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## Waipapa Papanui-Innes-Central Community Board AGENDA

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### Notice of Meeting:

An ordinary meeting of the Waipapa Papanui-Innes-Central Community Board will be held on:

**Date:** Wednesday 12 July 2023  
**Time:** 10am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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### Membership

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Sunita Gautam
	Victoria Henstock
	Ali Jones
	Jake McLellan
	John Miller
	Emma Twaddell

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7 July 2023

Emma Pavey  
Manager Community Governance, Papanui-Innes-Central  
941 5107  
emma.pavey@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

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.

**To watch the meeting live, or a recording after the meeting date, go to:**

<https://www.youtube.com/channel/UCuRzshsY8rjDJYUymoYeQtA>

**To view copies of Agendas and Minutes, go to:**

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



# What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

## Our focus this Council term 2022–2025

### Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

## Our goals for this Long Term Plan 2024–2034

### Draft Community Outcomes



#### Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



#### Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



#### A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



#### Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

## Our intergenerational vision

A place of opportunity for all.

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



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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

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## Karakia Whakamutunga

## Karakia Tīmatanga

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hauhūnga Tīhei Mauri Ora	Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.
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### 1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

### 2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

### 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on [Thursday, 15 June 2023](#) be confirmed (refer page 8).

### 4. Public Forum Te Huinga Whānui

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

There were no public forum requests received at the time the agenda was prepared

### 5. Deputations by Appointment Ngā Huinga Whakaritenga

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

#### 5.1 Lucy Forrester

Lucy Forrester will speak regarding Rolleston Avenue and Park Terrace changes.

#### 5.2 Storm McVay

Storm McVay will speak regarding Rolleston Avenue and Park Terrace changes.

#### 5.3 Ray Edwards

Ray Edwards will speak regarding Rolleston Avenue and Park Terrace changes.

#### 5.4 Antony Gough

Antony Gough will speak regarding Rolleston Avenue and Park Terrace changes.



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- 5.5 Richard Peebles**  
Richard Peebles will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.6 Stephen Chiles**  
Stephen Chiles will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.7 Andrew Marsh**  
Andrew Marsh will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.8 Greg Urquhart**  
Greg Urquhart will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.9 Rob Woolley**  
Rob Woolley will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.10 Michelle Leishman**  
Michelle Leishman will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.11 Mary O’Leary**  
Mary O’Leary will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.12 John Symon**  
John Symon will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.13 Canterbury/West Coast Automobile Association District Council**  
John Skevington will speak on behalf of Canterbury/West Coast Automobile Association District Council regarding Rolleston Avenue and Park Terrace changes.
- 5.14 Vanessa Merritt**  
Vanessa Merritt will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.15 Grace Campbell**  
Grace Campbell will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.16 Susan Thorpe**  
Susan Thorpe will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.17 Rosie Fyfe**  
Rosie Fyfe will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.18 Jack Wright**  
Jack Wright will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.19 Dianne Downward**  
Dianne Downward will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.20 Helen Broughton**  
Helen Broughton will speak regarding Rolleston Avenue and Park Terrace changes.
- 5.21 Clare Sargeant**  
Clare Sargeant will speak regarding Rolleston Avenue and Park Terrace changes.

**5.22 Anne Scott**

Anne Scott will speak regarding Rolleston Avenue and Park Terrace changes.

**5.23 Stephen Wood**

Stephen Wood will speak regarding Rolleston Avenue and Park Terrace changes.

**5.24 Teresa Allpress**

Teresa Allpress will speak regarding Rolleston Avenue and Park Terrace changes.

**5.25 Christopher Webster**

Christopher Webster will speak regarding Rolleston Avenue and Park Terrace changes.

**5.26 Living Streets and the Active Canterbury Network**

Meg Christie will speak on behalf of Living Streets and the Active Canterbury Network regarding Rolleston Avenue and Park Terrace changes.

**5.27 Mike Rowe**

Mike Rowe will speak regarding Rolleston Avenue and Park Terrace changes.

**5.28 Elliott Grey**

Elliott Grey will speak regarding Rolleston Avenue and Park Terrace changes.

**5.29 Sophie Burt**

Sophie Burt will speak regarding Rolleston Avenue and Park Terrace changes.

**5.30 Stu Waddell**

Stu Waddell will speak regarding Rolleston Avenue and Park Terrace changes.

**5.31 Ian Wells**

Ian Wells will speak regarding Rolleston Avenue and Park Terrace changes.

**5.32 Piper Pengelly**

Piper Pengelly will speak regarding Rolleston Avenue and Park Terrace changes.

**5.33 Nathan Dougherty**

Nathan Dougherty will speak regarding Rolleston Avenue and Park Terrace changes.

**5.34 Margarita Parra**

Margarita Parra will speak regarding Rolleston Avenue and Park Terrace changes.

**5.35 Bridget O'Brien**

Bridget O'Brien will speak regarding Rolleston Avenue and Park Terrace changes.

**5.36 Kari Hunter**

Kari Hunter will speak regarding Rolleston Avenue and Park Terrace changes.

**5.37 Fiona Bennetts**

Fiona Bennetts will speak regarding Rolleston Avenue and Park Terrace changes.

**5.38 David Skipper**

David Skipper will speak regarding Rolleston Avenue and Park Terrace changes.

**5.39 Nick Reid**

Nick Reid will speak regarding Rolleston Avenue and Park Terrace changes.

**5.40 Kevin Searle**

Kevin Searle will speak regarding Rolleston Avenue and Park Terrace changes.

**5.41 Dave Gardner**

Dave Gardner will speak regarding Rolleston Avenue and Park Terrace changes.

**5.42 Sustainable Ōtautahi Christchurch**

Colleen Phillip and David Guthrey will speak on behalf of Sustainable Ōtautahi Christchurch regarding Rolleston Avenue and Park Terrace changes.

**5.43 Rosalind Newman**

Rosalind Newman will speak regarding Rolleston Avenue and Park Terrace changes.

**5.44 Robin McCarthy**

Robin McCarthy will speak regarding Rolleston Avenue and Park Terrace changes.

## **6. Presentation of Petitions Ngā Pākikitanga**

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

## Waipapa Papanui-Innes-Central Community Board OPEN MINUTES

**Date:** Thursday 15 June 2023  
**Time:** 4.02 pm  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

### Present

Chairperson	Emma Norrish
Deputy Chairperson	Simon Britten
Members	Pauline Cotter
	Sunita Gautam
	Victoria Henstock
	Ali Jones
	Jake McLellan via audio-visual link
	John Miller
	Emma Twaddell

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**Part A Matters Requiring a Council Decision**

**Part B Reports for Information**

**Part C Decisions Under Delegation**

## Karakia Tīmatanga

The agenda was dealt with in the following order.

### 1. Apologies Ngā Whakapāha

**Part C**

There were no apologies.

### 2. Declarations of Interest Ngā Whakapuaki Aronga

**Part B**

Emma Norrish and Emma Twaddell declared an interest in Item 9.

### 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

**Part C**

**Community Board Resolved PCBCC/2023/00039**

That the minutes of the Waipapa Papanui-Innes-Central Community Board meeting held on Thursday, 11 May 2023 be confirmed.

Emma Twaddell/Victoria Henstock

**Carried**

### 4. Public Forum Te Huinga Whānui

**Part B**

**4.6 Brock Marshall**

Brock Marshall reported back to the Board after receiving a grant under the Youth Development Fund toward attending the Oceania BMX Championships in Rotorua in April.

The Board congratulated Brock on his achievement at the Championships, and thanked him for reporting back to them.

**4.1 Youth Hub Trust**

Dame Sue Bagshaw addressed the Board regarding the Youth Hub Trust, and presented the attached slides to inform the Board in respect of the development of the Youth Hub. The Chairperson thanked Dame Bagshaw for her presentation.

#### Attachments

A Youth Hub Trust Presentation



**4.2 Cancer Society**

Heather Locke addressed the Board on behalf of the Cancer Society regarding the new Canterbury Cancer Centre in Papanui. The Chairperson thanked Ms Locke for speaking to the Board.

**4.3 Harrison McEvoy**

Harrison McEvoy addressed the Board regarding cycleway case proposals for St Albans Street and Chapter Street, and presented the attached slides to explain the proposals and their benefits. The Chairperson thanked Mr McEvoy for his presentation.

The Board referred Mr McEvoy's cycleway case proposals for St Albans Street and Chapter Street to staff as to how they may link in with any relevant programmes of work and to be kept in mind, including in discussions with staff around the priority in the Community Board Plan relating to a connected transport network in Waipapa Papanui-Innes-Central.

**Attachments**

- A Harrison McEvoy Presentation

**4.4 Stephen Wood**

Stephen Wood addressed the Board with members of the "Wednesday Wheelies" group regarding thoughts on cycle networks from how "Wednesday Wheelies" get around the CBD and Christchurch North, and presented the attached slides to explain the "Wednesday Wheelies" routes and recommendations. The Chairperson thanked Mr Wood for his presentation.

**Attachments**

- A Stephen Wood Presentation

Ali Jones left the meeting at 4.38pm and returned at 4.40pm during the above item.

**4.5 Susan Peake**

Susan Peake addressed the Board regarding slow speed neighbourhood signage around Grants Road and Rutland and Grassmere Streets and lack of adherence to the speed zones. Ms Peake suggested more signage is required, and consideration be given to communications around contractors posting correct speeds for road works in the area, and the public awareness of the slow speed zone. The Chairperson thanked Ms Peake for speaking to the Board.

The Board referred Ms Peake's suggestions to staff, noting that they could be added to its lines of inquiry in respect of the signage and compliance with speed limits in the area.

**5. Deputations by Appointment Ngā Huinga Whakaritenga**

**Part B**

There were no deputations by appointment.

## 6. Presentation of Petitions Ngā Pākikitanga

### Part B

There was no presentation of petitions.

## 7. Proposed Road Names - 115 Philpotts Road

**Community Board Resolved PCBCC/2023/00040 Officer recommendations accepted without change**

### Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves the following new road names for 115 Philpotts Road (RMA/2021/3694)
  - a. Road 1 - Rosevale Close

Ali Jones/Victoria Henstock

Carried

## 8. Waipapa Papanui-Innes-Central 2022-23 Discretionary Response Fund Application - Friends of Edmonds Factory Garden Incorporated

**Community Board Resolved PCBCC/2023/00041 Officer recommendations accepted without change**

### Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$1,400 from its 2022-23 Discretionary Response Fund to Friends of Edmonds Factory Garden Incorporated towards the Edmonds Factory Garden Party.

Sunita Gautam/Emma Norrish

Carried

## 9. Waipapa Papanui-Innes-Central 2022-23 Discretionary Response Fund Applications for - Christchurch Disc Golf Club Incorporated, Nomads United Association Football Club Inc, Edgeware Croquet Club Inc., Belfast Sports and Community Centre Inc., Bishopdale Table Tennis Club, The Village Community Centre - Papanui, Christchurch High School Old Boys' Old Collegians Cricket Club, Merivale-Papanui Rugby Football Club Inc., Albion Softball Club Inc., Riccarton Knights Netball Club, Avon Sequence Dancers and the Friends of Abberley Park - Umbrellaed by SARA.

**Community Board Resolved PCBCC/2023/00042 Officer recommendations accepted without change**

### Part C

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves a grant of \$2,000 from its 2022/23 Discretionary Response Fund to Christchurch Disc Golf Club Incorporated towards Funding for new Disc Golf baskets for the existing course at Jellie Park.
2. Approve a grant of \$1,500 from its 2022/23 Discretionary Response Fund to Nomad United Association Football Club towards Girl's and Women's Volunteer Coaches Support and Dishwasher Replacement
3. Approves a grant of \$1,000 from its 2022/23 Discretionary Response Fund to Edgware Croquet Club Inc. towards Green maintenance and upkeep.
4. Approves a grant of \$800 from its 2022/23 Discretionary Response Fund to Belfast Sports and Community Centre Inc. towards the Replacement Oven and Volunteer recognition.
5. Approves a grant of \$350 from its 2022/23 Discretionary Response Fund to Bishopdale Table Tennis Club towards the Social Table Tennis Club.
6. Approves a grant of \$1,200 from its 2022/23 Discretionary Response Fund to The Village Community Centre – Papanui towards the Conversation, Connection & Community project.
8. Approves a grant of \$349 from its 2022/23 Discretionary Response Fund to Merivale-Papanui Rugby Football Club Inc. towards the Insurance Premium.
9. Approves a grant of \$150 from its 2022/23 Discretionary Response Fund to Albion Softball Club Inc towards the Operating expenses.
10. Approves a grant of \$980 from its 2022/23 Discretionary Response Fund to Riccarton Knights Netball Club towards Essential equipment for the season.
11. Approves a grant of \$570 from its 2022/23 Discretionary Response Fund to Avon Sequence Dancers towards facilitate sequence dancing for the older persons.
13. Approves the move on any unspent funds from the 2023-23 Community Board Projects; Summer with your Neighbours, Youth Recreation, Garden Pride Awards, Community Liaison, Youth Development Fund and Edible and Sustainable Garden Awards projects to be transferred back to the Waipapa Papanui-Innes-Central Discretionary Response Fund.
14. Approves the carry forward of the remaining balance of the 2022-23 Waipapa Papanui-Innes-Central Discretionary Response to the 2023-24 Waipapa Papanui-Innes-Central Discretionary Response Fund.

Sunita Gautam/Simon Britten

**Carried**

**Community Board Resolved PCBCC/2023/00043 Officer recommendations accepted without change**

7. Approves a grant of \$1,000 from its 2022/23 Discretionary Response Fund to Christchurch High School Old Boys' Old Collegians Cricket Club towards Support for coaching and programmes.

Victoria Henstock/Ali Jones

**Carried**

Emma Norrish declared an interest in the above application and took no part in the discussion or voting on it. Simon Britten assumed the Chair for the separate consideration of this application, after which Emma Norrish resumed the Chair.

**Community Board Resolved PCBCC/2023/00044 Officer recommendations accepted without change**

12. Approves a grant of \$925 from its 2022/23 Discretionary Response Fund to Friends of Abberley Park - Umbrellaed by SARA towards Friends of Abberley Park.

John Miller/Sunita Gautam

Carried

Emma Twaddell declared an interest in this application and took no part in the discussion or voting on it.

**10. Waipapa Papanui-Innes-Central Community Board Area Report - June 2023**

**Community Board Resolved PCBCC/2023/00045 Officer recommendations accepted without change**

**Part B**

That the Waipapa Papanui-Innes-Central Community Board:

1. Receives the Waipapa Papanui-Innes-Central Community Board Area Report for June 2023.

Simon Britten/Pauline Cotter

Carried

**11. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi**

**Part B**

Board members exchanged information on matters of interest, including in relation to:

- Clothing bin on Abberley Crescent.
- Garden maintenance at Withers Family Park.
- Volume of submissions on Park Terrace changes and process for consideration.
- Avon Loop Planning Association AGM and promotion of their community cottage for hire.
- Site visit to the Youth Hub.
- Speaking to Council on the Board submission on Slow Speed Neighbourhoods.
- Neighbourhood Trust AGM.
- Papanui Bush Planting Day.
- Monthly Board presentation to Council.
- Discussion at Combined Community Board Chairs meeting of early engagement on LTP and the Government's Better Off support funding package.
- Shirley Village Project has completed their draft Community-Led Development Plan for Shirley, which is on their website.
- Board members presenting Edible and Sustainable Garden Awards in the community.
- Commendation of Papanui High School musical.

- Memo received on MCR Northern Line – construction update.

## **Karakia Whakamutunga**

**Meeting concluded at 5.14pm.**

**CONFIRMED THIS 12<sup>th</sup> DAY OF JULY 2023**

**EMMA NORRISH**  
**CHAIRPERSON**

Unconfirmed



## 7. Rolleston Avenue and Park Terrace changes

Reference / Te Tohutoro: 23/1058327

Report of / Te Pou  
Matua:

Gemma Dioni, Senior Transportation Engineer,  
Gemma.Dioni@ccc.govt.nz  
Tessa Zant, Manager Engagement, Tessa.Zant@ccc.govt.nz

Senior Manager /  
Pouwhakarae:

Mary Richardson, General Manager Citizens & Community  
(Mary.Richardson@ccc.govt.nz)

### 1. Nature of Decision or Issue and Report Origin

- 1.1 The purpose of this report is to provide the Waipapa Papanui-Innes-Central Community Board with a summary of submissions received through the public engagement (survey) on extended changes to Park Terrace as part of the wider project to install safety improvements during the Canterbury Museum's redevelopment along Rolleston Avenue. This report also provides an evaluation of the four-week trial period and an assessment of options for Park Terrace. Staff have analysed the results and make recommendations regarding the Temporary Traffic Management Plan (TTMP) for Rolleston Avenue and propose an alternative option for the changes to Park Terrace.
- 1.2 This report is intended to support the Community Board to deliberate on both the survey results and deputations, the evaluation of the trial period, and consider advice from staff on amendments to the changes to Park Terrace. The Community Board will then be in a good position to make recommendations to the Council regarding the changes.
- 1.3 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined primarily by the high level of community interest in the changes to Rolleston Avenue and Park Terrace. The public consultation outlined in this report and in the attachments reflect this assessment.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Considers the results of the public engagement process on the changes to Park Terrace (**Attachment A**), and in doing so hear any deputations.

That the Waipapa Papanui-Innes-Central Community Board recommends that the Council:

2. Approves the changes to Rolleston Avenue (**Attachment B**) for a five year period, which is the expected duration of the Canterbury Museum redevelopment project, and will be given effect through a Temporary Traffic Management Plan;
3. Notes that the Temporary Traffic Management Plan for the changes to Rolleston Avenue is required to be reviewed on a 12-monthly basis.
4. Approves the changes to Park Terrace (**Attachment C**) for a further trial period of five years:
  - a. Retaining the changes to Park Terrace as implemented for the:
    - i. Two-way cycle way on-road
    - ii. Pedestrian refuge crossing north of Armagh Street between two-way cycleway and traffic lanes

- iii. Speed cushions on southbound lane on approach to the crossing
- iv. Removal of one northbound traffic lane
- v. Reconfigured cycle / pedestrian crossing at Salisbury Street
- b. Changing the layout at the bus stop opposite Peterborough Street to remove the in-lane bus stop and bus border arrangement, and replace it with an indented bus stop.
- 5. Notes that if the Council agrees to the recommendations in this report, staff will report back to the Waipapa Papanui-Innes-Central Community Board with resolutions to change the bus stop resolution under the Community Board delegation.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The recommendations in this report fulfil a staff commitment to report back to the Community Board and Council on the results of public engagement on temporary changes to Park Terrace, which was open for feedback via a survey from 29 May to 11 June 2023. The recommendations also consider staff data analysis at the location and an independent report on options.
- 3.2 Concerns were raised regarding the changes to Park Terrace when the construction works (under a TTMP) commenced, therefore additional options have been considered and assessed by both staff and independent consultants. Taking into account this analysis, early stakeholder engagement and the public feedback received through the survey, staff recommend leaving the changes in place for a further five years, with an additional change of layout at the bus stop opposite Peterborough Street to remove the in-lane bus stop and bus border arrangement. This will instead be an indented bus stop.
- 3.3 Leaving the changes to Park Terrace in place with the change to an indented bus stop will address the safety concerns raised by the community around the bus stop being in the traffic lane. This will also improve the perceived delays from traffic exiting Kilmore Street.
- 3.4 The TTMP for the changes to Rolleston Avenue in the vicinity of the museum site is necessary for the museum redevelopment project. The redevelopment project is scheduled to be completed in approximately five years, therefore the TTMP needs to remain in place for this duration to ensure safety to all road users. For consistency across both Rolleston Avenue and Park Terrace, staff also recommend that the changes to Park Terrace are in place for five years.

### 4. Detail Te Whakamahuki

- 4.1 In August 2022 the project team for Canterbury Museum's multi-million dollar redevelopment engaged with the Transport team on easements that were required to support the closure of the museum, and the reduced space available outside the museum on Rolleston Avenue due to construction requirements.
- 4.2 To enable the museum works, a number of changes were required for people travelling on Rolleston Avenue. This included moving cyclists on-road to help ease congestion on this busy shared path and to make it safer for all users. Safety concerns were also identified on Park Terrace, resulting in reducing one lane of traffic and adding a separate cycleway.
- 4.3 On 31 August 2022 staff informed both Elected Members and the Executive Leadership Team on the proposed project related to the section of Rolleston Avenue via memo (**Attachment D**). This was followed up with a further memo on 9 January 2023 (**Attachment E**), after staff had engaged with immediately affected stakeholders on Rolleston Avenue and Park Terrace.

- 4.4 The Rolleston Avenue changes are given effect through a TTMP. The TTMP will need to be in place for the duration of the museum redevelopment project, which is expected to be approximately five years. The changes to Rolleston Avenue include:
- Moving cyclists from the existing shared path to a two-way on-road cycleway on the western side of Rolleston Avenue to reduce the demands on the remaining path width for pedestrian safety.
  - Providing a new crossing point south of the museum as the existing zebra crossing will be closed and the pedestrian crossing markings will be removed.
  - Traffic calming to support lower speeds in locations where there are lots of people travelling on many different modes.
  - Relocating tour coaches from outside the museum and botanic gardens to the north side of Hereford Street. The current tour coach parking on Rolleston Avenue will be converted to parking spaces.
  - Creating P3 school parking on the south side of Gloucester Street to increase the number of spaces available for pick-up and drop-off.
- 4.5 The proposed changes to Park Terrace included reducing northbound traffic to one lane and extending the cycleway to Salisbury Street and the bridge into Hagley Park, providing an opportunity to improve the crossing point on Park Terrace at Salisbury Street. Groups of school children have been observed crossing at this point where there are two lanes of northbound traffic travelling at speed making it difficult to judge a safe crossing opportunity. To save the Council time and money, low-cost materials were used to make improvements that could be implemented at the same time as the Rolleston Avenue works. Further detail on the changes to Park Terrace are included in **Attachment G**.
- 4.6 At its meeting on 14 March 2023 the Council was given an update on the proposed changes to Rolleston Avenue and Park Terrace. It also approved parking restrictions on Gloucester Street and Hereford Street to support the changes on Rolleston Avenue. This report to Council included a summary of engagement with affected stakeholders, which was undertaken between December 2022 and January 2023.
- 4.7 The initial construction works for Park Terrace were given effect through the TTMP. However, when construction started on 17 April 2023, a northbound lane closure that was put in place to manage traffic during the works created additional delays for northbound journeys particularly on Montreal Street. This raised some concerns by Council.
- 4.8 On 16 May 2023 at a Council briefing outlining the proposed changes to Park Terrace, staff advised that it was preferable that the changes remain in place for approximately 10 weeks. This would allow time for a four-week trial period, community engagement, evaluation of the trial and an assessment of options for Park Terrace to occur. A survey was open from 29 May to 12 June 2023 to seek public views (further detail is included in the section on Community Views and Preferences below).
- 4.9 At the 7 June 2023 Council meeting, Notices of Motion were put forward to remove the changes to Park Terrace and clarify the delegations under which the TTMP was implemented. The Council did not pass these Notices of Motion. At this time, the survey was still open for public feedback, with results to be reported back to the Community Board and Council for formal approval of any changes. With the additional concern raised at Council, the Park Terrace work was put on hold until this public engagement period could be completed. Once the temporary traffic measures associated with the construction works were removed, the traffic flow evened out with the new layout.

## 5. Community Views and Preferences Ngā mariu ā-Hāpori

- 5.1 During the design process staff identified safety issues for pedestrians and cyclists that extended from Rolleston Avenue through to the Park Terrace/Salisbury Street intersection. Some of these concerns have been previously reported by the public and captured in the Hybris Ticketing system and provided in **Attachment F**.

