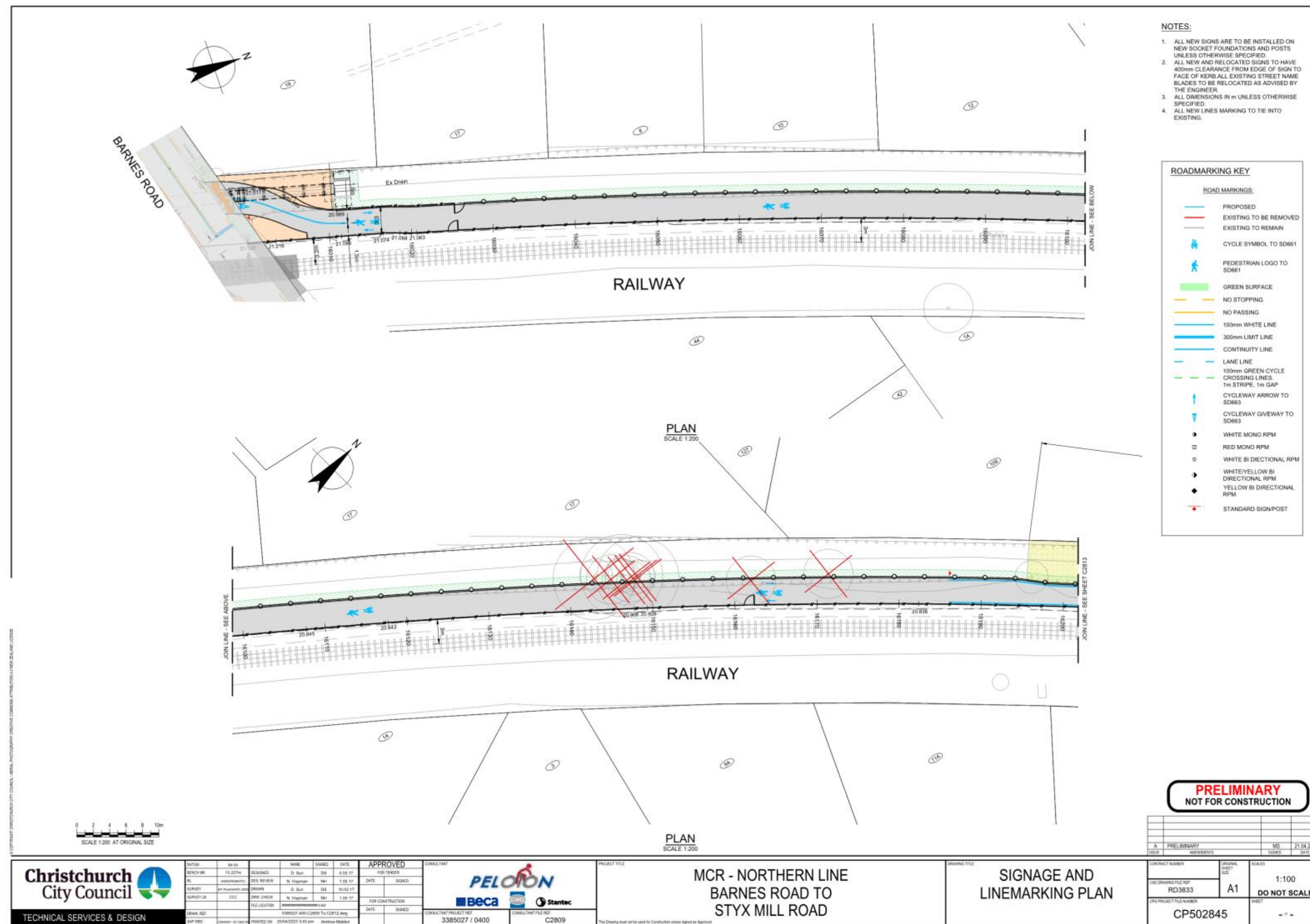
**Christchurch
City Council**
TECHNICAL SERVICES & DESIGN