### Engagement on the changes to Rolleston Ave and Park Terrace

- 5.2 From 2 September 2022 until 3 October 2022, the Council consulted on both temporary and permanent easements for the Canterbury Museum redevelopment and informed the public that the temporary easement would reduce the width of the well-used shared path on Rolleston Avenue.
- 5.3 The public were advised that if the museum easements were approved then a separate transport project would be trialled during the construction period to improve the safety of people travelling along Rolleston Avenue through to Park Terrace, particularly for those who walk, scoot and cycle.
- 5.4 Following the Council's decision to grant the museum temporary easements (for up to 5 years), staff engaged with stakeholders from 8 December 2022 to 2 March 2023 on the changes to Rolleston Ave and Park Terrace.
- 5.5 Before work started in April 2023, the Council staff delivered a start work notice to all businesses, residents and stakeholders along Rolleston Avenue and Park Terrace up to and including Salisbury Street at the Park Terrace end, an email was sent to a wide range of local stakeholders and advocacy groups and the contractor undertook further face-to-face communications with the schools and other businesses.
- 5.6 On 13 April 2023, a Newsline story was published informing the public that work would commence after the Christchurch Marathon on 17 April 2023.
- 5.7 At the 16 May 2023 briefing to Council, the Victoria Neighbourhood Association and Victoria Street Business Precinct were suggested as a potential additional party to engage with. A further email was sent to these parties, inviting them to a meeting with staff. This offer was not taken up.

### Consultation on the Park Terrace Changes

- 5.8 In accordance with section 78 of the Local Government Act 2002, a road user survey was set up to understand how the trial changes to Park Terrace had affected user journeys across all travel modes.
- 5.9 The survey opened on 29 May 2023 and remained online until 12 June 2023. It was publicised via email to a wide range of central city stakeholder and advocacy groups as well as through social media posts.
- 5.10 The survey asked users the following:
- What part of the city they live in;
  - How they most often travelled when using Park Terrace;
  - How the changes had affected their journey;
  - Left space for them to leave a comment.
- 5.11 The survey received 4,102 responses – a significantly higher response rate than the usual engagement surveys. Of the respondents 2032 (50%) were car drivers, 1334 (33%) were cyclists, 419 (10%) were walkers and the remaining 319 respondents were either passengers in cars, motorbike or scooter users, or used a combination of transport modes.

How have the recent changes on Park Terrace affected your journey?							
	Car driver	Car passenger	Walk	Cycle	Scooter	Motor bike	Other
There's been no change	303 (15%)	24 (20%)	32 (8%)	43 (3%)	2 (5%)	2 (14%)	7 (5%)
They've made it better	216 (11%)	14 (11%)	263 (63%)	1178 (88%)	26 (62%)	2 (14%)	42 (30%)
They've made it worse	1484 (73%)	81 (66%)	107 (26%)	86 (6%)	12 (29%)	10 (71%)	82 (59%)
Not sure / don't know	29 (1%)	4 (3%)	17 (4%)	27 (2%)	2 (5%)	0	7 (5%)
	100%	100%	100%	100%	100%	100%	100%

5.12 The responses to the survey were roughly split over how the changes to Park Terrace had impacted people's journeys. Car drivers and passengers were more likely to feel the changes have negatively impacted their journey and cyclists were more likely to say the changes have positively impacted their journey.

5.13 A full breakdown and analysis of the results are provided in **Attachment A**.

## 6. Monitoring and evaluation

6.1 As part of the four-week trial period for the changes to Park Terrace, staff monitored the traffic and impacts on the affected part of the network. An independent analysis has been completed by consultants of all the data collected regarding Park Terrace. The QTP review is provided in **Attachment H**, and the findings are summarised in this section.

6.2 Part of the process to identify the safety concerns associated with the Rolleston Avenue and Park Terrace included collecting traffic count and speed data during February 2023 prior to the work being implemented (in summertime). Further data was collected in June 2023 following implementation (in wintertime). The tables below show volumes and speed data:

	Park Terrace (50km/h) Feb 23		Park Terrace (50km/h) Jun 23	
Volume& speeds	Northbound	Southbound	Northbound	Southbound
Volume (7-day average)	10,450	5,170	9,137	4,527
Mean speed	52.4 km/h	54 km/h	45.8 km/h	42 km/h
85%ile speed	58.0 km/h	44.9 km/h	51 km/h	51 km/h
% of drivers travelling over the speed limit	63.4%	31.5%	18.7%	16.8%



	Rolleston Ave (30km/h) Feb 23		Rolleston Ave (30km/h) Jun 23	
Volume& speeds	Northbound	Southbound	Northbound	southbound
Volume (7-day average)	3,247	3,979	2,251	3,134
Mean speed	32.3 km/h	33.6 km/h	26.3 km/h	25.5 km/h
85%ile speed	40.0 km/h	40 km/h	31.9 km/h	31.9 km/h
% of drivers travelling over the speed limit	64.6%%	73.1%	23.1%	22.5%

6.3 The speed data in the table above shows that speeding was an issue on Park Terrace prior to the implementation of the changes with over 60% of northbound vehicles exceeding the posted speed limit of 50km/h. Regardless of the cause of a crash, speed is the difference between someone being able to walk away relatively unharmed or being seriously injured or killed. Reducing the operating speed vehicles travel on the network, creates safer outcomes for our communities.

6.4 Throughout the four-week trial period for the change to Park Terrace, Council staff also collected data on:

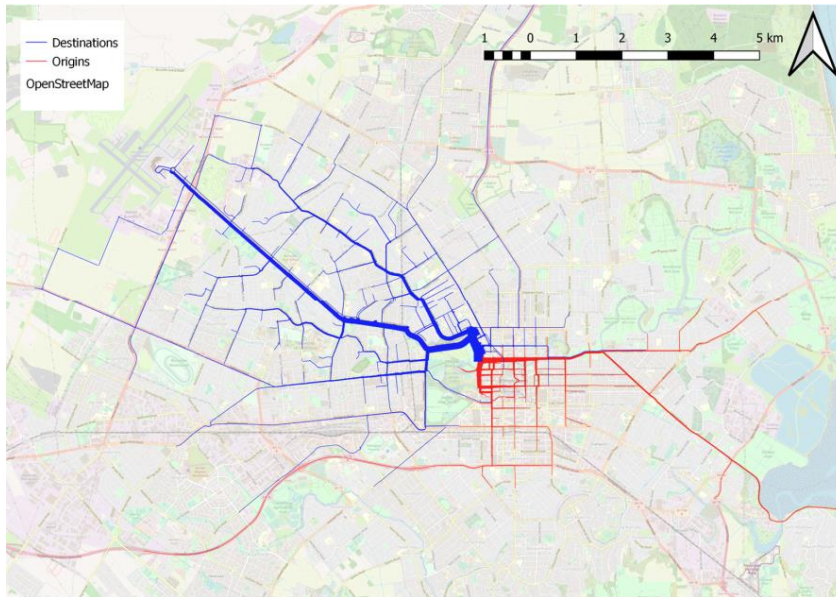
- Travel time data for general traffic on routes potentially affected by the works from Traffic Watcher.
- Traffic signal SCATS data for the Kilmore/Park intersection.
- Traffic counts undertaken at Armagh/Park, Kilmore/Park and Park/Salisbury intersection.
- Traffic queue counts for Kilmore Street approach to Park Terrace.
- Cycle tube counts on Park Terrace and in the cycleway.
- Bus boarding numbers and journey times between two bus stops to understand dwell times and associated impacts of bus boarders in the main traffic lane.

6.5 This data and a summary of the changes to Park Terrace are included in **Attachment G**.

#### General traffic travel times

6.6 QTP found that when comparing data from May 2022 and May 2023, additional travel time delay is most likely to be from changes in demand related to wider Central City changes during this period, rather than the changes to Park Terrace. Inspection of both TomTom link probe samples and SCATS loop counts confirms apparent substantial reassignment of Northbound traffic from Park Terrace south of Kilmore Street, both to Kilmore Street (and consequently Park Terrace), but also to alternative routes including Victoria Street and Montreal Street. Further investigations could have been undertaken using data from earlier in 2023 prior to the implementation of the changes but would likely be affected by seasonal variation.

6.7 The origin and destination of vehicle users of Park Terrace north of Kilmore Street for northbound journeys are shown below. The average trip length of this is 5.6 kilometres. Further analysis shows that 56% of northbound users have origins on Kilmore Street, 61% of northbound users have destinations via Harper Avenue.



Origin and destination data showing where vehicles have originated (data source: TomTom).

6.8 The TomTom data daily-average total trip time for the average journey of 5.6km:

Before changes	10.4 minutes
After changes	+ 9.8 seconds
Percentage change	+1.6%

- 6.9 The data suggests an increase in delays in the month following implementation (compared to the previous year), the bulk of the above changes clearly appear to result primarily from wider changes, given the net increase of traffic on the network. For example, there is also increased overall demand to the north of Salisbury Street.
- 6.10 The delay analysis above does not take into account traffic signal control changes introduced on 8 June 2023 to mitigate delays, as part of on-going operational optimisation. Therefore, the delays on Kilmore Street (using May 2023 analysis) are likely to be over-stated, compared to post-8 June performance. Transport staff will continue to monitor for delays and make further changes to the traffic signal phasing if appropriate.
- 6.11 While the Park Terrace northbound approach has also dropped from two approach lanes to a single lane, maximum queue lengths are typically 10 vehicles (50m) or less and always clear within a single traffic signal cycle.

#### General traffic – Kilmore Street approach

- 6.12 On Kilmore Street, queues that were previously spread over two traffic lanes are now combined into a single lane. Additionally, the loss of a lane has reduced capacity for this movement from 1,230 to 640 vehicles per hour. However, prior to the changes, peak vehicle demand for this movement was 693 (during the evening peak hour) which equates to only 56% of the available capacity available at the time (so any excess capacity was not being utilised).
- 6.13 With the changes, the amount of traffic making the right turn has changed only slightly (to 606, a reduction of 87 or 12%). So, the movement is now operating close to its capacity during the busiest parts of the day (peaks of the peak periods), but well within capacity at other times.

- 6.14 Up to a maximum of 14 vehicles should be able to make the right turn every signal cycle (the signals can be adapted to balance queues and apportion time where required). The post-implementation queuing data shows that average queues lengths are:
- 5 vehicles during the morning peak period
  - 3 vehicles during the inter-peak period
  - 8 vehicles during the evening peak period.
- 6.15 The absolute maximum observed queue length was 16 vehicles. Queues formed only very occasionally, with the greatest number of queues being during the mid-afternoon (between 3:45pm and 4:00pm), when 11 instances were observed. In these instances where the queue length exceeds the maximum throughput of 14 vehicles per green light, then the remaining one or two vehicles had to wait for the next green light. This means that out of the 3,389 vehicles that made the right turn per day, only around 50 (or 1.5%) did not get through in a single green phase and therefore experienced additional delay (typically around 30 seconds).
- 6.16 As noted above, the traffic signal timings at this intersection were altered on 8 June 2023 to provide more green time to Kilmore Street during the PM peak period. Therefore, for this period, the observed Kilmore Street queues on the survey date of 30 May 2023 are likely to over-state the current (post 8 June) queues.

#### In-lane bus stop

- 6.17 QTP also analysed data provided by Environment Canterbury in regard to the bus route and stop. Data relating to northbound weekday observed bus boardings between 1 May and 13 June 2023 at the stop near Peterborough Street are summarised below by period:

Period	Average number of boarding	Maximum number observed boarding
morning peak period (0700-0900)	0.6 per day	2
inter-peak period (0900-1600)	4.4 per day	6
evening peak period (1600-1800)	3.6 per day	7

- 6.18 Based on the time it takes these passengers to board, then the duration the bus is stopped is summarised below:

Period	Average stopping time (seconds)	Maximum stopping time (seconds)	Bus being stopped for an average total	Probability of a motorist being delayed by a bus stopping
morning peak (0700-0900)	6	13	18 seconds out of 7,200 seconds	0.2%
inter-peak (0900-1600)	6	29	83 seconds out of 25,200 seconds	0.3%
evening peak (1600-1800)	9	33	34 seconds out of 7,200 seconds	0.5%

- 6.19 QTP concluded that the very low probability and relatively small effect of motorists being delayed by bus boardings occurring in the traffic lane results in an impact that is less than that of a typical pedestrian crossing or signalised intersection.

### Cycle numbers post-implementation

- 6.20 In addition to the Council tube counts, QTP provided information from the Strava application. They provided the following commentary:
- Strava only measures the routes of users of the application (who tend to be the keener cyclists). Comparing to Smart Counters (which count 100% of trips), typical sample rates from Strava are currently around 5.8% of all cyclists in this area. But if the sample is expanded, it can provide an estimate of the (changes) in daily cycle demand, on a link-by-link basis.
  - North of the Antigua Bridge, daily cycle use rose from around 1,300/day (May 2022) to around 1,450/day in May 2023.
  - Over the Armagh Bridge, daily cycle use remained broadly static, at around 1,250/day between May 2022 and May 2023.
  - South of Armagh St however, total cycle use is estimated to have risen from 1,320 to 1,450/day, or +10%.
  - North of Armagh Street, total cycle use (including via the parallel path inside Hagley Park) is estimated to have risen from 640 to 810/day, or +26% in the year between May 2022 and May 2023 (the month after the scheme was implemented).
- 6.21 Council staff reviewed the cycle tube count data from June 2023. When compared to the user numbers and speeds on the shared path, this data also shows that there has been an increase in the number of people riding along Rolleston Avenue (excluding people who rode on the carriageway).
- 6.22 The tube count data shows that people riding bicycles in the separated cycleway are travelling at speeds, that if mixed again with people walking, could make it feel quite uncomfortable, particularly for more vulnerable pedestrians (elderly, mobility impaired, people with visual and hearing impairments, neurodivergent citizens).

#### Rolleston Avenue (Worcester to Gloucester – Jun 2023)

5 Day Average			7 Day Average			85%ile Speed		Mean Speed	
North	South	Both	North	South	Both	North	South	North	South
976.0	1,079.0	2,055.0	805.0	863.0	1,668.0	25.9	26.6	21.9	22.4

- 6.23 The highest number of people riding on the cycleway on Rolleston Avenue between Worcester Street and Gloucester Street was 2242 over a 24-hour period on Wednesday 14 June 2023, with 2054 trips between 7am and 7pm.

#### Park Terrace (Kilmore to Peterborough – Jun 2023)

5 Day Average			7 Day Average			85%ile Speed		Mean Speed	
North	South	Both	North	South	Both	North	South	North	South
353.0	237.0	590.0	300.0	192.0	492.0	27.9	26.3	23.2	22.0

- 6.24 The highest number of people riding on the cycleway on Park Terrace between Kilmore Street and Peterborough Street was 642 over a 24-hour period on Wednesday 14 June 2023, with 591 trips between 7am and 7pm.
- 6.25 An intersection count was undertaken at the Armagh/Rolleston/Park to understand the number of people walking and cycling at this location. There were 652 people walking and cycling through this intersection between 0800-0900 hours, with 370 users turning from the Hagley Park entrance and heading south to Rolleston Avenue. This was similar in the evening peak period between 5pm and 6pm, which was the busiest time when 510 users were counted at the intersection and the highest demand movement was the left turn from Rolleston Avenue into the park.

## 7. Preferred option for Park Terrace

- 7.1 Seven options have been considered for the Park Terrace section between Armagh Street and Salisbury Street). An independent design review of the options has been completed by consultants, Abley. This review also considered the alignment with strategic transport direction, user comfort and perception of safety and alignment with best practice guidance. The Abley report is provided in **Attachment I**.
- 7.2 All options include completing the works on Salisbury Street at Park Terrace that were not completed when the project was put on hold. This is because people walking and travelling south along Park Terrace have little to no visibility when crossing the exit lane into Salisbury Street from the north.
- 7.3 The options considered are listed in the table below. Cost estimates have been completed for construction costs and traffic management required for implementation only. The estimates exclude any design time, contract management, and environmental management/tree protection plans. These are estimates only and have not been priced by a contractor. The plans are provided in **Attachment J**.

Option	Design	Cost estimates
Option 1 (currently implemented)	Retain the changes to Park Terrace as implemented: <ul style="list-style-type: none"> <li>Two-way cycle way on-road.</li> <li>Pedestrian refuge crossing north of Armagh Street between two-way cycleway and traffic lanes.</li> <li>Speed cushions on southbound lane on approach to the crossing.</li> <li>Removal of one northbound traffic lane.</li> <li>Reconfigured cycle / pedestrian crossing at Salisbury Street</li> </ul>	\$60,000 (the remainder of the work to be completed after the project was put on hold)
<b>Option 2 (preferred option)</b>	<b>Option 2 is the same as retaining what has been implemented aside from a change of layout at the bus stop opposite Peterborough Street to remove the in-lane bus stop and bus border arrangement.</b>	<b>\$150,000</b>
Option 3	Terminates the separated two-way cycling facility at the Peterborough Street bus stop and directs people on bicycles onto the existing shared path. This option reintroduces two lanes north of Kilmore Street by converting the flush median to a northbound traffic lane.	\$150,000



Option	Design	Cost estimates
Option 4	Terminates the separated two-way cycling facility at the 30/50 km/h speed limit boundary just south of Kilmore Street and directs people on bicycles onto the existing shared path. All works are removed north of Kilmore Street.	\$145,000
Option 5	Option 5 is the same as Option 4 south of Kilmore Street. North of Kilmore Street, the existing shared path is widened, and a raised signalised crossing is introduced at the Salisbury Street intersection.	\$575,000
Option 6	Option 6 removes the two-way cycle facility back to the Armagh Street entrance and people on bicycles are directed on to the existing shared path.	\$165,000
Option 7	Option 7 is generally the same as Option 6 however, the existing shared pathway is widened through to Salisbury Street to 3.5 metres. <sup>1</sup> As per Option 5 a raised signalised crossing is introduced at Salisbury Street.	\$710,000

7.4 In summary the Abley review concluded:

- 7.4.1 The option assessment undertaken in this review has considered a range of matters. The options that include use of the shared path for all or part of Park Terrace, even if widened slightly, raise safety, user comfort and best practice design concerns. They also do not align well with the intent of An Accessible City as they retain road space for car travel when the route is intended to prioritise public transport, walking and cycling.
- 7.4.2 If the shared path options included a 4m shared path this would go some way to alleviate the concerns raised around the shared path option. However, a 4m width may be unachievable at this location due to the riverbank and existing lamp posts.
- 7.4.3 The options that retain two northbound traffic lanes without pedestrian/cycle crossing priority at Salisbury Street also raise safety and accessibility concerns. Option 1 and 2 provide the best alignment with the matters considered.
- 7.4.4 Option 2 changes the bus stop opposite The George to be indented rather than functioning as an in-line stop (bus boarder) as it does in Option 1. This will help alleviate current delay concerns from some road users but does not align with the intent of An Accessible City that this street provides public transport priority.
- 7.4.5 Overall, Options 1 and 2 provide the best alignment with safety, accessibility outcomes and design guidance. They also deliver on the intent of An Accessible City.

7.5 Advice was sought from the Council's Environmental Planner on any implications for completing work alongside the Ōtākaro Avon River. Any works alongside the river, will require:

- 7.5.1 Environmental Management Plan
- 7.5.2 Tree Protection Management Plan and arborist supervision (CSS, Part 1 Section 22.3 / District Plan section 9.4.) for works occurring within the Protection Zones of existing trees and works within the dripline / Protection Zone of existing trees.

<sup>1</sup> Note that the cost of *only* widening the shared path is \$286,700, however, this is not considered to be a viable option.

- 7.6 Having considered the results of the public survey and the review of data by QTP, along with the Abley recommendations, Council staff determine that the preferred option is **Option 2:** retaining what has been implemented at Park Terrace with a change of layout at the bus stop opposite Peterborough Street to remove the in-lane bus stop and bus border arrangement. Under this option, the bus stop will be changed to an indented bus bay. The two-way cycleway will then be moved closer to the river and some new footpath will be required.

## 8. Alternative Options Considered Ētahi atu Kōwhiringa

### Rolleston Avenue

- 8.1 An alternative to a TTMP would be to consider permanent changes to the area. If the changes were made permanent there would be no ongoing TTMP monitoring or renewal costs, and any replacement costs become part of the maintenance contract. However, as the TTMP is related to the museum redevelopment project, it is preferable to keep the TTMP in place. The TTMP is required to be renewed every 12 months, therefore there is an opportunity to assess the safety issues annually.
- 8.2 Another alternative for Rolleston Ave could be to implement the TTMP using alternative materials. This would involve removing the black bollards and to implement standard orange temporary traffic management such as cones and barriers that would require daily checks by the Site Traffic Management Supervisor. This is a more labour-intensive approach at a higher cost to Council, therefore, it is not recommended.

### Park Terrace

- 8.3 Seven alternative options for Park Terrace are discussed above in section.
- 8.4 If the Community Board do not agree with the preferred option recommended in this report, there will be additional considerations for options where the SCAPE Solidarity Grid is affected:
- 8.4.1 Streetlamps from 21 cities around the globe were gifted to Christchurch as a gesture of solidarity with the city during the recovery and rebuild process. The installation is known as Solidarity Grid. The streetlamps installed along Park Terrace have been located on both sides of the existing path.
- 8.4.2 Options that widen the existing shared path (Options 5 and 7) towards the kerb could result in the columns being within the pathway. While the Abley review suggested a 4m wide path, only a 3.5m path has been considered to minimise the effect on the Scape artwork. Changes to the streetlamps would be an additional cost to the estimates.

## 9. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 9.1 Council's strategic priorities have been considered in formulating the recommendations in this report, including, enabling active and connected communities, and meeting the challenge of climate change through every means available.
- 9.2 An Accessible City is the strategic document for guiding transport choices in the Central City. This guide identifies Park Terrace as a street that should prioritise active transport with a local access function for vehicle traffic.
- 9.3 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 9.4 Transport
- 9.4.1 Activity: Transport

- Level of Service: 10.0.2 Increase the share of non-car modes in daily trips -  $\geq 36\%$  of trips undertaken by non-car modes
- Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network -  $\leq 100$  crashes
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport -  $\leq 1.10$  million tonnes of CO<sub>2</sub> equivalents
- Level of Service: 10.5.2 Improve the perception that Christchurch is a cycling friendly city -  $\geq 66\%$  resident satisfaction
- Level of Service: 10.5.39 Increase the numbers of people cycling into the central city -  $\geq 1,900$  cyclists
- Level of Service: 16.0.10 Maintain the perception that Christchurch is a walking friendly city -  $\geq 85\%$  resident satisfaction

### Policy Consistency Te Whai Kaupapa here

9.5 The changes made to Rolleston Avenue and Park Terrace are consistent with Council's Plans and Policies, in particular:

9.5.1 The changes made align with road safety and liveable streets goals in the Christchurch Transport Strategic Plan 2012–2042, and similarly in the draft Transport Plan (safe streets).

9.5.2 The changes made align with Kia tūroa te Ao - Ōtautahi Christchurch Climate Resilience Strategy as set out in the Climate Change Impact Considerations section below.

9.6 Improving safety on local roads is a national priority under the principles and guidance of the Te Ara ki te Ora Road to Zero - New Zealand's road safety strategy for 2020-2030. Increasing the safety and accessibility of our footpaths, shared paths, cycle lanes and cycle paths, and encouraging active modes of transport is one of several focus areas to achieve this.

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

9.7 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 specifically impact Mana Whenua, their culture and traditions.

9.8 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

9.9 Mana whenua have interests in the Avon Otakaro River. For any minor work alongside the river there is no statutory requirement for consultation. For any more significant works than what has been implemented, additional consultation with mana whenua should be undertaken.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

9.10 The decisions in this report are likely to:

9.10.1 Contribute positively to adaptation to the impacts of climate change.

9.10.2 Contribute positively to emissions reductions.

9.11 The Rolleston Avenue changes and the Park Terrace changes, include a bi-directional cycle path installed on the west side of the street, which will have a net positive impact for the climate by helping to reduce transport emissions.

9.12 Cycleways are a key part of council's emissions reduction efforts by providing a safe, low emission way for residents to move around the city. Removing the cycleway would make it

more difficult to achieve the district's greenhouse gas emissions targets and would be inconsistent with the goals of the council's climate strategy.

- 9.13 As the cycleway has only been open for a short time, it would be difficult to accurately estimate total emissions reduction as a result of the cycleway's utilisation. The QTP report noted that any increases in traffic delays, or associated increase in emissions from the wider area were unlikely to be caused by the cycleway itself - 'most of the change in delays in the vicinity of the cycleway are likely to be related to wider Central City changes rather than brought about by the scheme'.
- 9.14 The Rolleston Avenue and Park Terrace shared paths had a broad variety of users travelling at a range of speeds: recreational walkers, people visiting the botanic gardens, hospital, school children, festival-goers, local residents and central city commuters. This creates conflicts and discomfort, and so staff consider that providing a separate path for higher speed cyclists is considered beneficial in this location as part of the wider safety considerations with the museum redevelopment project.
- 9.15 The National Emissions Reduction Plan (ERP) states we will have to 'substantially improve infrastructure for walking and cycling' to meet our emissions targets (including a 20% reduction in light Vehicle Kilometres Travelled by 2035 - required under the ERP). Improving the quality of cycling infrastructure is also a key part of the Ministry of Transport and Waka Kotahi's efforts to decarbonise the transport system, so removing or reducing the quality of the cycleway would seem inconsistent with national direction.

#### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 9.16 This proposal improves accessibility for people walking and cycling, by providing a safer means of accessing and using our street network. The delays for vehicular traffic have been mitigated by traffic signal changes.

### **10. Resource Implications Ngā Hīraunga Rauemi**

#### **Capex/Opex Ngā Utu Whakahaere**

- 10.1 Cost to Implement the Rolleston Ave TTMP and the Park Terrace Changes – \$550,000 (already incurred). There is an additional cost of \$150,000 to complete the works at Salisbury Street/ Park Terrace to improve the safety of people walking who currently have little to no visibility to the north when crossing the slip lane, and make the recommended changes to the bus stop.
- 10.2 Maintenance/Ongoing costs – Traffic Operations Minor Road Safety Budget.
- 10.3 Funding Source – Traffic Operations Minor Road Safety Budget.

#### **Other He mea anō**

- 10.4 None identified.

### **11. Legal Implications Ngā Hīraunga ā-Ture**

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

- 11.1 The statutory powers to undertake the proposals in this report are as follows:
- 11.1.1 Section 342 of the Local Government Act 1974 (**LGA74**), which provides that the Council may, in the manner set out in Schedule 10, stop any road in the district or:
- (b) Close any road to traffic or any specified type of traffic (including pedestrian traffic) on a temporary basis in accordance with that Schedule and impose or permit the imposition charges as provided for in that Schedule 10

11.1.2 Clause 11 of Schedule 10 of the LGA74, which provides:

- 11 The Council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)—
  - (a) while the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired; or
  - (b) where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or
  - (c) during a period when public disorder exists or is anticipated; or
  - (d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads;
- 11.2 The Council has delegated these powers to the Chief Executive, who has in turn delegated them to staff. Staff exercised the power sub-delegated to them in clause 11(b) of Schedule 10.
- 11.3 The recommendations in this report would see the Community Board recommend that the Council approves the staff exercise of this sub-delegation. Whilst an approval of this kind is not a legislative requirement, it is desirable to confirm the Council's position on these works/trial/changes due to the heightened public interest.

#### **Other Legal Implications Ētahi atu Hīraunga-ā-Ture**











- 11.4 Other legal implications include ensuring good and consistent decision making. As part of its decision on this report, the Community Board must take into account the following relevant considerations:
  - 11.4.1 the evaluation of the four-week trial;
  - 11.4.2 the assessment of options;
  - 11.4.3 the results of the public engagement and deputations received on the proposed changes in accordance with section 78 of the Local Government Act 2002;
  - 11.4.4 climate impact in accordance with section 5ZN of the Climate Change Response Act 2002 (which provides that consideration of the climate impact, specifically the national net zero target, emissions budgets, or emissions reduction plan, may be taken into account).

## **12. Risk Management Implications Ngā Hīraunga Tūraru**

- 12.1 The museum redevelopment is a five-year project of significant construction. Clear access is required to ensure the project can meet deadlines. The TTMP for the changes to Rolleston Avenue needs to align with the museum redevelopment project or the project could be at risk of delays. TTMPs are required to be reviewed on a 12-monthly basis, therefore, there is opportunity for the Council to review the safety of all road users on a regular basis.
- 12.2 If the changes to Park Terrace are removed or substantially altered, the Council would not be addressing the known road safety concerns in that area. This could be a reputational risk to the Council as it would be contrary to the Council's road safety and climate goals. There has also already been a substantial amount of monetary investment in the works. The analysis of the survey results, the review of the four-week trial period and the independent assessment of options support the continuation of the changes to Park Terrace for five years (to align with the museum redevelopment project and temporary Rolleston Avenue changes).

- 12.3 Transport staff will continue to monitor the network and address any arising issues over the five year period. A review of these temporary changes will be undertaken before any further decisions are made.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Summary of survey results	23/1067595	32
B 	Rolleston Avenue - For Approval Plan	23/1001002	38
C 	Park Terrace - For Approval Plan	23/1047987	39
D 	Memo to Councillors and ELT (August 2022)	22/1173654	40
E 	Memo to Councillors and ELT (January 2023)	22/1644122	42
F 	Community views - Hybris tickets	23/1008076	44
G 	Park Tce - Background information to support the design	23/1066357	49
H 	QTP report - independent analysis	23/1008912	56
I 	Abley report - independent options analysis	23/1001024	73
J 	Alternative options for Park Tce Plans	23/1001057	87

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

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

<p>Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).</p> <p>(a) This report contains:</p> <ul style="list-style-type: none"> <li>(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and</li> <li>(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.</li> </ul> <p>(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.</p>
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## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Gemma Dioni - Senior Transportation Engineer Sophie Meares - Senior Legal Counsel Libby Elvidge - Principal Advisor Citizens & Community
<b>Approved By</b>	Stephen Wright - Manager Operations (Transport) Mary Richardson - General Manager Citizens & Community

Item 7

### Results of the Park terrace cycleway survey

#### 1. Summary of feedback Ngā Tāpaetanga

- 1.1. A road user survey was set up to understand how the Park Terrace changes were affecting people's journeys across all travel modes. The survey was open from 29 May until 12 June 2023.
- 1.2. The survey was publicised as follows:
  - On 29 May an email with a link to the survey to a wide range of central city stakeholders and advocacy groups.
  - On 29 May local schools were also emailed separately and asked to include the link to the survey in their school newsletter.
  - On 29 May and on Friday 9 June, social media posts were made which shared the survey link.
  - We also had a lot of media coverage across a range of channels which was, in part, due to elected members sharing their views on the project.
- 1.3. The survey asked people what area of the city they lived in, how they most often travelled when using Park Terrace and how the changes had affected their journey. Respondents were also able to comment.
- 1.4. The survey received 4,102 responses, which is a significantly higher response rate than our usual engagement surveys.
- 1.5. The survey was completed by people using a wide range of travel modes. The category 'other' in the table below includes people who mentioned different methods of travel or if they listed multiple modes, as well as 24 bus and coach drivers, 12 bus users, 6 walkers / joggers, 4 cyclists and one scooter.

How do you most often travel on Park Terrace?	
Car (I'm the driver)	2032 (50%)
Car (I'm the passenger)	123 (3%)
Walk	419 (10%)
Cycle	1334 (33%)
Motorbike	14 (0.3%)
Scooter	42 (1%)
Other	138 (3%)
<b>Total</b>	<b>4102 (100%)</b>

#### 2. Road user survey limitations

- 2.1. As a result of publicity and at least one known anonymous letter drop in the St Albans area, there is an increased possibility that the survey was completed by people who had not used



Park Terrace after the changes were implemented. Some respondents even went so far as to note in their comments that they had not used Park Terrace recently.

- 2.2. We had a higher than usual number of people who completed the survey multiple times (up to five). As this was a survey, there was only a requirement to provide a name to complete the form and not an address. Where detected, multiple surveys were completed by car users approximately twice as often as all other modes (approximately 120 versus 60).
- 2.3. There were several responses that did not supply a name, and these were not included in the survey results. Some responses used a single name or an initial. While these were counted, this made it harder to detect duplications.
- 2.4. Finally, as the museum rebuild lease area has not yet been fenced off, many comments questioned the Rolleston Avenue Changes, which was outside of the scope of the survey.

### 3. Survey results

- 3.1. The responses to the survey were roughly split over how the Park Terrace Changes had impacted people's journey. Although more than half of respondents were using modes that did not directly benefit from the roading changes (see the table above), less than half of respondents felt that their journey had been negatively impacted.

How have the recent changes on Park Terrace affected your journey?	
There has been no change	413 (10%)
They've made it better	1741 (42%)
They've made it worse	1862 (45%)
Not sure / don't know	86 (2%)

- 3.2. When looking at survey results across the different modes, car drivers and passengers were more likely to feel the changes have negatively impacted their journey and cyclists were more likely to say the changes have positively impacted their journey. However, as shown

in the table below, a greater percentage of cyclists felt their journey had improved than car drivers and passengers felt their journey had worsened.

How have the recent changes on Park Terrace affected your journey?							
	Car driver	Car passenger	Walk	Cycle	Scooter	Motor bike	Other
There's been no change	303 (15%)	24 (20%)	32 (8%)	43 (3%)	2 (5%)	2 (14%)	7 (5%)
They've made it better	216 (11%)	14 (11%)	263 (63%)	1178 (88%)	26 (62%)	2 (14%)	42 (30%)
They've made it worse	1484 (73%)	81 (66%)	107 (26%)	86 (6%)	12 (29%)	10 (71%)	82 (59%)
Not sure / don't know	29 (1%)	4 (3%)	17 (4%)	27 (2%)	2 (5%)	0	7 (5%)
	100%	100%	100%	100%	100%	100%	100%

- 3.3. When looking at other modes, pedestrians and scooter users are more than twice as likely to say their journey has improved (63% and 62%), than it has been made worse (26% and 29%).
- 3.4. From the 'other' category, generally the trend was that:
- Those using motor vehicles say their journey has been made worse.
  - Those using alternative modes say their journey has improved.
  - Coach drivers commented that their journey has been made worse due to changes to bus parking on Rolleston Avenue. Note that this was out of scope for this survey.
- 3.5. Where people live appears to influence how the changes have impacted their journeys, with those in the city more likely to feel the changes have improved their journeys than those travelling from outside of Christchurch. However, this is more likely due to those living further away being more likely to use a car on their journey.

How have the recent changes on Park Terrace affected your journey?			
	Central City	Wider Christchurch	Outside Christchurch
There has been no change	98 (8%)	298 (11%)	17 (10%)
They've made it better	562 (43%)	1125 (43%)	54 (30%)
They've made it worse	602 (47%)	1161 (44%)	99 (56%)
Not sure / don't know	30 (2%)	48 (2%)	8 (4%)

#### 4. Survey comments

4.1. In the survey comments the following key issues were raised:

- Safety (1021 comments)
- Impact on pedestrians (642 comments)
- Congestion (540 comments)
- Bus stop (315 comments)
- Parking (252 comment)
- Waste of money (131 comments)

4.2. 1021 people made comments about the safety impacts of the changes – these comments were generally more positive than negative. Car drivers were the most likely to make negative comments about the impact of the roading changes on safety.

Safety impact comments	
Very positive	7%
Positive	43%
Mixed	9%
Negative	28%
Very negative	6%
Neutral	7%

4.3. 642 people made comments about the impact on pedestrians. Generally, these comments were slightly more negative than positive. However, walkers were twice as likely to say their journey had been improved, than made worse.

Pedestrian impact comments	
Very Positive	6%
Positive	17%
Mixed	9%
Negative	36%
Very Negative	5%
Neutral	27%

- 4.4. 316 people made comments about the bus stop that were generally negative. This includes comments about both the bus stop on Park Terrace and those on Rolleston Avenue.

Sentiment of comments made about the bus stop	
Very negative	21% (67)
Negative	57% (181)
Mixed	2% (70)
Positive	1% (4)
Very positive	1% (3)
Neutral	17% (54)

- 4.5. 252 people commented about the impact on parking – this was primarily on Rolleston Avenue, outside of the survey scope. These comments were more negative than positive.

Parking impact comments	
Very Positive	1%
Positive	2%
Mixed	3%
Negative	62%
Very Negative	15%
Neutral	17%

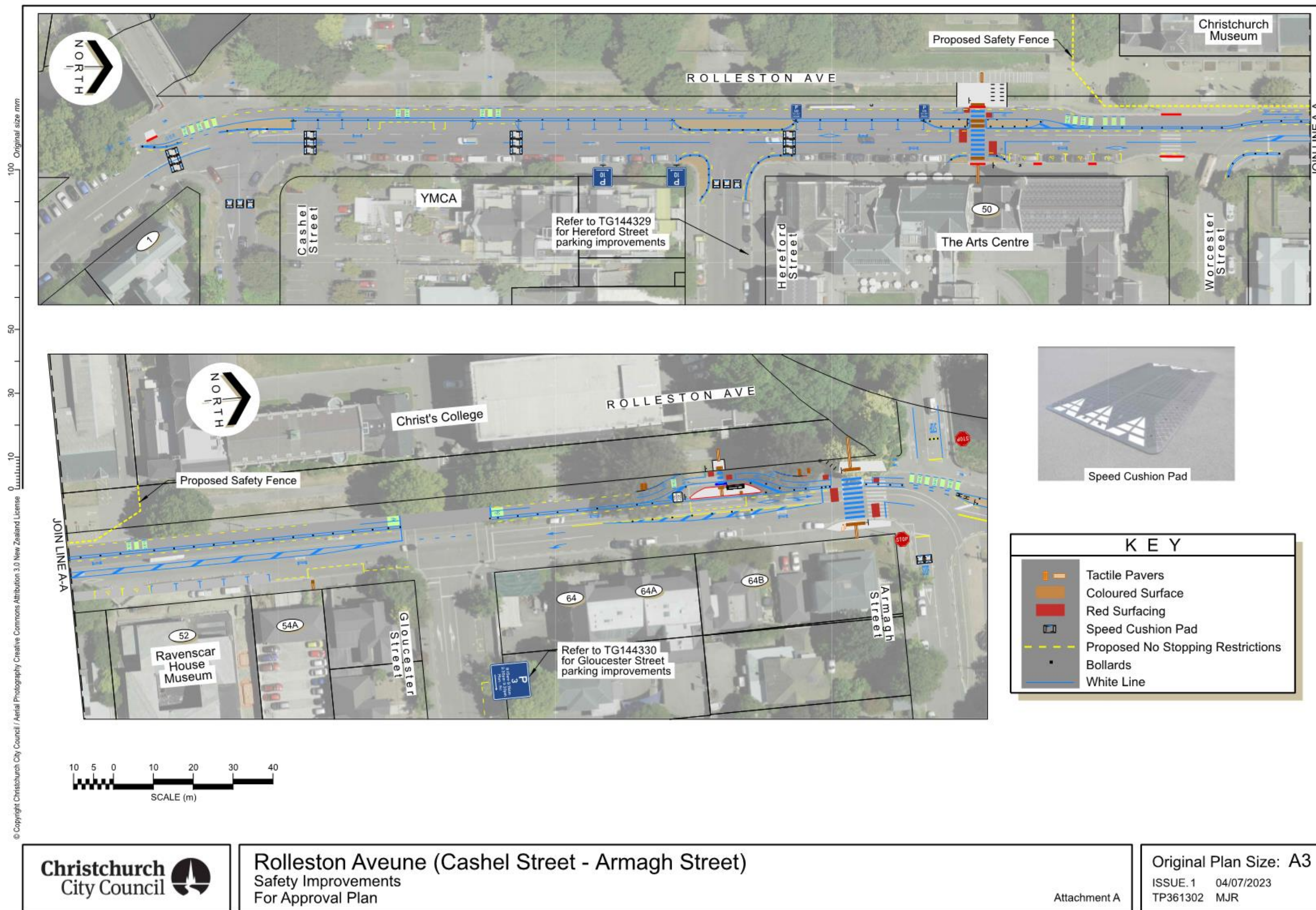
- 4.6. 131 people commented about the cost, stating they felt the roading changes are a 'waste of money'. This sentiment was mainly shared by car users.

Waste of money	
Car (I'm the driver)	72%
Car (I'm the passenger)	3%
Walk	4%
Cycle	15%
Motorbike	1%
Other (Please specify)	2%
Blank	5%

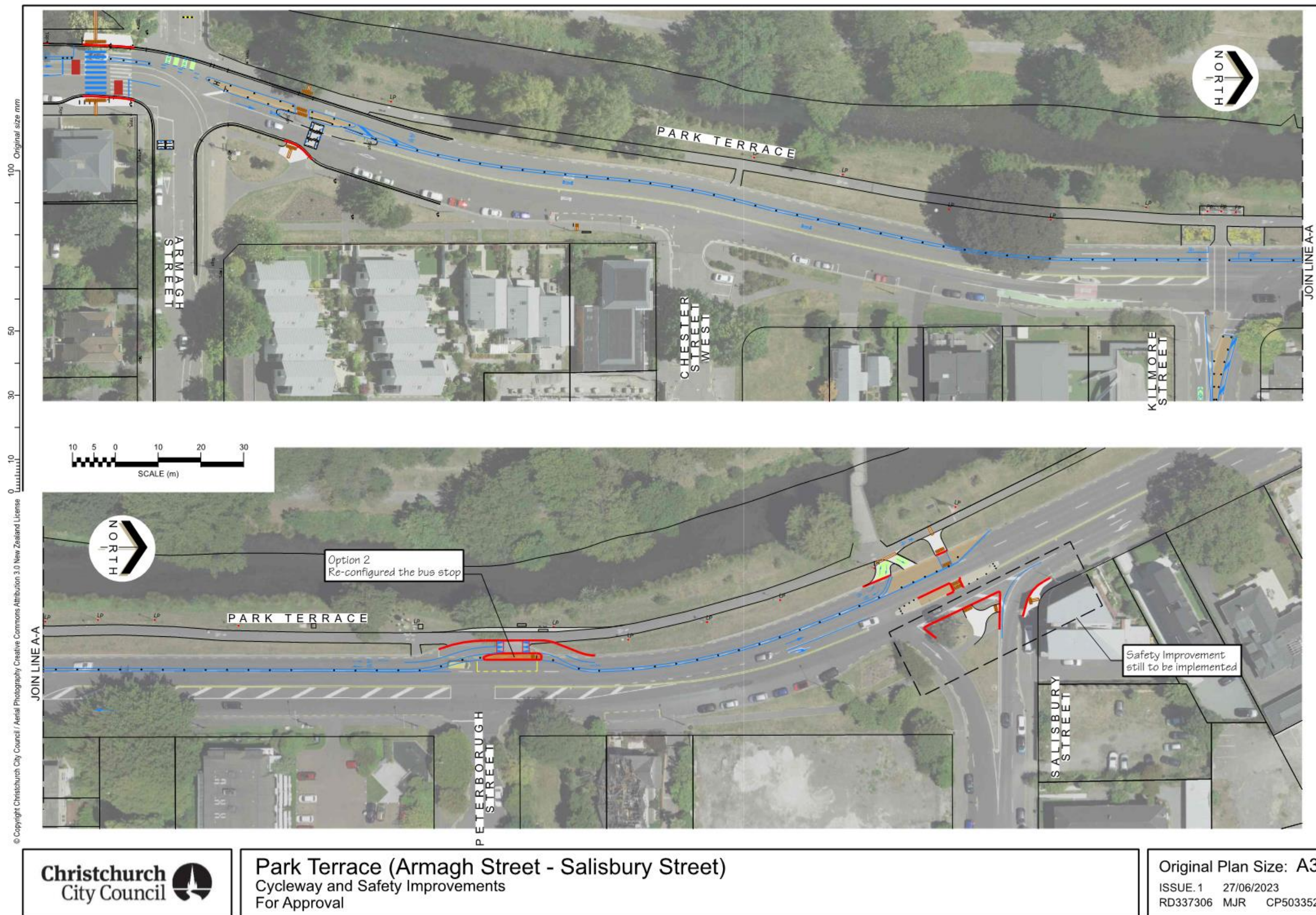
- 4.7. On a final note, and possibly as a result of the media coverage on this project, we received more than 100 comments that were abusive towards staff. The comment below is a typical example of this.

*"A total cluster. Disgusting that you did not even get council to sign it off. This is exactly why we think you are muppets and you have proven it. Well done. Don't let the door hit you on the way out when you hopefully get fired for this. Rip out this junk ASAP while you're at it."*











Memos



# Memo

Date: 31 August 2022  
From: Gemma Dioni, Senior Transportation Engineer  
Lachlan Beban, Senior Transportation Engineer  
To: Elected Members & Executive Leadership Team  
Cc:   
Reference: 22/1173654

## Rolleston Avenue - Transport works to support Museum Re-development

### 1. Purpose of this Memo

- 1.1 The purpose of this memo is to advise elected members of proposed temporary changes to the shared path on Rolleston Avenue to support the redevelopment of the museum.
- 1.2 Canterbury Museum is planning a multimillion-dollar redevelopment of its Rolleston Avenue buildings. The museum has applied for permanent and temporary easements for this work:
  - Three permanent easements for the underground base isolation of the Robert McDougall Gallery and Roger Duff wing, underground services and the existing overhang of the Roger Duff wing.
  - One temporary easement for five years over the current public pathway into the Gardens from Rolleston Avenue to the Robert McDougall Gallery for trucks and material into the work site.
- 1.3 As a result, the shared path along the museum frontage will be reduced in width and will not be able to cater for the current demands using the path safely.
- 1.4 There are ongoing capacity and safety issues on the existing shared path along Rolleston Avenue. Previous signage and marking projects haven't changed behaviours and the path can sometimes be unpleasant for pedestrians to use, especially when there is fast cycle or scooter traffic.
- 1.5 The proposed works provides an opportunity to trial an alternative layout.

### 2. Update

- 2.1 To support the closure of the museum, and the reduced space available outside the museum on Rolleston Avenue due to construction requirements, it is proposed to introduce a number of changes for people travelling on Rolleston Avenue. This will align with the museum construction period of five years. These changes will include:
  - Moving cyclists from the existing shared path to a two-way on-road cycleway on the western side of Rolleston Avenue to reduce the demands on the remaining path width for pedestrian safety.
  - Providing a new crossing point south of the museum as the existing zebra crossing will be closed and the pedestrian crossing markings will be removed.



**Memos**



- Traffic calming to support lower speeds in locations where there are lots of people travelling on many different modes.
  - Relocating tour coaches from outside the museum and botanic gardens to the north side of Hereford Street. The space used to accommodate this move was previously construction zones for the Arts Centre improvements, so no parking will be lost. The current tour coach parking on Rolleston Avenue will be converted to parking spaces.
  - Creating P3 school parking on the south side of Gloucester Street to increase the number of spaces available for pick-up and drop-off.
- 2.2 It is proposed to install the works initially under a temporary traffic management plan in March 2023 prior to the closure of the shared path at the Museum. Approvals will be sought post-implementation to allow for any minor changes when implementing the works on-site.
- 2.3 This information will be provided on the Have Your Say Page for the engagement to be undertaken for the Museum easements.

### 3. Conclusion

- 3.1 To support the reduced width of the existing shared path on Rolleston Avenue in front of the museum, it is proposed to introduce temporary transport works to provide safer outcomes for all road users. Once the temporary works are in place a report will go to the Council in early 2023 to confirm resolutions for the remaining period of the museum works, which is approximately 5 years.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A	Rolleston Avenue Plan For Information	

### Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Gemma Dioni - Senior Transportation Engineer Lachlan Beban - Senior Transportation Engineer
<b>Approved By</b>	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

Memos



# Memo

Date: 9 January 2023  
From: Gemma Dioni, Senior Transportation Engineer  
Hannah Ballantyne, Engagement Advisor  
To: Elected Members & Executive Leadership Team  
Cc:   
Reference: 22/1644122

## Rolleston Avenue - Proposed transport works to support museum closure

### 1. Purpose of this Memo

- 1.1 The purpose of this memo is to advise elected members of proposed traffic management changes to Rolleston Avenue to support the redevelopment of the museum. This is an update to the original memo sent on 7 September 2022.
- 1.2 Canterbury Museum is planning a multimillion-dollar redevelopment of its Rolleston Avenue buildings. The museum applied for permanent and temporary easements for this work. These have now been approved by Council.
- 1.3 As a result, the shared path along the museum frontage will be reduced in width and will not be able to cater for the current demands using the path safely. There are ongoing capacity and safety issues on the existing shared path along Rolleston Avenue. Previous signage and marking projects haven't changed behaviours and the path can sometimes be unpleasant for pedestrians to use, especially when there is fast cycle or scooter traffic. This gives an opportunity to trial an alternative layout and improve safety for all users during the time required for the Museum re-development.