DATE	BY	NAME	SIGNED	DATE	APPROVED
13.02.2023	DESIGNED	D. Burt	DS	6.02.17	FOR TENDER
13.02.2023	DES. REVIEW	N. Ingman	NH	1.08.17	DATE
13.02.2023	DRAWN	D. Burt	DS	10.02.17	SIGNED
13.02.2023	CHECK	N. Ingman	NH	1.08.17	FOR CONSTRUCTION
13.02.2023	FILE LOCATION	3385027-0400-C2808.dwg			DATE
13.02.2023	PRINTED ON	24/04/2023 9:16 am			SIGNED
13.02.2023	PRINTED BY	Andrew Moller			

PELOTON
BECA
GH
Stantec

PROJECT TITLE
**MCR - NORTHERN LINE
BARNES ROAD CROSSING**

DRAWING TITLE
**SIGNAGE AND
LINEMARKING PLAN**



NOTES:

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ROADMARKING KEY

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 - CYCLE SYMBOL TO SD661
 - PEDESTRIAN LOGO TO SD661
 - GREEN SURFACE
 - NO STOPPING
 - NO PASSING
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 - 300mm LIMIT LINE
 - CONTINUITY LINE
 - LANE LINE
 - 100mm GREEN CYCLE CROSSING LINES, 1m STRIPE, 1m GAP
 - CYCLEWAY ARROW TO SD663
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 - YELLOW BI DIRECTIONAL RPM
 - STANDARD SIGN/POST

PRELIMINARY
NOT FOR CONSTRUCTION

A	PRELIMINARY	MS	21.04.2023
DATE	SIGNED	DATE	

CONTRACT NUMBER	RD3833	SCALE	1:100
CAD DRAWING FILE REF	RD3833	SHEET	DO NOT SCALE
CPD PROJECT FILE NUMBER	CP502845		

0 2 4 6 8 10m
SCALE 1:200 AT ORIGINAL SIZE

PLAN
SCALE 1:200

PLAN
SCALE 1:200

RAILWAY

RAILWAY

PLAN
SCALE 1:200

Christchurch
City Council
TECHNICAL SERVICES & DESIGN

DATE	BY	NAME	SIGNED	DATE	APPROVED
DESIGNED	D. Burt	D. Burt	6.02.17	FOR TENDER	
DES REVIEW	N. Hargreaves	N. Hargreaves	1.08.17	DATE	SIGNED
DRAWN	D. Burt	D. Burt	10.02.17	FOR CONSTRUCTION	
FILE LOCATION	3385027-400-C2810 To C2812.dwg			DATE	SIGNED

PELOTON
Beca
Stantec

PROJECT TITLE
MCR - NORTHERN LINE
BARNES ROAD TO
STYX MILL ROAD

DRAWING TITLE
SIGNAGE AND
LINEMARKING PLAN

Note: * indicates signatures on original issue of drawing or last revision of drawing