### 2. Update

- 2.1 To support the closure of the museum, and the reduced space available outside the museum on Rolleston Avenue due to construction requirements, it is proposed to introduce a number of changes for people travelling on Rolleston Avenue, which will extend north on Park Terrace to the intersection of Salisbury Street. These include:
  - Moving cyclists from the existing shared path to a two-way on-road cycleway on the western side of Rolleston Avenue to reduce the demands on the remaining path width for pedestrian safety. It is proposed to extend the cycleway to Salisbury Street and the bridge into Hagley Park, this provided an opportunity to improve the crossing point on Park Terrace at Salisbury Street. Groups of school children have been observed crossing at this point where there are two lanes of northbound traffic travelling at speed making it difficult to judge a safe crossing opportunity.
  - Providing a new crossing point south of the museum as the existing zebra crossing will be closed and the pedestrian crossing markings will be removed.

Memos



- Traffic calming to support lower speeds in locations where there are lots of people travelling on many different modes.
  - Relocating tour coaches from outside the museum and botanic gardens to the north side of Hereford Street. The current tour coach parking on Rolleston Avenue will be converted to parking spaces.
  - Creating P3 school parking on the south side of Gloucester Street to increase the number of spaces available for pick-up and drop-off.
- 2.2 It is proposed to install the works initially under a temporary traffic management plan in March 2023 prior to the closure of the shared path at the Museum. Once the temporary works are in place a report will go to the Council in mid-2023 to seek approval and confirm resolutions for the remaining period of the museum works, which is approximately 5 years.
- 2.3 Approval will be sought for the parking changes on Hereford Street and Gloucester Street in a report to Council following formal engagement.

### 3. Engagement

- 3.1 Information about changes to Rolleston Avenue were included on the Have Your Say Page for the engagement to be undertaken for the Museum easements.
- 3.2 From the engagement, additional discussions were held with Christ's College who were supportive of the proposals and requested the P3 parking on Gloucester Street with a bus stop for bus journeys to off-site sporting activities.
- 3.3 Discussions were also held with Christchurch Attraction regarding the relocation of the coach parking.
- 3.4 We undertook further engagement through door knocking residents and businesses along Rolleston Avenue, Park Terrace, Hereford Street and Gloucester Street on the week commencing 5 December 2022 to discuss the plans.

### 4. Conclusion

- 4.1 It is proposed to install a temporary traffic management scheme on Rolleston Avenue and Park Terrace for the duration of the closure of the Museum to support safe movements by all road users. This will include changes to parking on Hereford Street for coaches and on Gloucester Street for school activities.

### Attachments Ngā Tāpirihanga

There are no attachments to this memo.

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Gemma Dioni - Senior Transportation Engineer Hannah Ballantyne - Engagement Advisor
<b>Approved By</b>	Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

Information form Hybris Tickets

Date received	Location	Query/Complaint/Suggestion from the Community (Directly copied from Hybris system)
16/01/2019	Armagh/Rolleston	Customer is a nurse at Chch Hospital, walks across the Armagh St Bridge everyday. She's requesting that the give-way line at the bridge please be replaced with a stop line if possible, or for give way lines be added before the crossing on Rolleston Ave, as she witnesses cars just pull out from the park and onto the road instead of giving way to pedestrians at that crossing.
13/02/2019	Armagh/Rolleston	Details: Can a stop sign, or speed bump be put into place for cars exiting Hagley Park from Armagh Ave onto Rolleston Ave/Park Terrace? As it is now, many do not stop, and/or come up onto the cycle way and foot path, despite there being a white stop line for them painted on the road before the cycle way/foot path. Thinking outside the box here, could also be a great revenue generator for the city and police department as vehicles don't stop at the white stop line painted on the road. Dreaming of ticket revenue for new squad cars council events.
15/02/2019	Armagh/Rolleston	anabelle has advised of a traffic hazard, cnr of Botanic gardens . Rolleston ave, at this intersection, we have pedestrians. cyclist , cars , scooters all on the same bit of asphalt . also sun strike at some times during the year , other parts of the city we have a green patch on the pavement indicating cyclists are sharing could this be looked at for here , just to help remind motorist to be vigilant Anabelle 021 777 978
22/02/2019	Armagh/Rolleston	Details: Can a stop sign and or speed bump be put in place for motor vehicles exiting Hagley Park onto Rolleston Ave/Park Terrace? Currently other than a painted (and badly faded) white line there is little that stops vehicles from driving into pedestrians or cyclists on the walk way / cycle way. I'd hate for council (us tax payers) to be found liable for an injury caused by a careless motorist.
21/03/2019	Rolleston Ave (Antigua Bridge)	Bikes and Scooters over Boat Bridge Avon River Details: I am a new resident to Christchurch from Australia. I live Hereford St Central and work Canterbury District Hospital. Walking to work along the Botanic Gardens is lovely, walking over the Boat Bridge is stressful and a concern for not only my safety but for others. Bikes and scooters speed over the bridge around pedestrians not giving way and or any concern of families, children, elderly or the likes and or respect of their right of way. I have recently injured my leg and require an elbow crutch to assist, again the stress of myself trying slowly to not be in the way of bikes or scooters is to the point of absolute anger now. Yesterday a bike had the cheek to ring his bell, not to alert he was close but to alert the family and myself to move out of his way, he only had to wait less than 30 secs for us all to be out of his way, but the biker felt it appropriate to ring his bell. This is a growing concern with numerous people expressing the same stress and anguish having to walk over this bridge watching left right ahead and behind to make sure you are not in the direct way of the bikes and scooters whom may run into you. Bikes and scooters must dismount whilst walking over this bridge and put into action asap please. I have never seen such irresponsible bikers amongst pedestrians ever.
13/06/2019	Armagh/Rolleston	Details: Recently witnessed a near collision between cycle going across entrance to Armagh Street bridge and car turning right from Park Terrace. Both appeared to think they had right of way. Who does have right of way? Does this need better markings and signs to clarify?
2/08/2019	Armagh/Rolleston	please re mark the lines at the pedestrian crossing here- caller says often people don't stop when others on using the crossing. Rolleston Ave on corner of Armagh St
29/08/2019	Salisbury/Park	Location Crossing island that crosses from Park Terrace to Salisbury St. Just after the bridge that crosses the Avon on the East side of North Hagley Park Details The crossing island is poorly designed and dangerous for a few reasons. 1 - The bottleneck design is dangerous for cyclists because if one cyclist is on the island and waiting to cross, they are blocking off the island for other cyclists



Date received	Location	Query/Complaint/Suggestion from the Community (Directly copied from Hybris system)
		to get onto. So if another cyclist tries to get onto the island they don't have room to get in unless the cyclist on the island moves, meaning that they may be stuck on the road for longer than they expected. 2 - The biggest danger is that the crossing is located just meters after the left turn onto Salisbury St and what happens is that cars sometimes don't realize they are in a left turning only lane (or they get stuck in lane due to traffic) and they bail out of that lane at the last moment directly into where pedestrians can be crossing. I had one very close call where the car in the straight lane slowed down and flashed it's light and signaled me and another pedestrian to cross. As we crossed a car in the left turning lane turned out of it at the last moment and had to brake abruptly to not hit us. The problem is that the distance between the left turn onto Salisbury and the crossing is too small. People that try to merge out at the last second are most likely focusing on the other lane to make sure there is room to merge, I doubt they also always look to make sure no pedestrians are about to cross. And even if 99.9% of people do look both ways, all it takes is one driver to not be fully aware of their surroundings and then someone could die. Cars that bail out of the left hand turn rarely have time to indicate for three seconds before they merge and therefore they are making illegal turns directly into pedestrians who could be crossing because they think there are no oncoming cars. I've personally seen many cars bail out of the turn at the very last moment and I believe that highlights a flaw with that section of the road. And when you stick a poorly designed crossing directly into the middle of that flaw you create a dangerous situation where it's only a matter of time before an accident happens. Hopefully this is looked into. I'd suggest either: 1 - Moving the crossing further south so that pedestrians only have to worry about one lane 2 - Putting crossing lights in (Safest option) Thanks
21/10/2019	Rolleston Ave (Antigua Bridge)	Avon River bridge between Christchurch Hospital and Antigua Boat sheds, I have pushed my 85 year old mother in a wheel chair across the bridge a few times and have been very concern how dangerous it is with the cyclists traveling so fast and have seen a few close calls. I recon you need to add speed bumps to slow them down.
5/11/2019	Armagh/Rolleston	request for road markings to be repainted and made more obvious Rolleston Ave/ Armagh St where the bridge is into Hagley park lines have disappeared and cars stop right on the edge of the cycle way lane. please can they be re marked to encourage a bit of distance between the cars and the cyclists.
8/11/2019	Rolleston Ave (Cashel St)	Slow cycling sign on bridge that crosses Avon river to hospital has been broken off and removed. Cyclists are not respecting pedestrians so sign needs to returned.
8/11/2019	Rolleston Ave (Cashel St)	Customer is from out of town and staying at the YMCA. Crosses bridge over Avon river on a regular basis to get to the hospital and has an issue with cyclists not respecting the pedestrians using the bridge. Would love to see maybe some painted signage on the road to get the cyclists to be more aware
16/12/2019	Armagh/Rolleston	When leaving the Armagh street bridge of Botanic gardens the lines are faded and people are not stopping to give way. They are pulling out into the cycle way before stopping. Can the lines please be repainted and customer is wondering if the giveaway sign can be swapped for a stop sign.
19/12/2019	Armagh/Rolleston	White line on road to indicate Give Way has completely faded. This is an urgent safety issue, as many drivers do not realise they must give way to cyclists using the cycle lane across the front of the bridge. Please paint in a line clearly, and maybe add to the signage - larger sign, specify Give Way To Cyclists.
29/02/2020	Salisbury/Park	Hi Ccc. What would be the chances of getting the remaining two sections of the Hagley Park perimeter pathway sealed. The section from Carlton corner to Armagh st bridge and the section from the old Blenheim rd bridge to Moorhouse ave near netball courts. This whole path is very heavily used and having it sealed would bring great joy to many walkers, bikers, skaters, scooter riders.

Date received	Location	Query/Complaint/Suggestion from the Community (Directly copied from Hybris system)
17/11/2020	Salisbury/Park	<p>This is a dangerous and confusing crossing for cyclists, particularly when public events are on in Hagley Park with hundreds of pedestrians crossing in the opposite direction. Can this please be remediated? As a major east/west route connecting Hagley Park with Salisbury St, even on an ordinary day it sees a lot of use. Thank you Please see attached photo</p> <p>Question I cycle to work every day from Edgeware to Ilam, via the Colombo St cycleway / down Armagh St through Hagley. There are often many others also biking through this same route, which is fantastic. However, I have increasingly become concerned about the safety of pedestrians and cyclists alike at the Armagh Street bridge intersection, leading into Hagley Park. There is always substantial traffic, especially at peak hours, and cars do not stop for cyclists to cross unless we turn into the narrow footpath and use the pedestrian crossing on Rolleston Ave, turning left out of Armagh Street. This in itself is a difficult task and a safety hazard, with the footpath full of walking pedestrians and multiple parked cars along Armagh Street right up until the T-intersection.</p>
20/03/2021	Armagh/Rolleston	<p>I was wondering if there are any plans for the council to improve the safety and non-vehicle mobility of this intersection? The high-volume of traffic flowing down Park Terrace/Rolleston Ave, alongside the numerous Christ College school kids + central city workers who walk/bike, run (etc.) across the road and in/out of Hagley Park makes it a high-hazard intersection with very little to mitigate the risks. I realise this area is now a 30km/h zone for vehicles, however there remains little-to-no incentive for cars to *actually* slow down to that speed in this area, given the streets are still so wide. It is my view, especially given this intersection is the beginning of the Uni-Cycleway at the top of Hagley park, that the current pedestrian crossing is *not* fit for purpose to facilitate crossing pedestrians and cyclists alike.</p> <p>It would be great to get some information around a plan to improve safety at this intersection and discuss it further with someone. Since on-street parking is already yellow-lined at the top left part of Armagh Street, it would make sense to use this space to expand the pedestrian area on the corner of the footpath so bikes have a place to cross and do not have to go to the pedestrian crossing via the narrow footpath. This would make it safer for cyclists to cross the road into Hagley Park and make the surrounding perimeter of the park a more pedestrian-friendly area in general.</p>
20/04/2021	Armagh/Rolleston	<p>I look forward to hearing your response. Many thanks.</p> <p>Question Good afternoon. Could you clarify for us whether or not the new sealed pathway leading from the Armagh St entrance into Hagley Park and the Botanic Gardens, following the Avon River, is intended as a shared bicycle and pedestrian path please?</p> <p>This morning we were biking along it (slowly, in single file) when we encountered a group of people walking who obviously thought we shouldn't be using the path. If it is shared, would it be possible to paint some of the logos on the path at each end at least?</p> <p>Thanks and best regards</p>
1/05/2021	Armagh/Rolleston	<p>The give way line coming over the armagh st bridge has worn away which means cars always pull too far forward and block the shared path. Please repaint, see attached photo</p>
28/07/2021	Armagh/Rolleston	<p>Details: The road markings to stop traffic out of Hagley park have worn off so cyclists and pedestrians are at risk as cars exiting the park don't stop until they are almost onto Park Tce!!! Is there any chance there could be a strip of green laid across the bridge to make motorists more aware of cyclists &amp; the need to stop?</p>

Date received	Location	Query/Complaint/Suggestion from the Community (Directly copied from Hybris system)
4/09/2021	Rolleston Ave	Please can there be consideration given to widening the paved area running from the hospital past curators, museum, Christ college etc. it is great the city is embracing walking and cycling in the city centre but this passage is not wide enough and there is plenty of room to cater for the growth in use rather than having damaged lawn. Thank you for consideration.
14/10/2021	Armagh/Rolleston	Pedestrian crossing near Armagh St needs lines repainting. Caller would also like to better signage for drivers identifying this as a pedestrian crossing.
1/11/2021	Armagh/Rolleston	Cars are not stopping at the faded line when leaving the park, having near misses with cyclists. Could a green cycle lane be used here please!!!!
22/02/2022	Park Tce at bus stop	Blocked storm water visibly bubbling up and flowing over the footpath at the bus stop opposite the George Hotel on Park Terrace.
5/03/2022	Armagh/Rolleston	Please evaluate west approach of Armagh St at Park Tce for zebra crossing. Pedestrian and cyclist crossing volumes are well in excess of the thresholds suggested in the old TRAFINZ report. This crossing is a crucial link for non-motorised routes in all directions while the road is a low-volume carpark access. This change would easily be supported by Waka Kotahi Pedestrian Network Guidance as well as CCC transport strategies and guidelines.
14/03/2022	Armagh/Rolleston	I am not sure the answer here but this intersection is very dangerous. Bike and peds come from Rolleston Av quickly and can't be seen or see other people coming around the corner across the bridge. Yes, the cycle lane says be on the other side however the lack of road markings makes cars unpredictable so bikes cross to the other side of the bridge earlier. I'm not sure the answer, but trying to slow people down is not the solution. I have observed a number of near misses in the short time commuting this section. Can you please review the intersection?
30/03/2022	Rolleston Ave	The shared cycling / pedestrian signs urgently need repainting. Also you need to add SHARED PATHS as sometimes pedestrians seem upset by cyclists passing them.
2/04/2022	Park Tce at bus stop	Blocked drain causing footpath flooding which is going down the bank into the Avon
28/04/2022	Park Tce at bus stop	Blocked drain? At bus stop and over flow on shared path
14/06/2022	Armagh/Rolleston	The pedestrian light above the zebra crossing isn't working so it is difficult to see people waiting to cross the road
1/02/2023	Rolleston Ave (Antigua Bridge)	Details: This was raised by numbers of staff from the hospital as well as public use the hospital however, it has come to my attention via email. On behalf of staff from CHC hospital: I want to report a risk to pedestrians using this bridge. Although it is not part of the hospital, the bridge is used by many hospital staff every day. This morning, 30 January 2023, I was about to begin crossing the bridge from the Boatsheds end, when I was almost hit by a cyclist coming from the other direction at an estimated speed of greater than 30 km / hour. There was no acknowledgement from the cyclist of this near miss. Several bystanders expressed their concern regarding my welfare. This is not the first time this has happened. In the recent past, I have had to dodge cyclists, people on scooters and even people on petrol powered motor cycles, all of whom seem to think that they have greater priority than pedestrians for use of the bridge. I believe it is time to review the use of this bridge and I think it would be appropriate for Waitaha Canterbury, as the employer of many bridge users, to raise this with the appropriate City Council department at the earliest opportunity. Thank you This needs to be sorted. More people on e-scooters and e bike currently, causing huge issue and high risk to the pedestrians on the bridge. Hope this to be sorted asap.

Date received	Location	Query/Complaint/Suggestion from the Community (Directly copied from Hybris system)
10/02/2023	Salisbury/Park	Hi, Please can you do something to improve the cycle and pedestrian road crossing at the intersection of Salisbury St and Park Terrace. There is a narrow island in the middle of 4 lanes of traffic. There are kerbs, waist height barricades, and narrow access gaps to get onto the island that can only be accessed at a certain angle. There is only room for one person on a bike or with a pushchair to access the island and no room for two if one is coming the other way. Two bikes are impossible. If you are cycling and can't get onto the island there is nowhere to stop safely in the middle of the road. To make matters worse, when crossing between the island and the footbridge to Hagley Park, the accessways don't line up. This means you have to cross the two lanes of traffic at a sharp diagonal, angled in the opposite direction to the one that you have travelled through the island. As the 2 lanes of traffic whizzes along Park Terrace towards Carlton Mill you have to take your life in your hands to get through a gap in the flow of traffic. There is no pedestrian/cycle crossing there and there should be. I cycle across that intersection 4+ days a week, twice a day. At rush hour it is dangerous. There are frequently cyclists, people on scooters, walkers, walkers with dogs and pushchairs all trying to get across at once. It is impossible to cross safely. This evening there were 6 cyclists going different directions, 1 guy on a electric scooter, 5 separate walkers and 3 large dogs all trying to cross at once. The island needs to be redesigned, the access points widened and ,lined up with the footbridge, and a pedestrian crossing installed, plus plenty of room on the island for all users at busy times of day
24/02/2023	Rolleston Ave	Shared path footpath signs from Antigua boatshed to Armagh bridge have worn quite a bit & now that more visitors are arriving in the city, it would be good to have the signs repaired!!! Cycling to & from work has become more hazardous as tourists block the path.
03/05/2023	Salisbury/Park	The intersection Salisbury Street / parks terrace it is dangerous. Pedestrian cannot cross safe at night, and it is hard to see the cars coming from the right side. It needs a check. if someone can please call the customer to discuss about it.



## Park Terrace changes - 2023

### Background information

Safety concerns with Park Terrace were identified as part of the process of developing the TTMP. Below we set out further information about these safety concerns. In addition, community feedback was considered during the development of the scheme. This includes concerns raised around the crossing at Park/Salisbury and the shared nature of the walking and cycling facilities.

#### Safety concerns for people crossing at Park/Salisbury

One of the safety issues identified was at the Park Terrace/Salisbury Street intersection for people crossing the road due to the two northbound lanes of faster traffic and the island being unable to accommodate demands at peak times, also groups of school children were observed riding their bicycles through this crossing.



#### School children using the Salisbury Street crossing on bicycles

Crossing count data (June 2023) shows that there are 79 people crossing during the morning peak (38 people on bicycles and 41 people walking). The staggered arrangement makes it difficult for people on bikes and with assisted devices or pushchairs to use, particularly when there is an oncoming user.

In addition to current surrounding land-uses, the proposed Park Terrace retirement Village is located on the site fronting Park Terrace and Salisbury Street. This includes independent living as well as assisted living and resthome accommodation. As a result, additional pedestrian movements will be generated by this development at this location.

For people walking southbound on Park Terrace, trying to cross the slip lane on Salisbury Street to access the central island is difficult because visibility is restricted to the north so a person crossing is undertaking the movement without fully being able to see what traffic is heading south to make the turn. Further the cut-down does not align with the pedestrian crossing point, instead it guides you towards the full kerb and grass area of the island.



**Pedestrian crosswalks not aligning at Salisbury Street**

This turn is often completed at high speed so there is a risk of a collision that could result in a serious injury to a person walking.

When considering the adjacent land-uses, the traffic volumes, traffic speed, the existing demands using the crossing and future demands, and community interest, improving this crossing would rank highly among against other crossing improvement locations in the city. The Waka Kotahi Pedestrian Network Guidance recommends that a pedestrian median island or a raised signalised crossing would provide the most appropriate crossing type for the users observed.

**Safety concerns for people cycling**

While a shared path is provided along the riverside, people are choosing to ride bicycles along this section of Park Terrace on the road. This is an area with faster vehicle speeds and the bus also travels in the kerbside lane. The current lane widths do not align with best practice provided by Waka Kotahi NZ Transport Agency in the Cycling Network Guidance for shared (cycles and vehicles) kerbside lanes where the posted speed limit is 50Km/h and particularly where the operational speeds are higher.



**People riding bicycles on the road (traffic lanes do not meet best practice guidance)**

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**Road status**

By way of background to the road usage and safety information set out below, the road status for Rolleston Avenue and Park Terrace are as follows:

Street name	District Plan Classification	Intended function	Serving
Rolleston Avenue	local street	Entirely for access purposes and are not intended to act as through routes for motor vehicles.	Botanic Gardens, Christ's College, the Arts Centre, the Museum and the hospital. As such there are large numbers of people moving around by all modes of transport.
Park Terrace	local distributor street	Specific type of collector road which are important for distribution of traffic to parking precincts or provide for public transport movements.	Hagley Park, a school, residential properties and a hotel. Future development includes the Ryman retirement Village.

**Road usage**

Part of the process to identify the safety concerns included collecting traffic count and speed data during February 2023 prior to the work being implemented (in summertime). Further data was collected in June 2023 following implementation (in wintertime). The tables below show volumes and speed data:

	Park Terrace (50km/h) Feb 23		Park Terrace (50km/h) Jun 23	
Volume& speeds	Northbound	Southbound	Northbound	southbound
Volume (7-day average)	10,450	5,170	9,137	4,527
Mean speed	52.4 km/h	54 km/h	45.8 km/h	42 km/h
85%ile speed	58.0 km/h	44.9 km/h	51 km/h	51 km/h
% of drivers travelling over the speed limit	63.4%	31.5%	18.7%	16.8%

	Rolleston Ave (30km/h) Feb 23		Rolleston Ave (30km/h) Jun 23	
Volume& speeds	Northbound	Southbound	Northbound	southbound
Volume (7-day average)	3,247	3,979	2,251	3,134
Mean speed	32.3 km/h	33.6 km/h	26.3 km/h	25.5 km/h
85%ile speed	40.0 km/h	40 km/h	31.9 km/h	31.9 km/h
% of drivers travelling over the speed limit	64.6%%	73.1%	23.1%	22.5%

It is clear from the table above that speeding was an issue on Park Terrace prior to the implementation of the changes with over 60% of northbound vehicles exceeding the posted speed limit of 50km/h. Regardless of the cause of a crash, speed is the difference between someone being able to walk away relatively unharmed or being seriously injured or killed. Reducing the operating speed vehicles travel on the network, creates safer outcomes for our communities.

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It is interesting to note that generally vehicle volumes are higher during the winter months, however the tube counts at this location have shown a decrease in vehicle volumes. It is also anticipated that cycle numbers would reduce during winter months, however this has not been the case in this location. There is no tube count data for the Park Terrace shared path prior to the implementation of the works. A screen line count on the Park Terrace path north of Salisbury Street from 20 March 2023 showed that 86 people were riding bicycles and 5 people scootering from 0730-0830 hours. Of the people riding 60% were male and 40% were female. This equates to about 1.6 people riding bicycles or scooters per minute.

A manual count of users was completed during the evening peak hour (1700-1800 hours) on Wednesday 4 April 2023. Of people using the shared path just north of Kilmore Street. The following were counted:

- 57 people riding on the shared path.
- 54 people walking on the shared path.
- 13 people scootering/skateboarding on the shared path.

There were a further 29 people counted riding their bicycles on the road.

The number of cycle users on the Rolleston Avenue shared path were recorded in March 2023. There are no pedestrian counts on the shared paths.