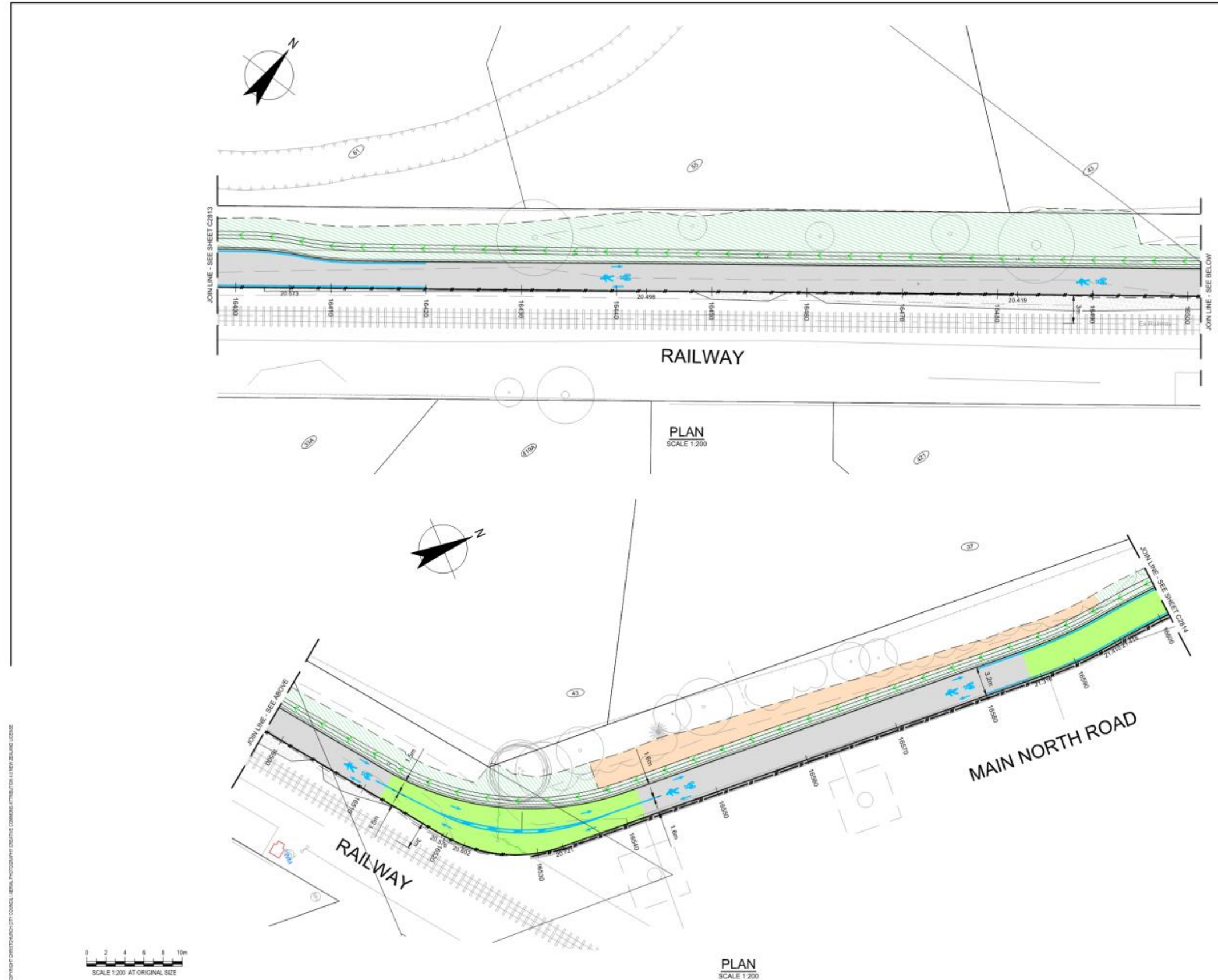
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PRELIMINARY
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A	PRELIMINARY	MS	21.04.2023
DATE	SIGNED	DATE	SIGNED
CONTRACT NUMBER		CONTRACT NUMBER	CONTRACT NUMBER
RD3833		RD3833	
CP502845		CP502845	
SHEET		SHEET	
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<div>DATE</div> <div>BY</div> <div>NAME</div> <div>SIGNED</div> <div>DATE</div>		<div>APPROVED</div> <div>FOR TENDER</div> <div>DATE</div> <div>SIGNED</div> <div>DATE</div>		<div>CONTRACT NUMBER</div> <div>RD3833</div>		<div>CONTRACT NUMBER</div> <div>RD3833</div>	
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18. Mayor's Monthly Report

Reference / Te Tohutoro: 23/609482

Report of / Te Pou

Matua:

Phil Mauger, Mayor

General Manager /

Pouwhakarae:

Lynn McClelland, Assistant Chief Executive Strategic Policy and Performance (lynn.mcclelland@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Mayor to report on external activities he undertakes in his city and community leadership role; and to report on outcomes and key decisions of the external bodies he attends on behalf of the Council.
- 1.2 An additional purpose of this report is to note:
 - 1.2.1 changes to appointments of elected members, and
 - 1.2.2 the re-establishment of the Coastal Hazards Working Group.
- 1.3 This report is compiled by the Mayor's office.