*Rolleston Avenue (Hereford to Worcester)*

5 Day Average			7 Day Average			85%ile Speed		Mean Speed	
North	South	Both	North	South	Both	North	South	North	South
757.0	732.0	1,489.0	674.0	631.0	1,305.0	22.3 km/h	23.8 km/h	17.8 km/h	19.2 km/h

The highest number of people riding was on Tuesday 7 March 2023 when 1740 people rode over the tube counter. The speed data shows that people riding were generally travelling between 10 and 30km/h. A small number of people riding were travelling between 30 and 40km/h.

The number of E-scooter trips along Rolleston Avenue are shown below. The data is taken from the ride report.

Month	Data
April 2022	1295 trips in the survey area from 525 people
April 2023	1250 trips in the survey area from 475 people
June 2022	890 trips in the survey area from 370 people

Environment Canterbury provide two bus services an hour along Rolleston Avenue and Park Terrace (Route number 17). There are two northbound stops within the TTMP area, these are at Christ's College and Peterborough Street. There are two southbound stops located south of Chester Street (east) and south of Gloucester Street.

#### Crash analysis

The Waka Kotahi Crash Analysis System (CAS) was used to gain an understanding of any underlying safety issues on Rolleston Avenue and Park Terrace. There have been eight recorded crashes in the



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five year period to the end of 2022. Four of the eight crashes involved people riding bicycles and all resulted in minor injury

The crashes involved:

- A cyclist travelling along the roadway was doored by a person exiting a vehicle.
- A cyclist wanting to travel ahead from Armagh St to the park, was hit by a vehicle turning right across the cyclist.
- A cyclist was travelling south and was obscured by a concrete truck that had stopped to allow the vehicle to turn onto Peterborough Street.
- A cyclist travelling south on Rolleston Avenue across Gloucester Street was hit by a vehicle turning right into Gloucester Street.

The remaining four crashes were vehicles only and were non-injury crashes. There were no trends identified within the crash data.

Currently CAS provides a limited view of trauma on the transport network. CAS does not generally report on incidents not involving a motor vehicle, nor single person crashes, and with only a portion of non-fatal vehicle crashes being recorded in CAS (due to under-reporting) it is clear that it only provides a small sample of what actually occurs on the network.

The crash history shows a history of people on bicycles being involved in crashes along Rolleston Avenue and Park Terrace. The original road layout is not conducive to a safe pedestrian and cyclist environment.

Underpinning the vision of Road to Zero are seven guiding principles, which include promoting good choices but plan for mistakes, designing for human vulnerability, and making safety a critical decision-making priority. Creating safer infrastructure contributes to a safer system, which is the goal of Road to Zero.

#### Safe system audits

A scheme stage Safe System Audit was completed. Safe system audits replace safety audits. The primary objective of a Safe System audit is to deliver a project that achieves an outcome consistent with the Safe System approach, that is, minimisation of death and serious injury. This audit followed the Waka Kotahi NZ Transport Agency Safe System Audit Guidelines (2022) with identification of safety concerns.

Prior to implementation of the scheme, the project team responded to the issues and the audit was closed out.

A post-construction audit has been undertaken. Some issues were identified with the Rolleston Ave Changes and the Park Terrace Changes. These include:

- Further consideration of pedestrian desire lines on Rolleston Avenue at intersections and bollard placement.
- Coloured surfacing – provide further coloured surfacing.
- Signage – location, height and orientation.

The issues raised in the audit associated with the Rolleston Avenue section are being addressed with the contractor, however, outstanding construction issues on Park Terrace have been put on hold until a decision has been made on the layout of Park Terrace.

### In lane bus stop

In reviewing the feedback collected during the survey, many submitters referred to the in-lane bus stop and the trial that was installed on Hills Road in 2007. In lane bus stops allow a bus to stop in the traffic lane and general traffic waits behind the bus while people are boarding and alighting. There are no other in-lane bus stops in Christchurch.

Waka Kotahi Public Transport Design Guidance, states that in-lane bus stops:

*“enables public transport to stop within traffic lanes rather than needing to exit and re-enter the traffic lane. In-lane bus stops are often achieved through use of bus boarders, which are arrangements where the kerb line is extended outwards for a bus stop. Traditional kerbside bus stops require buses to exit the traffic lane and manoeuvre into a kerbside bus box. This delays buses due to manoeuvring time and the need wait for a gap to re-enter the traffic stream.”*

The guidance identifies many benefits for using in-lane bus stops:

- maintain the place of the bus in the traffic lane which gives the bus better priority when re-entering the traffic flow and reduces bus dwell times.
- allow the bus to line up parallel and close to the kerb, largely without manoeuvres.
- provide good accessibility for all passengers.
- create passenger waiting areas that do not impede or conflict with the pedestrian flow on the footpath and, with bus infrastructure off the main footpath, make space available for such things as attractive streetscapes, landscaping, cycle parking and street furniture.
- act as traffic-calming devices by narrowing the road.

A comparison of the in-lane stops at the Hills Road location and the Park Terrace location is shown below:

Design considerations	Hills Road	Park Terrace
<b>Road type</b>	Minor arterial	Local distributor
<b>Function (movement of people is prioritised over the movement of vehicles)</b>	Christchurch Transport Plan – Public Transport & vehicle route	An Accessible City - Park Terrace priority is for walking, cycling and public transport
<b>Operating speed is no more than 50km/h</b>	Mean speed = 46.9km/h in northbound lane	Mean speed = 45.8km/h in northbound lane
<b>Fewer than 800 vehicles per hour (same direction as bus)</b>	1195 (2018 vehicle flows)	Average 750 at peak (2023 flows)
<b>Number of bus routes</b>	1 bus service	1 bus service
<b>Frequency of service</b>	High frequency route (6 services an hour)	Low frequency route (2 services an hour, refer to section 5.24 for boarding data)).

The above table shows that the location of the in-lane bus stops with bus boarders are in different environments with different bus frequencies and service provisions.

To understand the Hills Road trial further, information was sought from the designer in the project team. The designer provided the following information:

- Hills Road had been chosen for a trial of two bus boarders in an outbound direction.
- In the evening peak, there was significant congestion from the intersection with Shirley Road and Warrington Street.

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- The first trial that was implemented in November 2006 had the following main features: a narrow flush median, narrow traffic lanes, and a cycle lane between the traffic lane and the bus boarder itself. The first trial was deemed to be ineffective, and the majority of drivers were overtaking a stopped bus. The cycle lane, traffic lane and flush median were wide enough for a car to overtake a stopped bus without having to encroach into the opposing traffic lane. A report was presented to the Shirley/Papanui Community Board on 21 March 2007, to seek approval for an amended concept design for two bus boarders to *"rectify the deficiencies identified with the initial trial."*
- The second trial started in July 2007. The design was changed so the traffic lanes in both directions were narrow (3.0 m) and separated by a double yellow no overtaking line, the bus boarder was immediately adjacent to the traffic lane, and the cycle lane was placed behind the bus boarder. This layout relies on a stopped bus taking up the whole traffic lane, and consequently very few drivers overtook a stopped bus.
- The second bus boarder trial was effective. A bus stopping during congested peak times was not overtaken by other vehicles due to opposing traffic. Hence, the road ahead of the bus cleared out and upon leaving the stop, the bus could travel faster. The traffic queue had effectively been displaced behind the bus. A report was presented to Council (9 October 2007), to seek approval to extend the trial for a further 6 months *"because at the moment the trial is operating successfully and therefore we would like to include it as an option in the overall Queenspark scheme."*
- The two options available to the project team after the period that the trial was in place, were to continue with bus boarders along this section or implement an afternoon peak bus lane. The overwhelming response from the community was in favour of bus lanes.
- In June 2008, the overall Queenspark scheme plan was approved by councillors for implementation, including bus lanes on Hills Road (and therefore the removal of the two bus boarders).



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## Memorandum

**To:** Gemma Dioni, CCC

**From:** John Falconer, QTP

**Subject:** Park Terrace TTMP – Analysis of Monitoring Data

**Date:** Tuesday 27th June 2023

**Copy:**

QTP have been asked by Christchurch City Council to provide an independent analysis of the data and monitoring being undertaken for the Park Terrace Temporary Traffic Management Plan (TTMP).

The following data has been provided to us to review and analyse:

- Travel time data for general traffic on routes potentially affected by the cycle way from Traffic Watcher.
- Traffic signal SCATS data for the Kilmore/Park intersection.
- Traffic counts undertaken at Armagh/Park, Kilmore/Park and Park/Salisbury intersection.
- Traffic queue counts for Kilmore Street approach to Park Terrace.
- Cycle tube counts on Park Terrace and in the cycleway.
- Bus boarding numbers and journey times between two bus stops to understand dwell times and associated impacts of bus boarders in the main traffic lane.

Each of the above data has been reviewed using combinations of the following checks on a case-by-case basis where appropriate:

- Sensibility checks to ensure data is within realistic bounds.
- Cross checks using manual calculations based on engineering first principles.
- Cross checks using traffic models and other traffic count data.
- Completeness and relevance of data.

In some cases, we have dropped some data sources or given it less weight, where potential deficiencies or limitations have been found.

The data has then been analysed to understand likely impacts associated with the construction of the Park Terrace cycle way and associated changes such as bus boarders in the main traffic lane.

Due to the narrow window between data being available and report submitting date, we have attempted to focus our time on what we think are the key pieces of information that help understand the effects of this project. Given more time, we acknowledge there are parts of this assessment that could be improved.

This memo summarises our review, analysis and conclusions. It is structured to report each data of the collected data types in turn.





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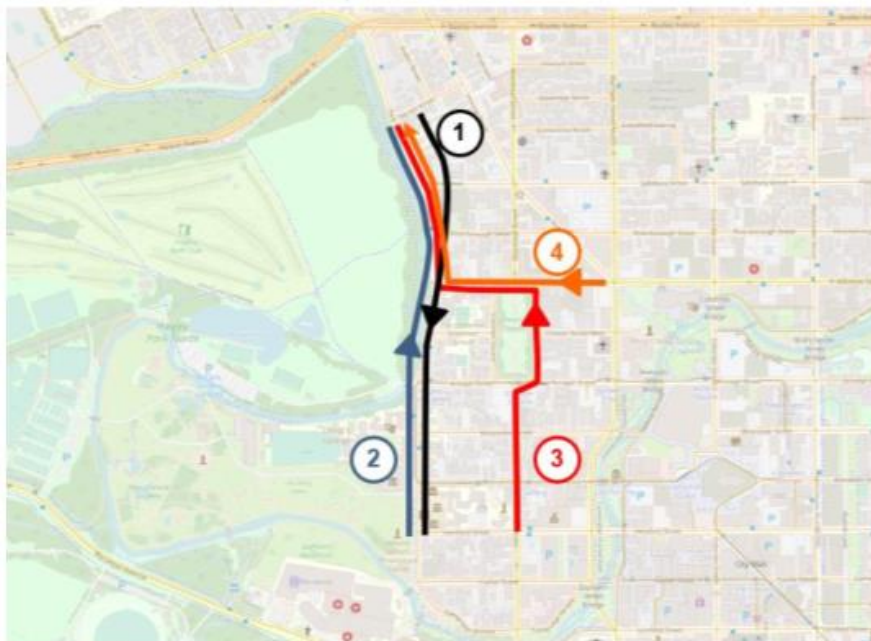
## 1. Travel Time Data

Travel time data for general traffic on routes potentially affected by the TTMP has been provided from 'Traffic Watcher'. This data was of limited value, mostly only showing average speeds over the whole day along the full length of selected routes.

We therefore utilised data from 'Tom Tom', which is obtained via GPS. The benefits of this data source are:

- Data represents approximately a 15% sample of all vehicles, so provides much more data than traditional method of conducting a limited number of floating-car surveys.
- Data provides for analysis over every link and for extensive time periods.
- When looking at travel times over these routes we only consider vehicles traversing the full route, not just part of it.

We have assessed four routes, shown below:

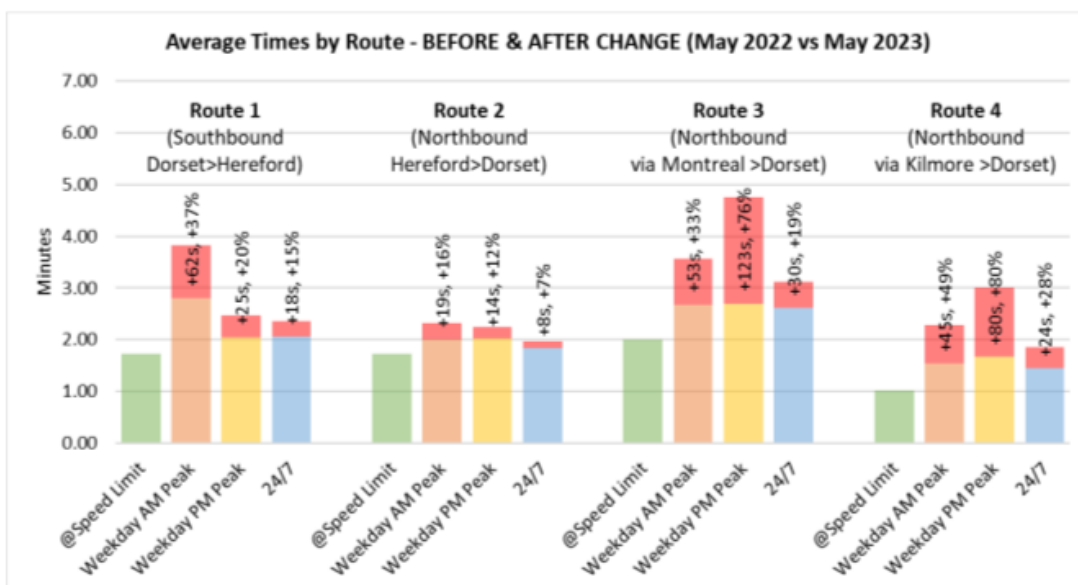


The chart below shows additional travel time delay by period (over travel at speed limit with no intersection delays), for each key route.

It shows May 2022 data selected for 'Pre-TTMP' comparison (12 months prior to 'Post-TTMP' adopted), to remove seasonal differences, along with changes in travel times by period for each key route between May 2022 and May 2023 (post-scheme).



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Interestingly, we found that most of these changes are most likely to be changes in demand between May 2022 and 2023, noting (from Tom Tom) the following changes in daily demands:

- Route 1 (Rolleston & Park southbound) No change
- Route 2 (Rolleston & Park northbound) -48%
- Route 3 (Montreal, Kilmore, Park northbound) +86%
- Route 4 Kilmore/Park northbound -3% (with a likely shift of balance to Victoria & Montreal)

Inspection of both TomTom link probe samples and SCATS loop counts confirms apparent substantial reassignment of Northbound traffic from Park Tce south of Kilmore St, both to Kilmore St (and thence Park Tce), but also to alternative routes (Victoria and Montreal).

For motor-vehicle users of Park Tce (north of Kilmore) prior to the recent changes, the daily-average (24/7) TOTAL trip time (using TomTom data) is estimated to be 10.4mins (625 seconds), for their typical 5.6km journey.

Although higher during weekday peak hours, data suggests that the additional delay at Kilmore/Park only is estimated to average +9.8s (24/7) following the scheme implementation (when compared to the same period last year).

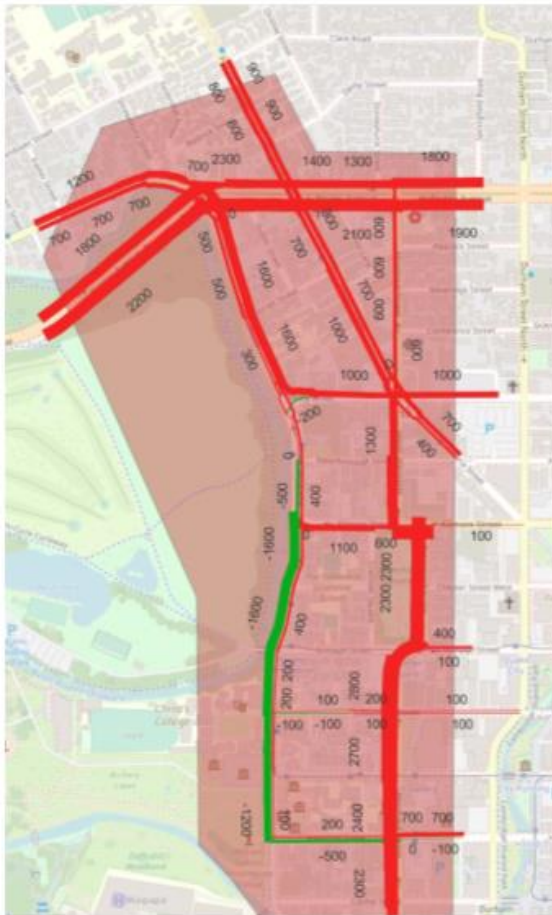
This equates to around +1.6% of the typical journey time for users of Park Terrace.

Furthermore, while the data suggests an increase in delays the month following implementation (compared to the previous year), it is very important to note that the bulk of the above changes clearly appear to result primarily from wider changes, given the net increase of traffic on the network, unlikely to have been brought about by the scheme.

The diagram below indicates the relative change in average daily traffic volumes (reflected by TomTom sampling), between May 2022 and May 2023.



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While it appears that there has been a shift from Rolleston Ave onto Montreal St, clearly other unrelated net increases in traffic contribute to the overall change, with increased overall demand to the north of Salisbury also apparent.

It is therefore concluded that most of the change in delays in the vicinity of the cycleway are likely to be related to wider Central City changes rather than brought about by the scheme.

Further investigations could be made using data from earlier in 2023 prior to implementation of the TTMP but would be likely be affected by seasonal variation.





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The Tom Tom data has also been used to estimate changes in delay at the Kilmore/Park intersection.

	Average Daily (24/7)					Weekday Morning Commuter Peak Hour					Weekday Evening Commuter Peak Hour				
	Before (s)	Delay After (s)	Change (s, %)	LoS Before	LoS After	Before (s)	Delay After (s)	Change (s, %)	LoS Before	LoS After	Before (s)	Delay After (s)	Change (s, %)	LoS Before	LoS After
Average Delay															
Park Sbd Thru	12.3	13.6	1.3	B	B	21.5	30.6	9.1	C	C	11.9	14.8	3.0	B	B
Park Nbd Thru	8.3	8.2	-0.1	A	A	8.2	14.4	6.2	A	B	9.6	13.0	3.4	A	B
Kilmore Left Turn	8.4	14.5	6.1	A	B	13.4	29.5	16.0	B	C	5.4	22.1	16.8	A	C
Kilmore R Turn	12.6	30.8	18.2	B	C	13.9	45.3	31.4	B	D	14.7	61.6	47.0	B	E
Intersection	11.1	20.9	9.8	B	C	15.7	35.7	20.0	B	D	12.0	34.6	22.6	B	C

	Average Daily (24/7)					Weekday Morning Commuter Peak Hour					Weekday Evening Commuter Peak Hour				
	Before (s)	Delay After (s)	Change (s, %)	LoS Before	LoS After	Before (s)	Delay After (s)	Change (s, %)	LoS Before	LoS After	Before (s)	Delay After (s)	Change (s, %)	LoS Before	LoS After
Worst 15% Delay															
Park Sbd Thru	30.4	32.5	2.1	C	C	40.1	47.1	6.9	D	D	31.4	33.7	2.4	C	C
Park Nbd Thru	22.6	23.3	0.7	C	C	26.6	32.8	6.3	C	C	26.7	32.3	5.6	C	C
Kilmore Left Turn	12.6	24.0	11.4	B	C	25.4	57.2	31.8	C	E	7.4	48.7	41.4	A	D
Kilmore R Turn	27.0	57.1	30.1	C	E	31.1	76.9	45.8	C	E	31.9	103.0	71.1	C	F
Intersection	26.2	42.3	16.1	C	D	33.5	59.2	25.8	C	E	29.4	63.5	34.1	C	E

As noted previously, it is therefore concluded that most of the change in delays in the vicinity of the TTMP are likely to be related to wider Central City changes rather than brought about by the scheme.

However, even with the increased traffic flows compared to the 'before' case, all movements are indicated to operate with a good Level of Service (LoS) in the range of A to D. Only the Kilmore Street right turn is indicated to operate at LoS E or F.

The queuing and delays on Kilmore Street are investigated and discussed further in section 4.

It should also be noted that the delay analysis above (using data throughout May 2023 and comparing this to May 2022) does not take into account traffic signal control changes introduced on June 8<sup>th</sup> 2023 to mitigate delays, as part of (on-going) operational optimisation. Therefore, the delays on Kilmore (using May 2023 analysis) are likely to be over-stated, compared to post-June 8 performance.

## 2. Traffic Signal Data (SCATS)

Traffic signal SCATS data was provided for the Kilmore/Park intersection (and has been also requested for other intersections).

After evaluating the data (primarily loop detections), it has not been used directly for any monitoring analysis, but rather as supplementary data to cross check traffic flows and to calculate movement capacities based on traffic signal timings (used to analyse queue lengths).

Limitations with the SCATS data for monitoring purposes include loops not being provided on all movements (e.g. slip lanes), not being able to determine through or turning movements for shared lanes (e.g. where two lanes have been combined as one), and redundant loops still active still detecting vehicles (or cycles in the new cycleway).



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### 3. Intersection Traffic Counts

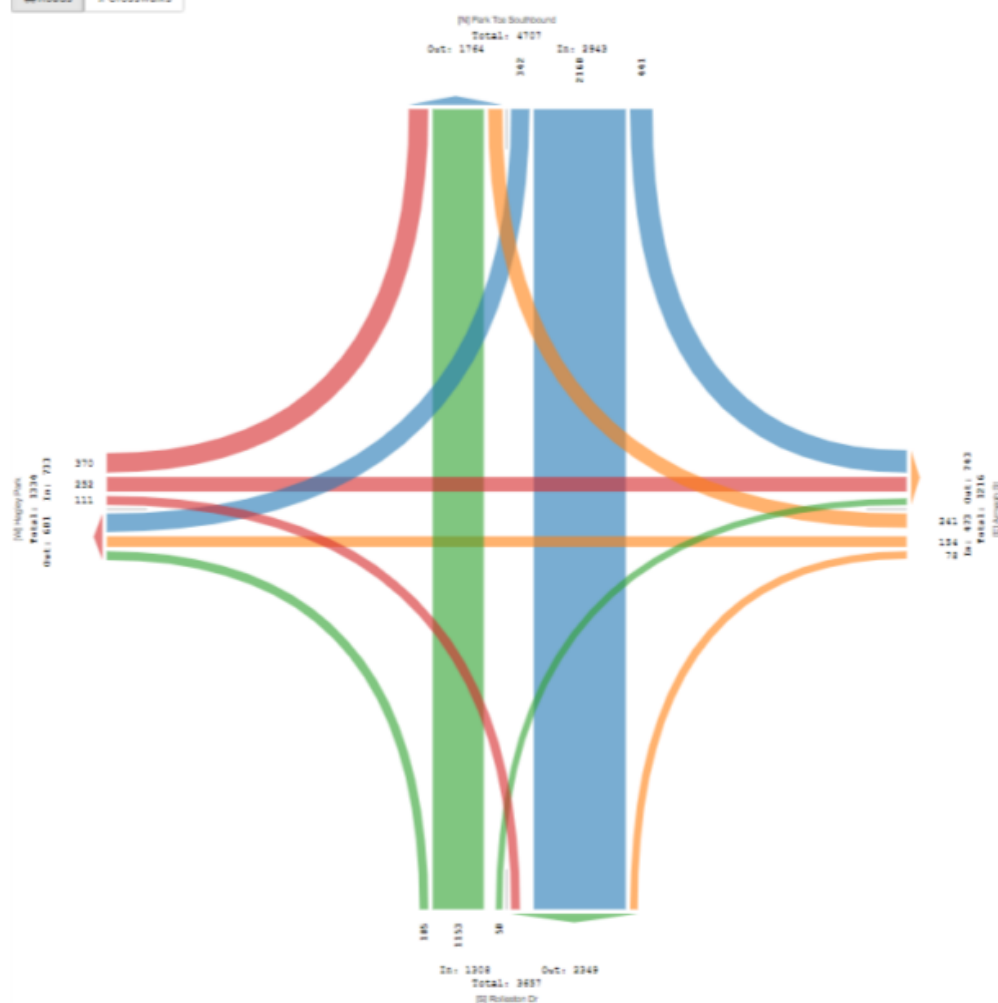
Traffic count data has been provided for Armagh/Park and Kilmore/Park intersections for Tuesday 30<sup>th</sup> May 2023.

Weekday 7 hour (0700-0900 + 1100-1300 + 1500-1800) summaries of turning movements (for all vehicles and any cyclists using the road) are provided below:

#### Armagh/Park - Intersection Daily (7hr) Movements Tuesday 30<sup>th</sup> May 2023

Intersection Volumes

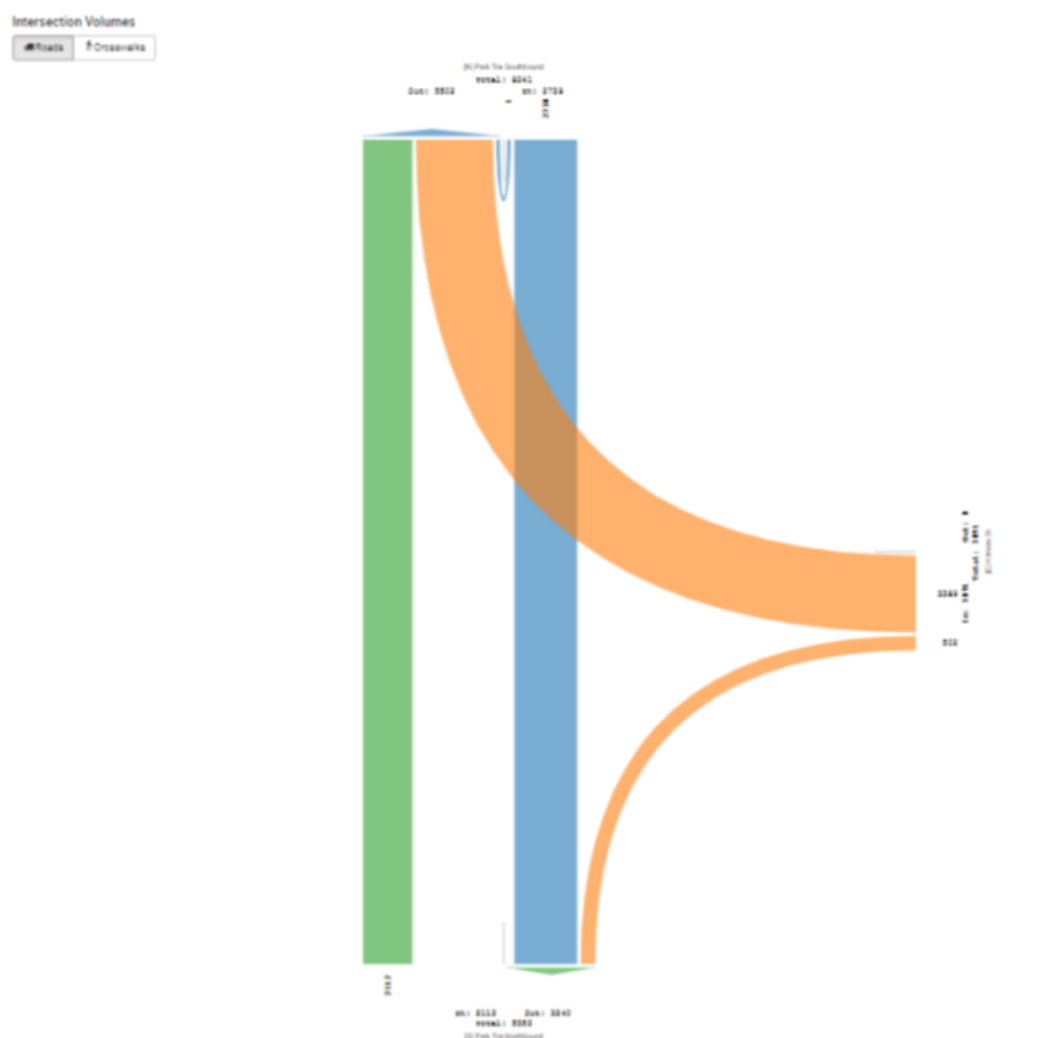
☒ Roads ☐ Crosswalks





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## Kilmore/Park - Intersection Daily (7hr) Movements Tuesday 30<sup>th</sup> May 2023



At this stage, there is no suitable pre-implementation data from which to compare any changes in traffic flows due the introduction of the TTMP.

These diagrams do however provide an overview of the relative scale of movements at each of the intersections.

The diagrams also confirm that there are much more southbound trips on Rolleston Ave (south of Armagh) than northbound trips. The most likely reason for this is that Montreal Street, a one-way street parallel to Rolleston Ave 250m to the east, is significantly more attractive for north bound trips originating in the Rolleston Ave area.



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#### 4. Traffic Queues – Kilmore Street / Park Terrace

The video and traffic count data indicates that traffic queues at intersections have not changed much due to the TTMP related changes, except for the Kilmore St approach to Park Tce, where previously there were two right turn lanes into Park Tce, there is now a single lane.

While the Park Tce northbound approach has also dropped from two approach lanes to a single lane, maximum queue lengths are typically 10 vehicles (50m) or less and always clear within a single traffic signal cycle.

The southbound approach on Park Tce has not changed as a result of the TTMP and therefore is expected to continue to operate similarly as it did previously.

This section therefore focuses on this right turn movement, where queues that were previously spread over two traffic lanes are now stacked into a single lane. Additionally, the loss of a lane has reduced capacity for this movement from 1,230 to 640 veh per hour.

However, prior to the changes, peak vehicle demand for this movement was 693<sup>1</sup> (during the evening peak hour) which equates to only 56% of the available capacity available at the time (so any excess capacity was not being utilised).

With the changes, the amount of traffic making the right turn has changed only slightly (to 606, a reduction of 87 or 12%). So, the movement is now operating close to its theoretical capacity during the busiest parts of the day (peaks of the peak periods), but well within capacity at other times.

The maximum theoretical capacity equates to (up to) 14 vehicles able to make the right turn every signal cycle.

The post implementation queuing data shows that average queues lengths are:

- 5 vehicles during the morning peak period
- 3 vehicles during the inter-peak period
- 8 vehicles during the evening peak period

The absolute maximum observed queue length was 16 vehicles, and were observed to occur only very occasionally as follows:

- 3 instances (between 7:50 and 7:55am) and 5 instances (between 8:10 and 8:20am) during the morning peak
- 11 instances (between 3:45 and 4:00pm) during the mid afternoon
- 7 instances (between 5:10 and 5:20pm) during the evening peak

In these instances where the queue length exceeds the maximum throughput of 14 vehicles per green, then the remaining 1 or 2 vehicles had to wait for the next green (and this was also confirmed by watching the video footage).

This means that out of the 3,389 vehicles that made the right turn per day<sup>2</sup>, only around 50 (or 1.5%) did not get through in a single green phase and therefore experienced additional delay (typically around 30 seconds).

<sup>1</sup> SCATs Loop Data Wed 5<sup>th</sup> April 2023

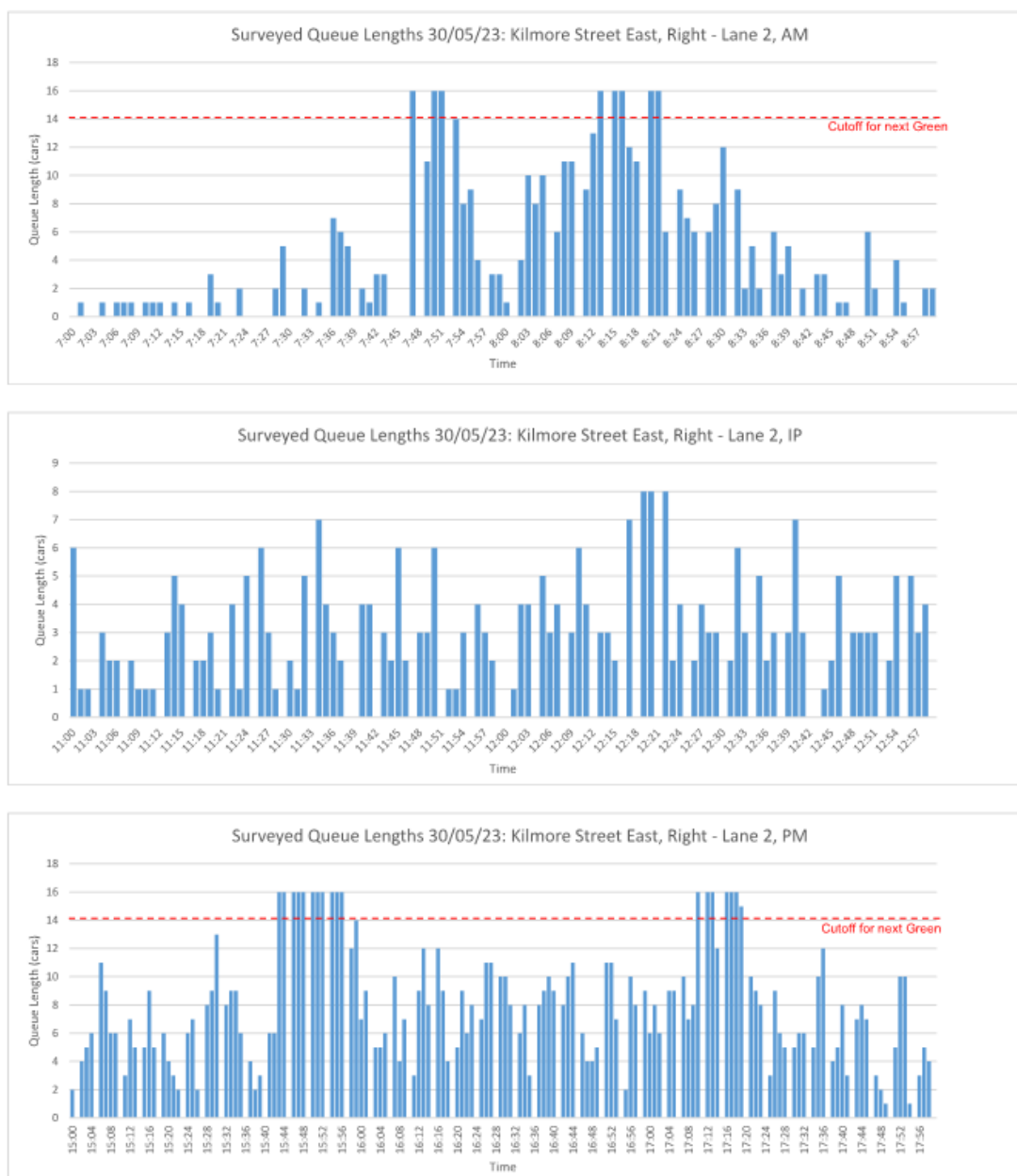
<sup>2</sup> On the surveyed date of Tue 30 May 2023 (CCC I7015 Kilmore St - Park Tce)



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As noted above, the traffic signal timings at this intersection were altered on June 8<sup>th</sup> to provide more green time to Kilmore Street during the PM peak period. Hence, for this period, the observed Kilmore Street queues on the survey date of 30<sup>th</sup> May shown below are likely to over-state the current (post 8<sup>th</sup> June) queues (although the change will also have slightly increased queues and delays for the southbound movement on Park Terrace).

#### Kilmore Steet Queues – Right Turn into Park Terrace

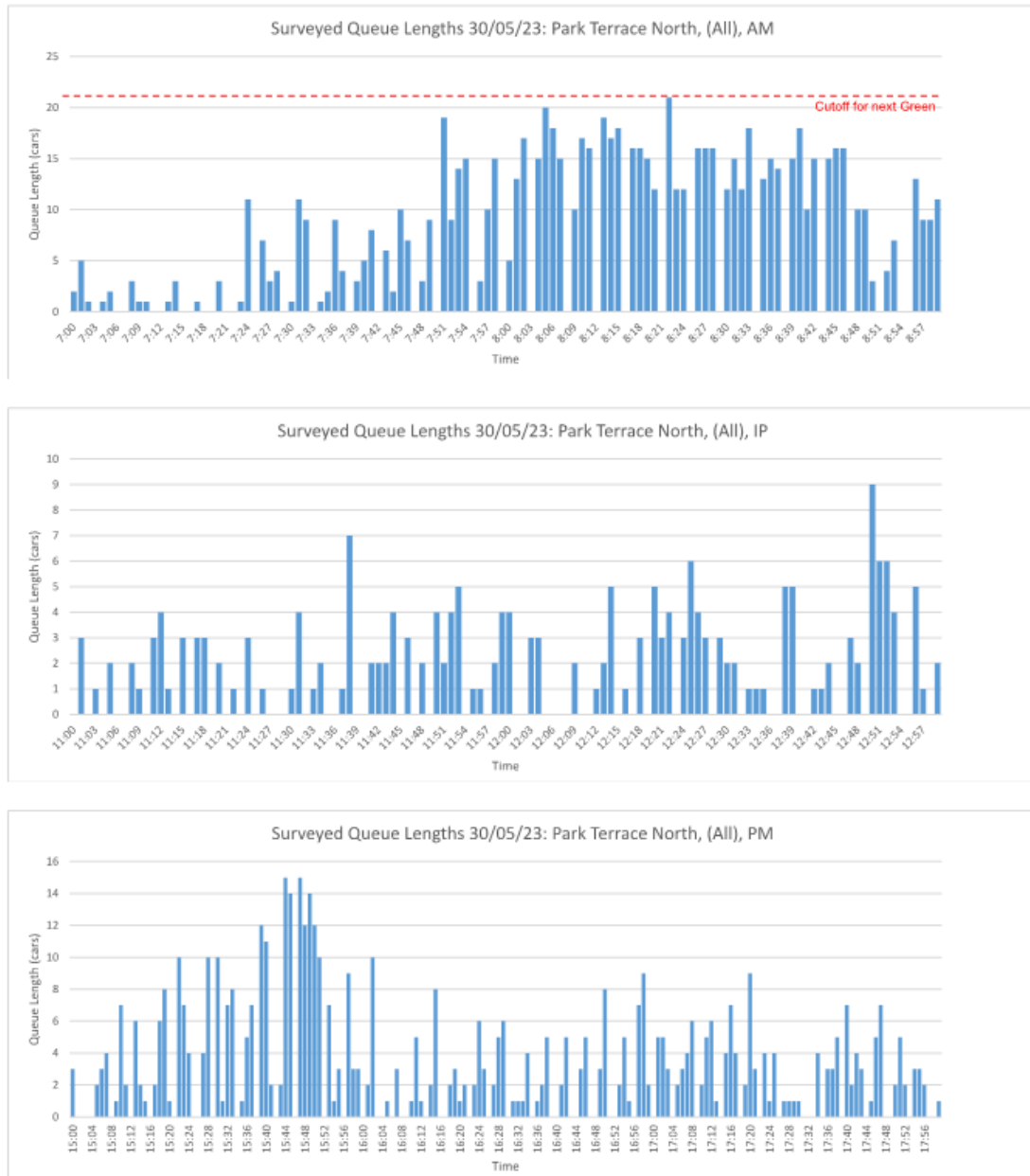






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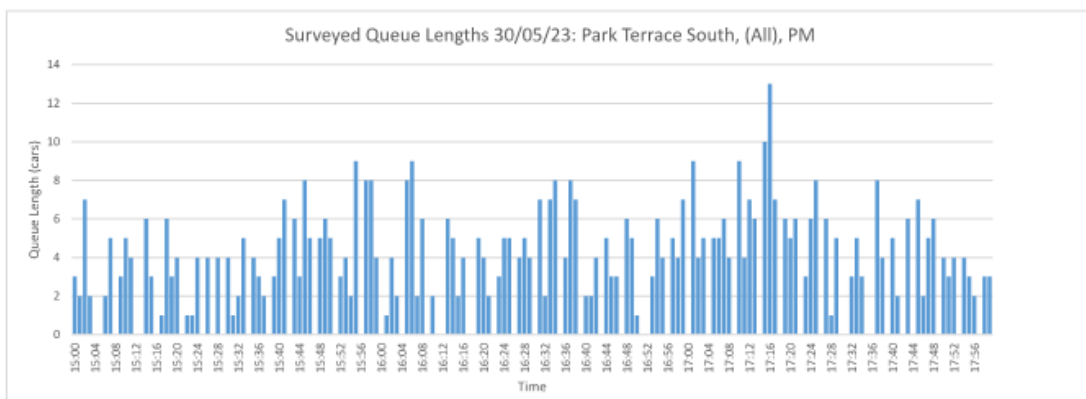
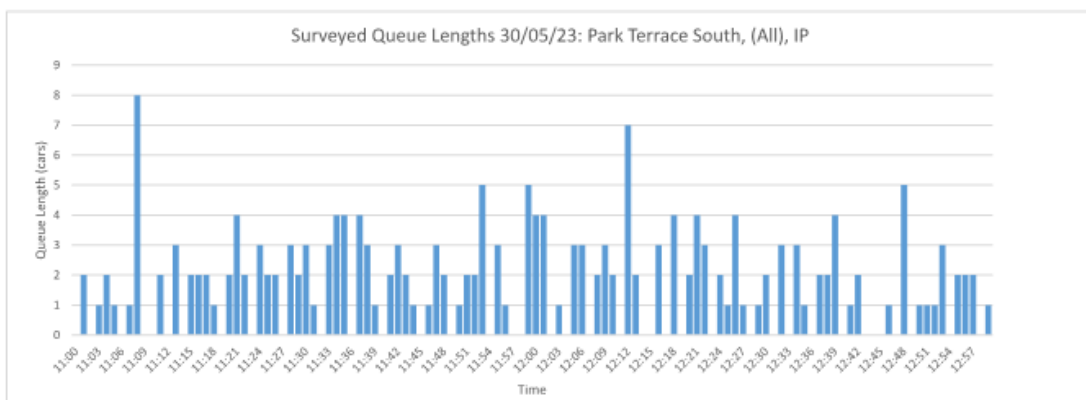
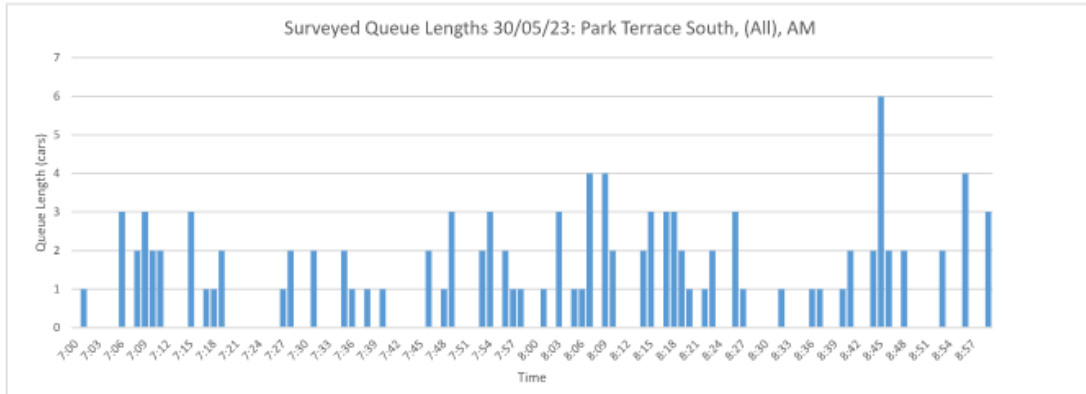
## Park Terrace Southbound Queues – Approaching Kilmore Street





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## Park Terrace Northbound Queues – Approaching Kilmore Street





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### Maximum Queue Length Summary



The extent of maximum observed queue lengths (assuming 5m per vehicle and verified from video footage<sup>3</sup>) for each period (morning, inter-peak and evening) are shown spatially above, to confirm that these do not interfere with any adjacent intersections.

Not that average queue lengths during each period are less than half the maximum values displayed above.

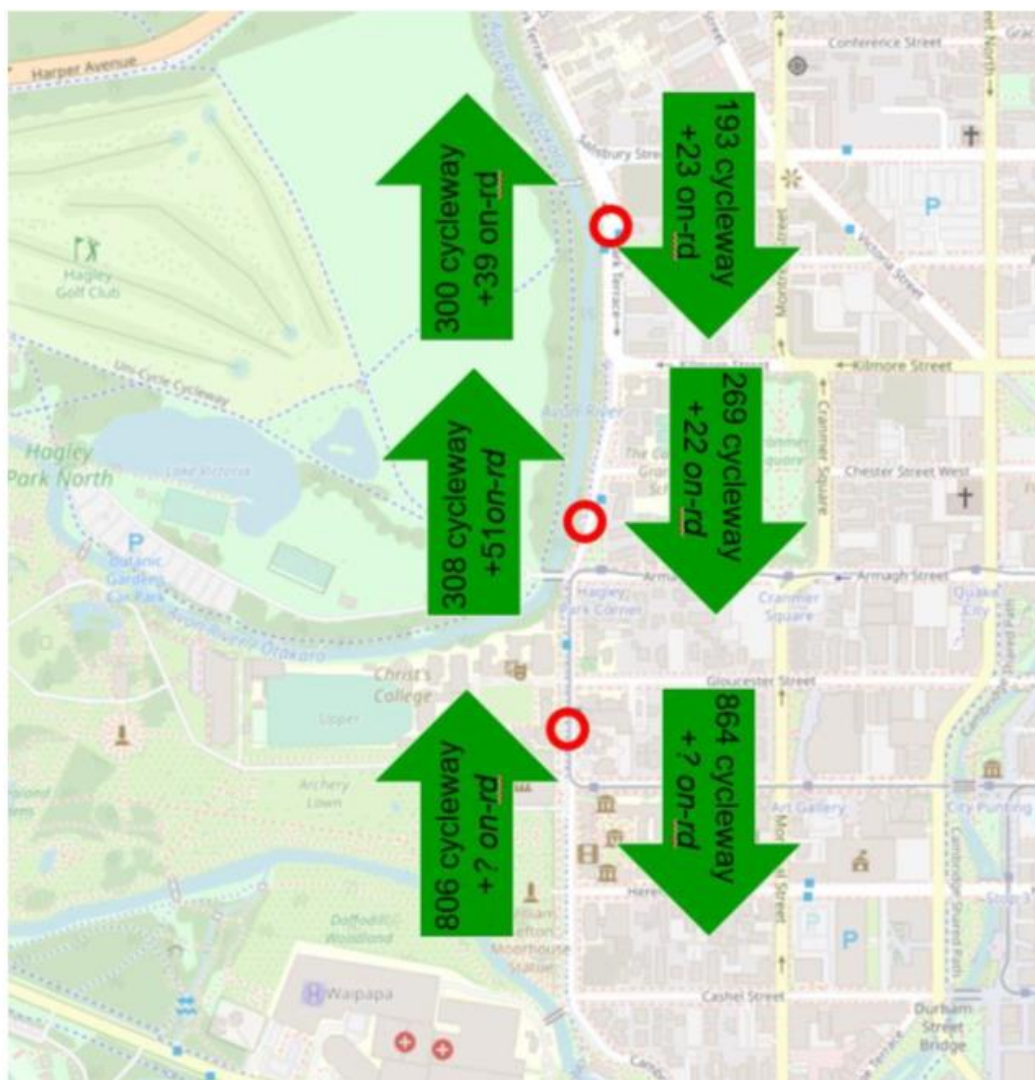
<sup>3</sup> Collected during the survey period.



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## 5. Cycle Counts

A summary of daily cycle tube counts on Park Tce and in the cycleway is provided below:



We have also analysed Strava data to understand potential changes in cyclist numbers as a result of the TTMP.

Strava only measures the routes of users of the application (who tend to be the keener cyclists). Comparing to Smart Counters (which count 100% of trips), typical sample rates from Strava are currently around 5.8% of all cyclists in this area.