2. Mayor's Recommendations / Ngā Tūtohu o Te Koromatua

That the Council:

1. Receive the information in this report.
2. Note the re-establishment of the Coastal Hazards Working Group under terms of reference set out in **Attachment B**.
3. Note the following changes to elected member appointments:
 - a. Community Board member Marie Pollisco to join the Selwyn-Waihora Water Zone Committee in place of Councillor Moore, and
 - b. Councillor Aaron Keown to join the Health, Safety & Wellbeing Committee.

3. Details / Te Whakamahuki

Coastal Hazards Working Group

Coastal Hazards Adaptation Planning

- 3.1 The Coastal Hazards Working Group (CHWG) was established in the previous triennium as part of the **Coastal Hazards Adaptation Planning** (CHAP) programme. The CHAP programme will work with affected communities and rūnanga to plan for coastal hazard impacts over the next 100 years.
- 3.2 The CHWG was tied to the previous triennium and ended at the conclusion of the term.
- 3.3 In April 2022, Council approved the final Coastal Adaptation Framework. The Framework sets out the Council's proposed approach to adaptation planning including roles and responsibilities, policy principles and the engagement and decision-making process.
- 3.4 In late 2022, Council began pilot adaptation planning in the Lyttelton Harbour–Whakaraupō and Port Levy–Koukourarata Adaptation Area. Draft adaptation pathways for this Area are expected to be submitted for Council decision in early 2024, with planning expected to scale up following an analysis of lessons learned through this pilot process.

- 3.5 Following this pilot, there are subsequent tranches of planning expected to occur in other Adaptation Areas.

Coastal Hazards Plan Change

- 3.6 The proposed **Coastal Hazards Plan Change** (PC11) is required to give effect to national direction for coastal hazards and provides the framework for risks and exposure to be managed in advance of adaptation planning.
- 3.7 In October 2021 Council consulted on an Issues and Options paper which set out four possible approaches to managing new development in at-risk areas. Staff recommended the risk-based approach, which was subsequently endorsed by the previous CHWG following community feedback.
- 3.8 Significant technical work has been underway to refine and test the data (which is drawn from the Coastal Hazards Assessment) to inform the draft plan change, consulted on in April – May 2021.
- 3.9 It is anticipated that the plan change will be notified, alongside updated flood management areas, in the second quarter of 2023.

Role of the Coastal Hazards Working Group

- 3.10 The long-term nature and impact of both CHAP and PC11 require significant engagement and consultation to ensure community understanding and involvement in their implementation.
- 3.11 During the development and implementation of these work programmes, CHWG will review the implementation, research and advice informing these work programmes to provide Council staff with feedback and advice that ensures the views of the community are well represented.
- 3.12 Following the completion of the pilot Adaptation Area and PC11 processes, CHWG will help review the pilot programme to help inform future Adaptation Pathways. CHWG will also help inform the identification of future Adaptation Areas and the development of adaptation plans for those areas on an ongoing basis.
- 3.13 In light of the changing regulatory environment around climate adaptation planning, CHWG may also provide advice and feedback in relation to climate adaptation planning where asked. This may lead to a future change of the terms of reference (**Attachment B**) of CHWG to better align with regulatory changes.
- 3.14 Membership of CHWG is proposed based on wards most directly affected by coastal hazards, namely those along the coast and those which represent the most significant amount of the Heathcote and Avon Rivers.

Function of the Coastal Hazards Working Group



- 3.15 The Mayor exercised his power under Section 41A of the Local Government Act 2002 to establish this working group and appoint the chair, deputy chair and members to the working group.
- 3.16 CHWG will meet as required, likely once every eight weeks, to receive updates on the:
- 3.16.1 Coastal Hazards Adaptation Programme;
 - 3.16.2 Coastal Hazards Plan Change; and
 - 3.16.3 Any other climate adaptation decisions expected to come to Council.
- 3.17 CHWG will provide advice and feedback to Council staff to inform recommendations to Council.