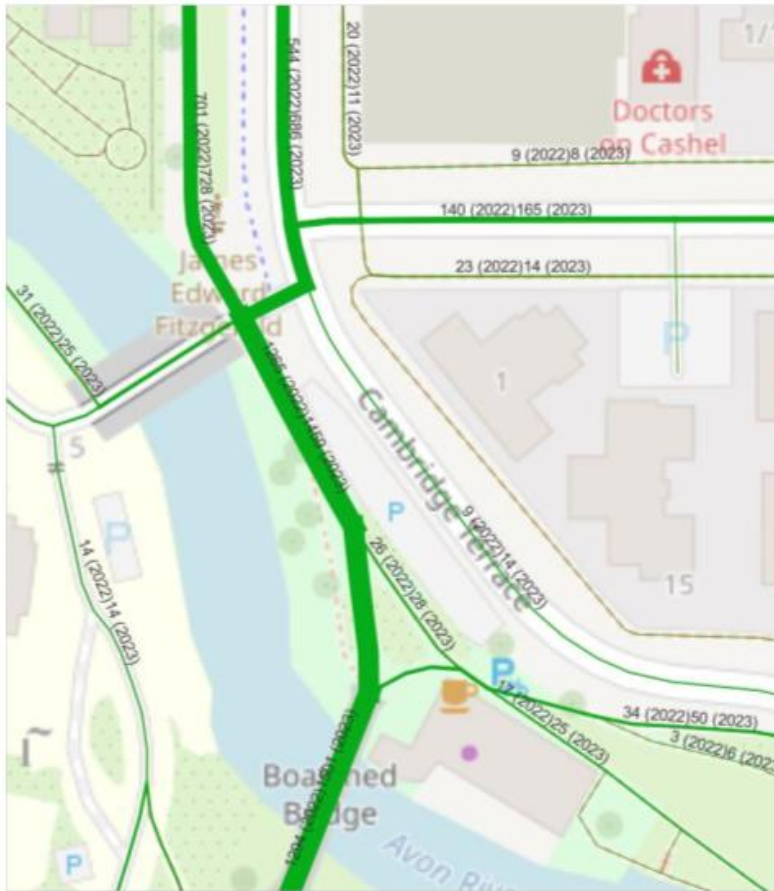
But if we expand this sample, it can provide an estimate of the (changes) in daily cycle demand, on a link-by-link basis.

For example, we can see that north of the Antigua Bridge, daily cycle use rose from around 1,300/day (May 2022) to around 1,450/day in May 2023.





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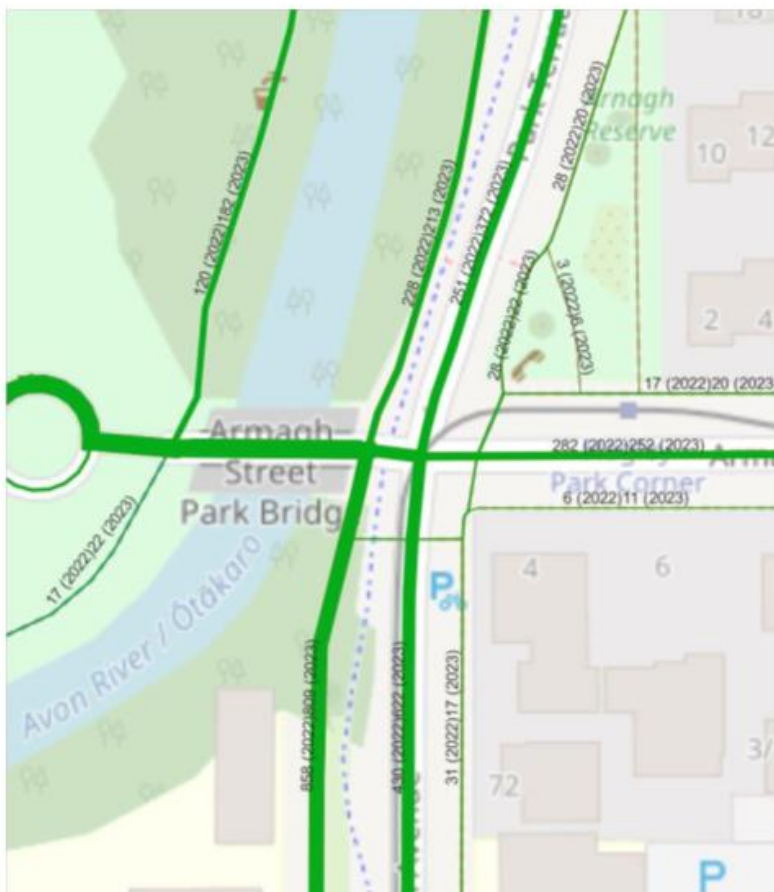


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Over the Armagh Bridge, daily cycle use remained broadly static, at around 1,250/day between May 2022 and May 2023.

South of Armagh St however, total cycle use is estimated to have risen from 1,320 to 1,450/day, or +10%.

And North of Armagh Street, total cycle use (including via the parallel path inside Hagley Park) is estimated to have risen from 640 to 810/day, or +26% in the year between May 2022 and May 2023 (the month after the scheme was implemented).



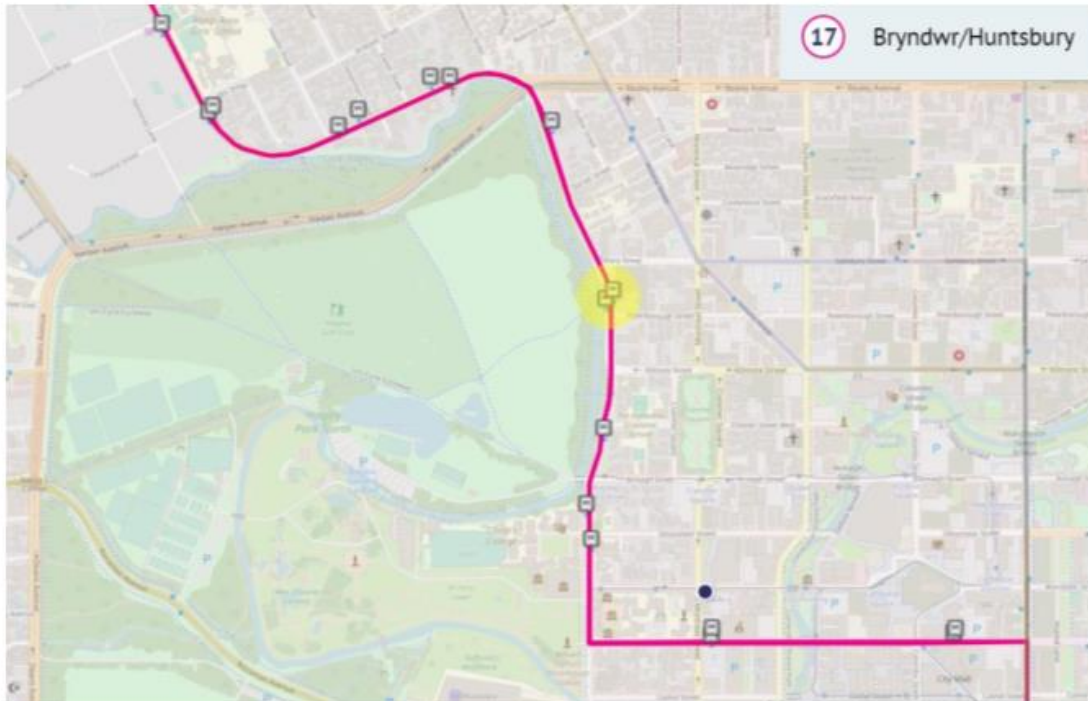


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## 6. Bus Dwell Time

Bus boarding numbers and journey times between two bus stops to understand dwell times and associated impacts of bus boarders in the main traffic lane.

There is only a single bus service (17 Bryndwr/Huntsbury) that uses Park Terrace. It runs every 30 minutes. The route and stops within the area of interest are shown below:



Due to the space taken to accommodate the cycle way, the bus stops for the north bound services along Rolleston Drive and Park Terrace are incorporated within the general traffic lane. This requires any vehicles following a northbound bus to wait behind it whenever people board or alight from the bus.

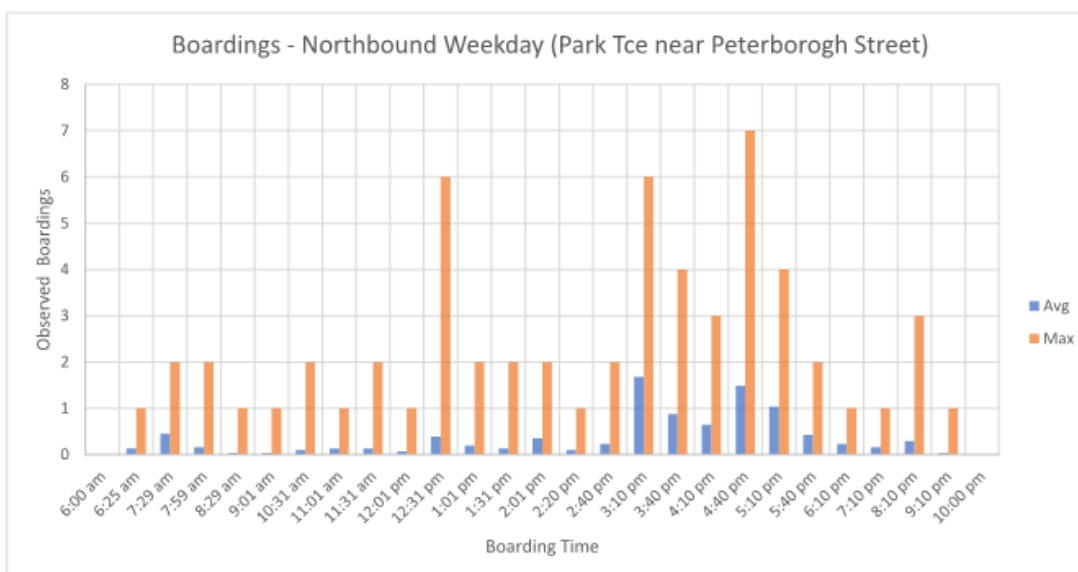
Data relating to northbound weekday observed bus boardings between 1<sup>st</sup> May and 13<sup>th</sup> June at the stop near Peterborough Street (highlighted in yellow on the map above) are summarised below by period:

- During the morning peak period (0700-0900), the average number of boardings is 0.6 per day and the maximum number observed was 2.
- During the inter-peak period (0900-1600), the average number of boardings is 4.4 per day and the maximum number observed was 6.
- During the evening peak period (1600-1800), the average number of boardings is 3.6 per day and the maximum number observed was 7.





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Based on the time<sup>4</sup> it takes these passengers to board, then the duration the bus is stopped is summarised below:

- During the morning peak period (0700-0900), the average stopping time is 6 seconds the maximum is 13 seconds. This results in the bus being stopped for an average total of 18 seconds out of 7,200 seconds. Therefore, the probability of a motorist being delayed by a bus stopping is 0.2%.
- During the inter-peak period (0900-1600), the average stopping time is 6 seconds the maximum is 29 seconds. This results in the bus being stopped for an average total of 83 seconds out of 25,200 seconds. Therefore, the probability of a motorist being delayed by a bus stopping is 0.3%.
- During the evening peak period (1600-1800), the average stopping time is 9 seconds the maximum is 33 seconds. This results in the bus being stopped for an average total of 34 seconds out of 7,200 seconds. Therefore, the overall probability of a motorist being delayed by a bus stopping is 0.5%.

It is apparent that the very low probability and relatively small effect of motorists being delayed by bus boardings occurring in the traffic lane results in an impact that is less than that of a typical pedestrian crossing or signalised intersection.

<sup>4</sup> Based on both first principle calculations and Ecan data 'Rolleston Ave to Carlton Mill travel times.xlsx' that isolates dwell times.



## Park Terrace Design Assessment



Item 7

Attachment I



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Park Terrace Design Assessment

Quality Assurance Information

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Park Terrace Design Assessment FINAL





## 1. Introduction

Christchurch City Council has recently introduced a Temporary Traffic Management Plan on Rolleston Avenue and Park Terrace from Cambridge Terrace to Salisbury Street, which includes a two-way cycleway. The community has been asked for their feedback and two technical reviews are being undertaken.

This review focuses on assessing the current layout and six alternative designs, one being a modification to the existing layout and the others being designs that incorporate the shared path on the riverbank. The options are either combination of a two-way cycleway and the shared path or using the entire length of shared path, and some with widening of the path. More detailed descriptions are provided in this note.

The assessment includes consideration of a range of matters but with a key focus on alignment with the following criteria:

- Alignment with the Safe System approach
- Best practice design standards and guidelines
- Strategic plan alignment
- Road user comfort and amenity
- Alignment with future environment

## 2. Review considerations

### 2.1 Safe System alignment

#### Safe System

The Safe System approach underpins Vision Zero. It was pioneered in Sweden and acknowledges the physiological and psychological limitations of humans and puts ultimate responsibility on the designers and operators of the system to accommodate these human limitations. This approach is derived from an understanding that people make mistakes, and from an ethical standpoint no-one should be killed or seriously injured on roads.

The Safe System approach demands a holistic approach to the safety of the road system and the interactions among roads and roadsides, travel speeds, vehicles and road users. It is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers, pedestrians, cyclists, and commercial and heavy vehicle drivers. The Safe System approach operates on the following guiding principles:

- **People make mistakes:** Humans will continue to make mistakes, and the transport system must accommodate these. The transport system should not result in death or serious injury because of errors on the roads.
- **People are vulnerable and the system should be managed within human biomechanical injury limit:** Our bodies have a limited ability to withstand crash forces without being killed or seriously injured. A Safe System ensures that the forces in collisions do not exceed the limits of human tolerance. Speeds must be managed so that humans are not exposed to impact forces beyond their physical tolerance. System designers and operators need to consider the limits of the human body in designing and maintaining roads, vehicles and speeds.
- **Shared responsibility:** The burden of road safety responsibility no longer rests solely with the individual road user. System managers have a primary



Figure 2.1 Safe system pillars





responsibility to provide a safe operating environment for road users and ensuring that the system is forgiving when people make mistakes.

- **Strengthening all parts of the system:** All pillars of the road system need to be strengthened so that if one part fails, other parts will protect the people involved from serious harm.

Central to the Safe System approach is human tolerance to crash impacts and the management of kinetic energy transfer so these are within survivable limits. The Safe System approach is based on the following four Safe System pillars:

- **Safe Roads** - Roads and roadsides are designed and maintained to reduce the risk of crashes occurring, and to lessen the severity of injury if a crash does occur.
- **Safe Speeds** – speeds are managed to complement the road environment and ensure crash impact forces are within human tolerances.
- **Safe Vehicles** – vehicles lessen the likelihood of a crash and protect occupants and other road users.
- **Safe People** – road users are skilled, competent, alert and unimpaired.

New Zealand's road safety strategy 2020-2030 *Road to Zero* has a target to reduce deaths and serious injuries on our roads by 40% from 2018 levels. In order for this target to be achieved, significant advances will need to be made across all Safe System pillars. A key focus is on improving safety outcomes for vulnerable road users, who are more likely to be killed or seriously injured in a collision with a motor vehicle.

A proactive approach to addressing crash risk is needed, as many crashes are random in nature and there can be considerable under-reporting especially for crashes involving vulnerable road users. For example, in the last 5 years (2018-2022), there were two vulnerable road user crashes along Park Terrace. Both crashes were intersection crashes (one at Dorset Street and one at Peterborough Street) where a cyclist collided with a vehicle whilst turning. In one crash, the cyclist endured minor injuries. Traditionally this would be considered a safe corridor. However, with more and more people walking and cycling, assuming the same would be unwise.

For pedestrians and cyclists, a Safe System can only be achieved by fully separating them from vehicles or where it cannot be achieved, lowering vehicle speeds to be less than 30km/h. The fundamental objective is to address exposure, likelihood and severity of outcome through design. Full separation eliminates the likelihood of a crash and lower speeds (<30km/h) significantly reduce the likelihood of pedestrians/ cyclists of being killed or seriously injured.

## 2.2 Alignment with Strategic transport direction

### Christchurch Central Recovery Plan 2012

The Christchurch Central Recovery Plan defines the new form of the central city, identifies key anchor projects and block plans for how the city may look in the future. The plan was developed based on expert advice, international experience, engagement with key stakeholders and community engagement, and resulted in 106,000 ideas being submitted.

The Recovery Plan contains a chapter called An Accessible City which focuses on transport, stating:

*The recovery is an opportunity to improve access for people of all ages and abilities to central Christchurch and the buildings and spaces within it. Increased participation in the central city by all residents will be crucial to the success of the Recovery Plan.*

### Christchurch Central Recovery Plan An Accessible City 2013

The key element of the An Accessible City (AAC) is the central city road use hierarchy (RUH). The RUH shows the priority routes for each mode of transport and the direction of travel along the street. The plan then goes on to describe each mode of transport and the streets where modes are prioritised.

Park Terrace is identified as:

1. A priority pedestrian route from Armagh Street to Salisbury Street
2. A key cycle route on the eastern boundary of Hagley Park connecting with the key cycleway route along Salisbury



3. A priority public transport route between Bealey Avenue and Hereford Street.
4. A two-way Local Distributor vehicle route (as opposed to a Main Distributor that has a focus on car travel)



Figure 2.2 AAC priority routes by mode

The AAC outlines key changes required to the Christchurch central city transport system to achieve the goals of the Recovery Plan, and ultimately these align with best practice transport planning and road safety outcomes:

- The plan introduces an inner zone (between Kilmore Street, Madras Street, St Asaph Street and Hagley Park with legs along Victoria Street and Colombo Street) where the speed limit will be 30km/h, which is more forgiving for vulnerable road users if they were to be involved in a collision with vehicles. This has been implemented.
- An important distinction is designing streets to be self-explaining for its speed. This means designing streets with high numbers of active road users with better protection and lower speeds so motorists become more aware of the presence of vulnerable road users. The plan notes that east-west streets between the Core and Hagley Park will be improved over time to provide attractive and safe pedestrian routes between these destinations.
- Central city motor vehicle access is to be via the four avenues (Bealey, Moorhouse, Fitzgerald and Hagley Aves) which act as arterials around the city, with the one-way system providing access through the centre as main distributors. The only exception to this is that Kilmore Street is shown as a two-way main distributor. Park Terrace is shown as a local street, where the primary use is for access to property and businesses.
- The plan also recognises cycling as a key opportunity to improving accessibility across the city and aims to provide separated cycle facilities where possible. The plan encourages cycling in the city core and is made more comfortable by the 30km/h speed limit. It is intended to provide for recreational and commuter cyclists particularly along the Avon River and along the frame. Cyclists are to be separated from traffic as much as possible, and additional consideration given at intersections with turning vehicles. Diagrams in AAC show cycle lanes between the kerb and parking separated either with a kerb or rumble strip.
- The plan says that bus routes will generally run on two-way streets to enable inbound and outbound stops to be close to each other for better user legibility (particularly relevant to Park Terrace). It is expected that services run every 10 mins during the peak for core services.





### 2.3 User comfort and perception of safety

Managing the conflict between pedestrians and cyclists or e-scooters and when to separate these user groups has always been challenging. Where volumes of pedestrians and cyclists (and e-scooters) are relatively low, shared paths could be considered as appropriate. However, when either of the volumes increase, separation is desired to avoid conflict and increase the comfort for all users. Pedestrians, especially older persons and parents with young children, find mixing with cyclists and e-scooters troublesome due to the speed differential and quietness. Similarly, cyclists could also experience frustration with too many pedestrians are using a shared facility. Conflict can be managed by best practice path design, such as appropriate widths and marking, however separation of users is desired.

Pedestrians' perception of safety and accessibility plays a big part when deciding whether to walk or not. If it feels uncomfortable, unsafe or inaccessible, many vulnerable pedestrians will revert to another mode such as private car or forgo the trip altogether. This is contrary to An Accessible City where an inclusive transport system is the desired outcome.

For cyclists, maintaining a high Level of Service (LOS) is important to encourage consistent usage. However, this should not be at the compromise of safety and comfort of cyclists or other road users especially vulnerable road users.

### 2.4 Alignment with design best practice

Alignment with current design guidance is another criterion that has been used to compare options. Options have been assessed against the following design guidelines that are considered best practice guidance:

- **Waka Kotahi Cycling Network Guidance (CNG)**
  - A consistent best practice guide for cycling network and route planning in Aotearoa/ New Zealand. It sets out a process for deciding what cycling provision is desirable and provides best-practice guidance for the design of cycleways. Cycleway width, separation from vehicles, treatment at intersections and at bus stops are some design elements that have been considered.
- **Waka Kotahi Pedestrian Network Guidance (PNG)**
  - Similar to the CNG, the PNG provides guidance on choosing the best pedestrian infrastructure based on demand and road characteristics. Issues with pedestrians sharing space with cyclists/ e-scooters and how to design for mobility impaired pedestrians are some key elements that have been considered.
- **Waka Kotahi Public Transport Design Guidance (PTDG)**
  - The PTDG, a one-stop-shop for designing for public transport in Aotearoa/ New Zealand, has been referenced to check best practice for designing bus stops on cycleways. The safety of comfort of cyclists and bus users must be considered, especially the mobility impaired bus users.
- **CCC Major Cycleway Design Guide Design Principles Best Practice Guide Rev B**
  - Consistent with the CNG, the guide is a starting point for all cycling projects in Christchurch to achieve the cycle network outlined in the Strategic Transport Plan.

### 2.5 Future proofing

The extent to which the proposed designs integrate with potential future development/ infrastructure in the vicinity of Park Terrace has also been considered. The assessment has considered if design features complement the anticipated changes when designing for the future.

The following future projects or land use developments have been considered:

- An elderly residents housing village on Park Terrace either side of Salisbury Street
- One-way to two-way conversion of Salisbury Street and Kilmore Street as per AAC
- Potential transport changes in the area that would reinforce the AAC outcomes but may not be in the Long-Term Plan (e.g. taking a lane out of Park Terrace to extend the cycleway or create a better streetscape).



### 3. Concept design options - key features

The seven options that are assessed in this review are described in Table 1 in terms of features proposed in each section of the design.

Table 1 – Option descriptions

Design section	Option 1 (currently implemented)	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7
<b>Between Armagh Street &amp; Kilmore Street</b>	Two-way cycle way.  Pedestrian refuge crossing north of Armagh Street between two-way cycleway and traffic lanes. Speed cushions on southbound lane on approach to the crossing.  Removes one northbound traffic lane.  Existing shared path reverts to footpath.	Two-way cycle way.  Pedestrian refuge crossing north of Armagh Street between cycleway and traffic lanes. Speed cushions on southbound lane on approach to the crossing.  Removes one northbound traffic lane.  Existing shared path reverts to footpath.	Two-way cycle way.  Pedestrian refuge crossing north of Armagh Street between cycleway and traffic lanes. Speed cushions on southbound lane on approach to the crossing.  Removes one northbound traffic lane.  Existing shared path reverts to footpath.	Two-way cycle way.  Pedestrian refuge crossing north of Armagh Street between cycleway and traffic lanes. Speed cushions on southbound lane on approach to the crossing.  Removes one northbound traffic lane.  Existing shared path reverts to footpath.	Two-way cycle way.  Pedestrian refuge crossing north of Armagh Street between cycleway and traffic lanes. Speed cushions on southbound lane on approach to the crossing.  Maintains two northbound traffic lanes.  Existing shared path reverts to footpath.	Existing shared path.  Pedestrian refuge crossing between traffic lanes north of Armagh Street. Speed cushions on southbound lane on approach to the crossing. Speed cushions on southbound lane on approach to the crossing.  Maintains two northbound traffic lanes.	Widened shared path.  Pedestrian refuge crossing between traffic lanes north of Armagh Street. Speed cushions on southbound lane on approach to the crossing.  Maintains two northbound traffic lanes.
<b>Between Kilmore Street &amp; Salisbury Street</b>	Two-way cycle way.  Existing shared path reverted to footpath.	Two-way cycle way.  Existing shared path reverted to footpath.	Two-way cycle way to Peterborough Street and reverts to the existing shared path.  Existing shared path reverted to footpath between Armagh Street and Peterborough Street.  Maintains two northbound traffic lanes by removing flush median.	Existing shared path.  Maintains two northbound traffic lanes.	Widened shared path.  Maintains two northbound traffic lanes.	Existing shared path.  Maintains two northbound traffic lanes.	Widened shared path.  Maintains two northbound traffic lanes.
<b>Park Terrace Northbound Bus Stop</b>	Bus boarder with wide bus stop island with passenger waiting area and pedestrian priority crossing over the cycleway.	Indented bus stop with narrow bus island with no passenger waiting area within island and raised pedestrian courtesy crossing over the cycleway.	As per option 1.	No change from existing indented bus stop.	No change from existing indented bus stop.	No change from existing indented bus stop.	No change from existing indented bus stop.
<b>Salisbury Street Pedestrian Crossing</b>	One traffic lane in either direction.  Reconfigured cycle / pedestrian crossing with realigned pedestrian refuge between traffic lanes  Safety improvements on the east side.	One traffic lane in either direction.  Reconfigured cycle / pedestrian crossing with realigned pedestrian refuge between traffic lanes.  Safety improvements on the east side.	One traffic lane in either direction.  Realigned pedestrian refuge between traffic lanes.  Safety improvements on the east side.	Reconfigured pedestrian refuge crossing across three lanes (two northbound & one southbound).  Safety improvements on the east side.	A signalised pedestrian crossing on a raised platform across three lanes (two northbound & one southbound).  Safety improvements on the east side.	Reconfigured pedestrian refuge crossing (two northbound & one southbound).  Safety improvements on the east side.	A signalised pedestrian crossing on a raised platform across three lanes (two northbound & one southbound).  Safety improvements on the east side.