- 3.18 CHWG will not have delegated decision-making authority, but can provide advice and recommendations to Council on decisions related to the work programmes in paragraph 3.14.
- 3.19 CHWG may decide to invite papatipu rūnanga or other local groups to attend their meetings and provide input into the advice that CHWG gives Council in accordance with the terms of reference (**Attachment B**).
- 3.20 CHWG will be chaired by the Council's Climate Change portfolio holder.

Elected Member Appointments

- 3.21 The Mayor, in consultation with the Deputy Mayor and Councillor Moore, has agreed to appoint Halswell Ward Community Board member Marie Pollisco as the Council's representative on the Selwyn-Waihora Water Zone Committee in place of Councillor Moore. Ms Pollisco represents a ward near the zone and brings a strong planning background to the role.
- 3.22 The Mayor, in consultation with the Deputy Mayor and Councillor Moore, has agreed to appoint Councillor Keown to the Health, Safety & Wellbeing Committee in place of Councillor Moore. Councillor Keown brings experience in the employment and management of staff in private enterprise, including meeting health and safety requirements. This will also improve the spread of appointments more evenly across elected members.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A - Mayor's Report	23/740052	48
B 	Attachment B - Coastal Hazards Working Group Terms of Reference	23/740066	50

Mayor's monthly report

May 2023

Introduction

May has already shaped up as a big month for Christchurch as we host the TRENZ Conference for the first time in 17 years. What a fantastic way to showcase our city, our facilities and our excellent experiences to the world. Opening this conference was a real highlight and it is estimated to be worth about \$500 million to the Canterbury economy.

May is also a month of some key regional decisions, which I've explained in more detail below.

On my Radar

Annual Plan Hearings

I have enjoyed hearing from the public on our Draft Annual Plan. Our hearings have now finished up and people gave us a good overview of local projects, issues and ideas, as well as good feedback on some of our proposals. Hearing from the community is crucial as we work out our final Annual Plan in June.

Greater Christchurch Partnership – Huihui Mai

The Greater Christchurch Partnership, through the Whakawhanake Kāinga Komiti Urban Growth Partnership, has agreed to send an indicative business case to Waka Kotahi for a turn up and go mass rapid transit proposal. Waka Kotahi will now decide whether they want to take the next step and fund a full business case for this proposal. Community engagement through Huihui Mai has really helped inform this decision.

Huihui Mai has also helped to inform the drafting of the Greater Christchurch Spatial Plan. This draft plan looks at how and where our city grows over time, and where government investment in urban development is likely to go. The response we got from engagement has helped get this draft ready and the Partnership agreed to put a detailed proposal out for consultation with the community. It is expected that hearings will be held later in 2023 or early 2024.

Canterbury Mayoral Forum

On May 11, I joined other mayors from Canterbury and ECan Chair Peter Scott for a day of quick Ministerial meetings in Wellington. Megan Woods kindly hosted us and arranged for meetings with seven Ministers, including the Environment, Finance and Local Government Ministers. This was a chance to outline the Forum's Plan for Canterbury and talk about regional issues in each portfolio. It was a fantastic chance for us to talk about what is happening in Canterbury and keep the government aware of our local challenges.

Coastal Hazards Adaptation

I have decided to re-establish last term's Coastal Hazards Working Group to help support our Council Adaptation Programme. How we respond to coastal hazards, especially those accelerated by climate change, is going to be crucial for our community. But the process will be significant, and the proposed Climate Adaptation Bill yet to come before Parliament means this work is going to be required by councils. This Working Group will help ensure the community is engaged and informed as work progresses.

Shout Outs

Be cool, not cruel

The team who pulled together this anti-abuse campaign for Council have done a fantastic job of sending a clear message – be cool, not cruel. Our front-line staff work hard to help our community, but it is appalling to hear stories of some of the abuse they have received. While the overwhelming majority of our people who walk through the door have no issues, there are still cases of abuse which must be stamped out. This is clear from the number of staff, both Council and from other service sectors, who have shared their stories online.



So I want to do a shout out to our front-line staff who help our community – thank you for all you do.

Otākaro Orchard

It was very interesting to visit the Otākaro Orchard last month. This is a great asset for our central city and the wider community. Their new building will have next to no carbon footprint with solar power, natural materials, and a living roof. Haley and the team are doing a fantastic job and it was great to see this in action.

Hydrogen Opportunities Forum

At the beginning of May, the Council hosted a forum on the opportunities hydrogen brings for reducing our emissions and powering our future. I am a self-confessed hydrogen nut – so I loved being able to open this forum. We heard about research from the University of Canterbury, work being done by Christchurch Airport alongside Airbus, and the hydrogen products and services made by local firm, Fabrum. Thanks to everyone who came along and organised this forum. We have a chance to take the lead on this opportunity in Canterbury, and I look forward to seeing the work progress.



Figure 1 Visiting the Canterbury Museum at the end of April before demolition work begins to start the renovation.



Figure 2 Meeting with Ken and Sue along with Councillor Scandrett to talk about their work in Community Patrol, their Residents' Assoc. and other local projects around Lower Cashmere



Figure 3 Trying out Air New Zealand's new seats at TRENZ 2023 alongside Councillor Henstock. It is fantastic to see this event back in the city!

Coastal Hazards Working Group – Terms of Reference

Chair ¹	Councillor Templeton
Deputy Chair	Councillor Scandrett
Membership	Councillor Barber Councillor Donovan Councillor Fields Councillor Johanson
Programmes of work	Provide advice and recommendations to Council prior to decisions on the: <ul style="list-style-type: none"> Coastal Hazards Adaptation Planning Programme and other community-facing, climate-adaptation activity. Coastal Hazards Plan Change and other climate-related plan changes. Associated work related to the delivery of climate adaptation programmes to communities.
Meeting cycle	Meetings will be held as required – likely to be every 8 weeks
Quorum	Three members (in person or virtually).
Reports to:	Council
Duration:	The CHWG will operate until October 2025

Purpose:

In advance of Council decisions, the Coastal Hazard's Working Group (CHWG) will provide advice and feedback to Council Staff on options for the the development and implementation of:

- the Coastal Hazards Adaptation Planning Programme and associated community-facing, climate-adaptation activity;
- the Coastal Hazards Plan Change and other climate-related plan changes; and
- associated work related to the delivery of climate adaptation programmes to communities.

Responsibilities:

The CAWG will work with staff, and any external parties invited to attend the working group, to support the delivery of this work. Specific responsibilities will include

- providing strategic advice and feedback on the development and implementation of these work programmes.
- identifying gaps and opportunities for community engagement and participation in coastal hazard planning.
- providing advice to staff in advance of recommendations to Council for approval as the final decision maker.
- raising community awareness and championing these programmes of work.

Involvement of other parties

Other parties drawn from member bodies of the Greater Christchurch Partnership may be co-opted for a period, or specific task, as needed, upto a maximum of four co-opted members on the CHWG at any time.

Delegations

The CHWG has no delegations. The CHWG will provide recommendations and advice on the listed work programmes for Council to consider as the final decision maker.

Status

The Mayor exercised his power under Section 41A of the Local Government Act 2002 to establish the CHWG and appoint the chair, deputy chair and members to the working group.

¹ The Chair and Deputy Chair may, at their discretion, alternate roles for different components of the meetings.

19. 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
20.	HALSWELL JUNCTION ROAD UPDATE	S7(2)(H), S7(2)(I)	COMMERCIAL ACTIVITIES, CONDUCT NEGOTIATIONS	THIS REPORT CONTAINS COMMERCIALLY SENSITIVE INFORMATION RELATING TO CONSTRUCTION CONTRACTS	REPORT CAN BE RELEASED ONCE THE ROADING CONTRACT HAS BEEN AWARDED AND CONTRACTUAL NEGOTIATIONS HAVE CEASED.