## 4. Options assessment

Table 2 presents the assessment of the seven options are against the criteria outlined in Section 2. The assessment is qualitative (not scored numerically), and each cell of the table is colour shaded to represent a scale of concern. Green shading represents a good outcome or very little concern, orange represents some concern over outcomes, red/pink represents a high level of concern. N.B. safety issues carry across where an option is noted as being the same as another option, aside from where changes are detailed.

Table 2 – Option assessment outcomes

Criteria	Option 1 Two-way separated cycleway on-road from Armagh Street to Salisbury Street with a bus boarder opposite Peterborough Street.	Option 2 Option 2 is the same as Option 1 aside from indenting of the bus stop opposite Peterborough Street to remove the bus border arrangement.	Option 3 Terminates the two-way separated cycling facility at the Peterborough Street bus stop and reintroduces two traffic lanes north of Kilmore Street by converting the flush median to a northbound traffic lane.	Option 4 Terminates the two-way separated cycling facility at the 30/50 km/h speed limit boundary just south of Kilmore Street and reverts to the original shared path from Kilmore Street north.	Option 5 Is the same as Option 4 south of Kilmore Street. North of Kilmore Street, the existing shared path is widened and a raised signalised crossing is introduced at the Salisbury Street intersection.	Option 6 Is the same as Option 4 except that the two-way cycleway terminates just north of Armagh Street and reverts to the original configuration north of that point.	Option 7 Is largely the same as Option 5 except that the two-way cycleway terminates just north of Armagh Street and the shared path is widened through to Armagh Street. A raised signalised crossing is introduced at the Salisbury Street intersection.
Safe System alignment	This option has a good degree of safe system alignment.  Key features of this option that align with safe system principles include:  1. Provision of physically separated cycleway from adjacent motorised traffic.  2. Separation of pedestrians and cyclists from a previously substandard width shared path.  3. 30 km/h speed limit south of Kilmore Street which, if observed, provides a safe system aligned environment for all road users.  4. 50km/h speed limit is safe system aligned for any crashes involving motorised traffic only.  Aspects of the design that are not aligned with safe system principles, include:  1. 50 km/h section includes pedestrian crossing points on Park Terrace that are not raised and therefore do not align with safe system principles. These are at the Kilmore Street signals, to/from the bus stop opposite Peterborough Street and at Salisbury Street.	There are no fundamental differences from a safe system alignment perspective with Option 1.	Option 3 results in a reduction in safe system alignment compared to Option 1 and 2, as follows:  1. Two northbound lanes north on Kilmore Street are likely to create an increase in travel speeds.  2. Removal of the flush median removes the ability for pedestrians to cross Park Terrace in two stages to/from bus stop.  3. Removal of the flush median removes a safe right turning facility into Peterborough Street and properties on the eastern side of Park Terrace.  4. Cyclists and pedestrians are required to share the substandard width shared path for a longer distance.  5. Pedestrians must cross two northbound lanes at the Salisbury Street crossing thus increasing their exposure to traffic.	This option reduces or changes safe system alignment as follows:  1. Improves safety by reinstating the flush median (refer Option 3).  2. Reduces safe system alignment for cyclists by forcing cyclists to share a substandard width path with pedestrians for a longer distance or sharing the lane with traffic in a 50 km/h zone.	Option 5 could address the safe system alignment issue noted for Option 4; if the shared path is widened to at least 4m, which could change this option to a good outcome design (green).  Furthermore, it introduces a signalised pedestrian crossing with a raised platform on a 50km/h road with more than two lanes in one direction. This is a safe system aligned treatment.	Option 6 reduces the safe system alignment by forcing cyclists to share a substandard width path with electric - scooters and pedestrians.  There is a further reduction in safe system alignment for cyclists that elect to stay on the road as this will increase exposure to conflict with traffic even though the speed limit is considered within safe system boundary conditions south of Kilmore Street.  No major improvements to the Salisbury Street crossing are proposed (except for removal of the stagger cut through) The pedestrian refuge is located where the operating speeds are greater than 30km/h making it a supporting safe system treatment only. It also requires crossing two northbound traffic lanes.	By not providing a dedicated cycle lane, some cyclists will continue to share the lane with motorists which is not safe system aligned.  Pedestrians will share a wider shared path with faster moving cyclists and electric scooters which will compromise their comfort and safety. Unless the shared path is at least 4m wide.  The signalised pedestrian crossing with a raised platform on a 50km/h road with more than two lanes in one direction is a safe system aligned treatment.





Criteria	Option 1 Two-way separated cycleway on-road from Armagh Street to Salisbury Street with a bus boarder opposite Peterborough Street.	Option 2 Option 2 is the same as Option 1 aside from indenting of the bus stop opposite Peterborough Street to remove the bus border arrangement.	Option 3 Terminates the two-way separated cycling facility at the Peterborough Street bus stop and reintroduces two traffic lanes north of Kilmore Street by converting the flush median to a northbound traffic lane.	Option 4 Terminates the two-way separated cycling facility at the 30/50 km/h speed limit boundary just south of Kilmore Street and reverts to the original shared path from Kilmore Street north.	Option 5 Is the same as Option 4 south of Kilmore Street. North of Kilmore Street, the existing shared path is widened and a raised signalised crossing is introduced at the Salisbury Street intersection.	Option 6 Is the same as Option 4 except that the two-way cycleway terminates just north of Armagh Street and reverts to the original configuration north of that point.	Option 7 Is largely the same as Option 5 except that the two-way cycleway terminates just north of Armagh Street and the shared path is widened through to Armagh Street. A raised signalised crossing is introduced at the Salisbury Street intersection.
Strategic alignment	The design supports the vision of An Accessible City (AAC) of providing a range of transport options that supports the growth in travel by public transport, walking and cycling. It aligns with the AAC road network hierarchy, which shows that Park Terrace should be prioritised for active modes and public transport not vehicle travel.  The use of a bus boarder aligns well with the public transport priority as per AAC.	The design supports the vision of AAC of providing a range of transport options that supports the growth in travel by public transport walking and cycling. It aligns with the AAC road network hierarchy.	The design supports the vision of AAC of providing a range of transport options that supports the growth in travel by public transport walking and cycling. It aligns with the AAC road network hierarchy. However, having two lanes of faster northbound traffic at Salisbury Street would result in a poor connection for people travelling on to the Salisbury Street key cycleway.	The design does not align with the AAC road network hierarchy as for most of the Park Terrace section, it prioritises car travel over active travel (by combining pedestrians and cyclists in one facility).  However, by providing a cycleway for at least a section of the corridor, it is paving the way of providing better infrastructure to support growth in active modes.	The design does not align with the AAC road network hierarchy as for most of the Park Terrace section it prioritises car travel over active travel (by combining pedestrians and cyclists in one facility, albeit a slightly wider path).  By providing a cycleway for at least a section of the corridor, it is paving the way of providing better infrastructure to support growth in active modes.	The design does not align with the AAC road network hierarchy as for all of the Park Terrace section it prioritises car travel over active travel (by combining pedestrians and cyclists in one facility).	The design does not align with the AAC road network hierarchy as for all of the Park Terrace section it prioritises car travel over active travel (by combining pedestrians and cyclists in one facility, albeit a slightly wider path).
Active user comfort and catering for mobility impaired pedestrians	Pedestrians can walk with confidence that fast-moving cyclists or e-scooters will not compromise their safety, this is often a deterrent to walking especially for mobility impaired pedestrians and older persons.  Similarly, cyclists will feel relieved that they also do not need to navigate pedestrians on their ride.  At the bus stop, pedestrians can cross the cycleway and wait for the bus on the bus island and board the bus in two steps making the boarding process faster and efficient.	Pedestrians can walk with confidence that fast-moving cyclists or e-scooters will not compromise their safety, this is often a deterrent to walking especially for mobility impaired pedestrians and older persons.  At the bus stop, mobility impaired users would need to negotiate the cycleway crossing and boarding/ alighting the bus in the same step which could be overwhelming. The raised crossing will provide some comfort.	Pedestrians can walk with confidence that fast-moving cyclists or e-scooters will not compromise their safety, this is often a deterrent to walking especially for mobility impaired pedestrians (only applicable to part of the corridor).  At the bus stop, they can cross the cycleway and wait for the bus on the island and board the bus in two steps making the boarding process faster and more efficient.	Pedestrians can walk with confidence that fast-moving cyclists or e-scooters will not compromise their safety, this is often a deterrent to walking especially for mobility impaired pedestrians. (only applicable to half the corridor)  In the northbound direction, crossing two traffic lanes can be challenging for elderly or mobility impaired pedestrians. The crossing does not benefit from obvious breaks/ gaps in the traffic stream in the peak periods due to being located too far away from adjacent signalised intersections.	A signalised pedestrian crossing on a raised platform is provided at Salisbury Street.  On the shared path, pedestrians will feel unsafe or to walk with confidence knowing that fast-moving cyclists or e-scooters present.	Pedestrians will feel unsafe or to walk with confidence knowing that fast-moving cyclists or e-scooters are present.  Mobility impaired pedestrians will continue to use the shared path with hesitation or would not use it at all due to the fear of perceived conflict.  For this option, note that an alternative footpath exists on the west bank of the river parallel to Park Terrace.	With a wider shared path with segregation by mode or direction, pedestrians can walk with some confidence even though fast-moving cyclists or e-scooters are present.  For this option, note that an alternative footpath exists on the west bank of the river parallel to Park Terrace.



Criteria	Option 1 Two-way separated cycleway on-road from Armagh Street to Salisbury Street with a bus boarder opposite Peterborough Street.	Option 2 Option 2 is the same as Option 1 aside from indenting of the bus stop opposite Peterborough Street to remove the bus border arrangement.	Option 3 Terminates the two-way separated cycling facility at the Peterborough Street bus stop and reintroduces two traffic lanes north of Kilmore Street by converting the flush median to a northbound traffic lane.	Option 4 Terminates the two-way separated cycling facility at the 30/50 km/h speed limit boundary just south of Kilmore Street and reverts to the original shared path from Kilmore Street north.	Option 5 Is the same as Option 4 south of Kilmore Street. North of Kilmore Street, the existing shared path is widened and a raised signalised crossing is introduced at the Salisbury Street intersection.	Option 6 Is the same as Option 4 except that the two-way cycleway terminates just north of Armagh Street and reverts to the original configuration north of that point.	Option 7 Is largely the same as Option 5 except that the two-way cycleway terminates just north of Armagh Street and the shared path is widened through to Armagh Street. A raised signalised crossing is introduced at the Salisbury Street intersection.
Alignment with best practice design guidance	<p><u>Cycleway</u></p> <p>The width ranges from 3m to 3.4m and the clearance from moving traffic (0.6m) is consistent with the CCC Major Cycleway guidelines.</p> <p><u>Shared path</u></p> <p>Reverted to footpath by removing shard path marking.</p> <p><u>Bus stop</u></p> <p>Bypass path around the bus stop is provided however the crossing across the cycle lane is not raised. An inline bus boarder stop option is consistent with the existing bus service.</p> <p><u>Pedestrian crossings</u></p> <p>The zebra crossing south of Armagh Street and the cycleway crossings are not raised but the speed limit is low. Pedestrians will have to cross both traffic lanes.</p> <p><u>Carriageway</u></p> <p>One lane in each direction. Lane width ranges from 3.2m – 3.4m and consistent with a 30km/h speed environment.</p>	<p><u>Cycleway</u></p> <p>The width ranging from 3m to 3.4m, clearance from moving traffic (0.6m) of the two-way cycle lane is consistent with the Major cycleway guidelines.</p> <p><u>Shared path</u></p> <p>Reverted to footpath by removing shard path marking</p> <p><u>Bus stop</u></p> <p>Bypass path around bus stop with raised treatment to slow cyclists. Consider in-line bus boarder stop option if an infrequent route (bus in traffic lane).</p> <p><u>Pedestrian crossings</u></p> <p>Same as option 1</p> <p><u>Carriageway</u></p> <p>One lane in each direction. Lane width ranges from 3.2m – 3.4m and consistent with a 30km/h speed environment.</p>	<p><u>Cycleway</u></p> <p>The width ranging from 3m to 3.4m, clearance from moving traffic (0.6m) of the two-way cycle lane is consistent with the Major cycleway guidelines.</p> <p><u>Shared path</u></p> <p>Reverted to footpath by removing shard path marking. Best practice guidance is to avoid shared paths unless the cycle volumes are extremely low.</p> <p><u>Bus stop</u></p> <p>The full-width island bus stop layout (see the figure below) provides bus passengers with a separate place to wait and means they do not have to cross the cycleway when transitioning between the waiting area and the bus.</p> <p><u>Pedestrian crossings</u></p> <p>Same as option 1</p> <p><u>Carriageway</u></p> <p>Even though some improvements to the crossing facility is proposed, crossing two lanes of traffic will be troublesome for mobility impaired pedestrians or elderly pedestrians in a 50km/h speed zone.</p>	<p><u>Cycleway</u></p> <p>The width ranging from 3m to 3.4m, clearance from moving traffic (0.6m) of the two-way cycle lane is consistent with the Major cycleway guidelines.</p> <p><u>Shared path</u></p> <p>If the cycle demand increases as a result of the connecting cycleway, the shared path width may not be appropriate to safely manage demand. Ideally the shared path is at least 4m in width. Best practice guidance is to avoid shared paths unless the cycle volumes are extremely low.</p> <p><u>Pedestrian crossings</u></p> <p>The pedestrian refuge crossing is a minimum treatment at this location.</p> <p><u>Carriageway</u></p> <p>Even though some improvements to the crossing facility is proposed, crossing two lanes of traffic will be troublesome for mobility impaired pedestrians.</p>	<p><u>Cycleway</u></p> <p>The width ranging from 3m to 3.4m, clearance from moving traffic (0.6m) of the two-way cycle lane is consistent with the Major cycleway guidelines.</p> <p><u>Shared path</u></p> <p>If the cycle demand increases as a result of the connecting cycleway, the shared path width may not be appropriate to safely manage demand. Best practice guidance is to avoid shared paths unless the cycle volumes are extremely low. Ideally the shared path is at least 4m in width.</p> <p><u>Pedestrian crossings</u></p> <p>The signalised pedestrian crossing with a raised platform on a 50km/h road with more than two lanes in one direction is a safe system aligned treatment.</p>	<p><u>Cycleway</u></p> <p>No cycleway between Armagh Street and Salisbury Street.</p> <p><u>Shared path</u></p> <p>Shared path should be designed to at least 4m width to allow for comfortable two-way movement.</p> <p>However, best practice guidance is to avoid shared paths unless the cycle volumes are extremely low.</p> <p>No changes to the bus stop or crossing facilities (albeit a removal of the chicane crossing at Salisbury Street).</p> <p><u>Pedestrian crossings</u></p> <p>The pedestrian refuge crossing is a minimum treatment at this location. However, crossing two lanes of traffic will be challenging for mobility impaired pedestrians and elderly pedestrians.</p>	<p><u>Cycleway</u></p> <p>No cycleway between Armagh Street and Salisbury Street.</p> <p><u>Shared path</u></p> <p>Shared path should be designed to at least 4m width to allow for two-way movement.</p> <p>However, best practice guidance is to avoid shared paths unless the cycle volumes are extremely low.</p> <p>No changes to the bus stop or crossing facilities (albeit a removal of the chicane crossing at Salisbury Street).</p> <p><u>Pedestrian crossings</u></p> <p>The signalised pedestrian crossing with a raised platform on a 50km/h road with more than two lanes in one direction is a safe system aligned treatment.</p>





Criteria	Option 1 Two-way separated cycleway on-road from Armagh Street to Salisbury Street with a bus boarder opposite Peterborough Street.	Option 2 Option 2 is the same as Option 1 aside from indenting of the bus stop opposite Peterborough Street to remove the bus border arrangement.	Option 3 Terminates the two-way separated cycling facility at the Peterborough Street bus stop and reintroduces two traffic lanes north of Kilmore Street by converting the flush median to a northbound traffic lane.	Option 4 Terminates the two-way separated cycling facility at the 30/50 km/h speed limit boundary just south of Kilmore Street and reverts to the original shared path from Kilmore Street north.	Option 5 Is the same as Option 4 south of Kilmore Street. North of Kilmore Street, the existing shared path is widened and a raised signalised crossing is introduced at the Salisbury Street intersection.	Option 6 Is the same as Option 4 except that the two-way cycleway terminates just north of Armagh Street and reverts to the original configuration north of that point.	Option 7 Is largely the same as Option 5 except that the two-way cycleway terminates just north of Armagh Street and the shared path is widened through to Armagh Street. A raised signalised crossing is introduced at the Salisbury Street intersection.
Future proofing	Provides opportunity to widen the footpath or the cycle lanes by using available space between the two if required to meet future demand.  The design does not compromise the proposal to convert Kilmore and Salisbury streets to two-way as no changes to the east side of Park Terrace is proposed.  Removal of one northbound traffic lane at Salisbury Street is complementary to the future elderly home development earmarked for Salisbury Street.	Provides opportunity to widen the footpath or the cycle lanes by using available space between the two if required to meet future demand.  The design does not compromise the proposal to convert Kilmore and Salisbury streets to two-way as no changes to the east side of Park Terrace is proposed.  Removal of one northbound traffic lane at Salisbury Street is complementary to the future elderly home development earmarked for Salisbury Street.	Provides opportunity to widen the footpath or the cycle lanes by using available space between the two if required to meet future demand.  The design does not compromise the proposal to convert Kilmore and Salisbury streets to two-way changes to the east side of Park Terrace is proposed.	If the pedestrian/ cycle volumes continue to increase to a level where separation is required, there is opportunity provide a two-way cycleway by removing one of the north bound traffic lanes.  No futureproofing for crossing improvements for elderly home development.	If the pedestrian/ cycle volumes continue to increase to a level where separation is required, there is opportunity provide a two-way cycleway by removing one of the north bound traffic lanes.  The signalised pedestrian crossing with a raised platform will be complimentary to the elderly home development.	If the pedestrian/ cycle volumes continue to increase to a level where separation is required, there is opportunity provide a two-way cycleway by removing one of the north bound traffic lanes.  No futureproofing for crossing improvements for elderly home development.	If the pedestrian/ cycle volumes continue to increase to a level where separation is required, there is opportunity provide a two-way cycleway by removing one of the north bound traffic lanes.  The signalised pedestrian crossing with a raised platform will be complimentary to the elderly home development.





## 5. Review conclusion

The option assessment undertaken in this review has considered a range of matters. The options that include use of the shared path for all or part of Park Terrace, even if widened slightly, raise safety, user comfort and best practice design concerns. They also do not align well with the intent of An Accessible City as they retain road space for car travel when the route is intended to prioritise public transport, walking and cycling. If the shared path options included a 4m shared path this would go some way to alleviate the concerns raised around the shared path option. However, a 4m width may be unachievable at this location due to the riverbank and existing lamp posts.

The options that retain two northbound traffic lanes without pedestrian/cycle crossing priority at Salisbury Street also raise safety and accessibility concerns.

Option 1 and 2 provide the best alignment with the matters considered. Option 2 changes the bus stop opposite The George to be indented rather than functioning as an in-line stop (bus boarder) as it does in Option 1. This will help alleviate current delay concerns from some road users but does not align with the intent of An Accessible City that this street provides public transport priority.

Overall, Options 1 and 2 provide the best alignment with safety, accessibility outcomes and design guidance. They also deliver on the intent of An Accessible City.



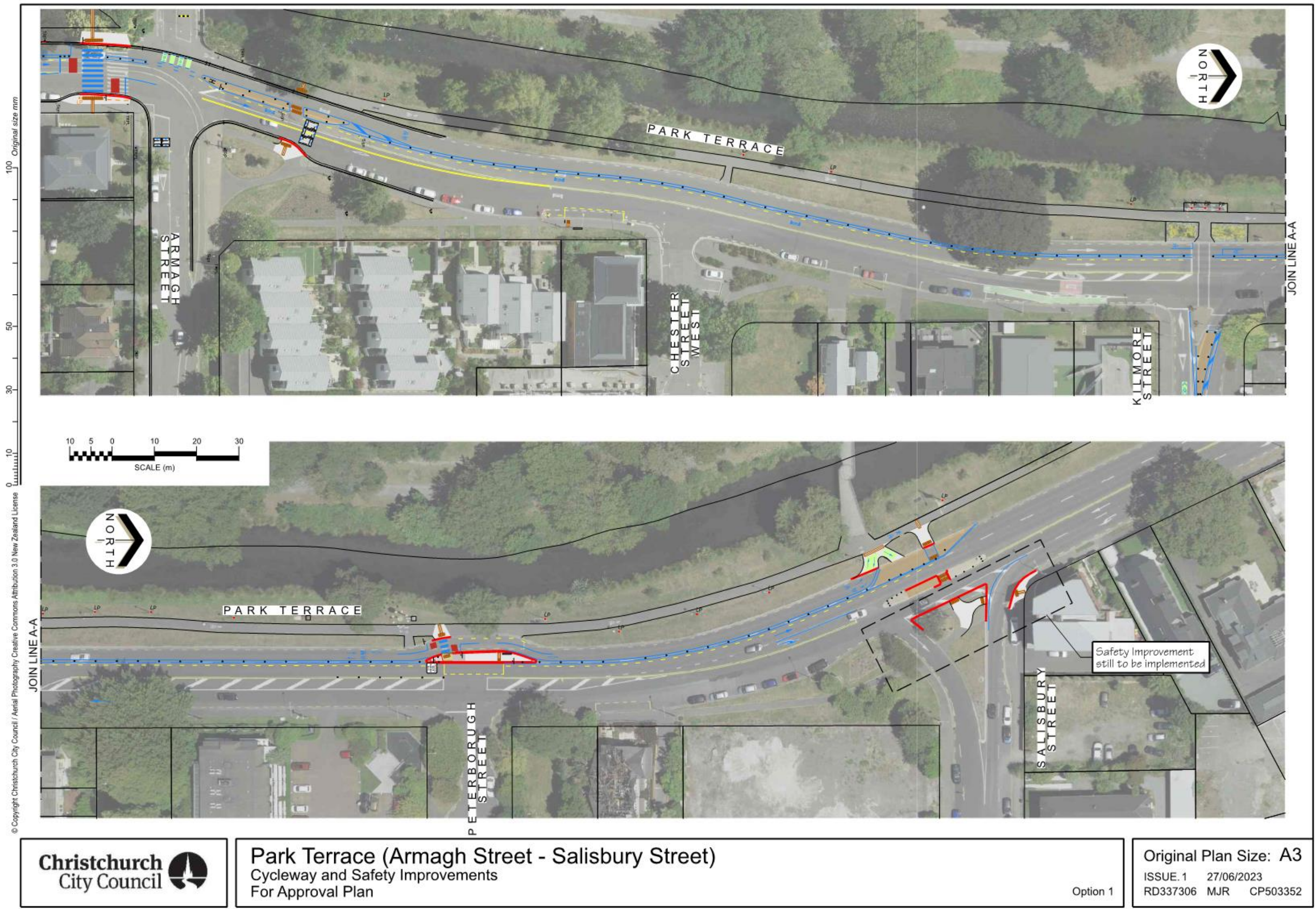
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Auckland 1010  
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**Wellington**  
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Wellington 6011  
Aotearoa New Zealand

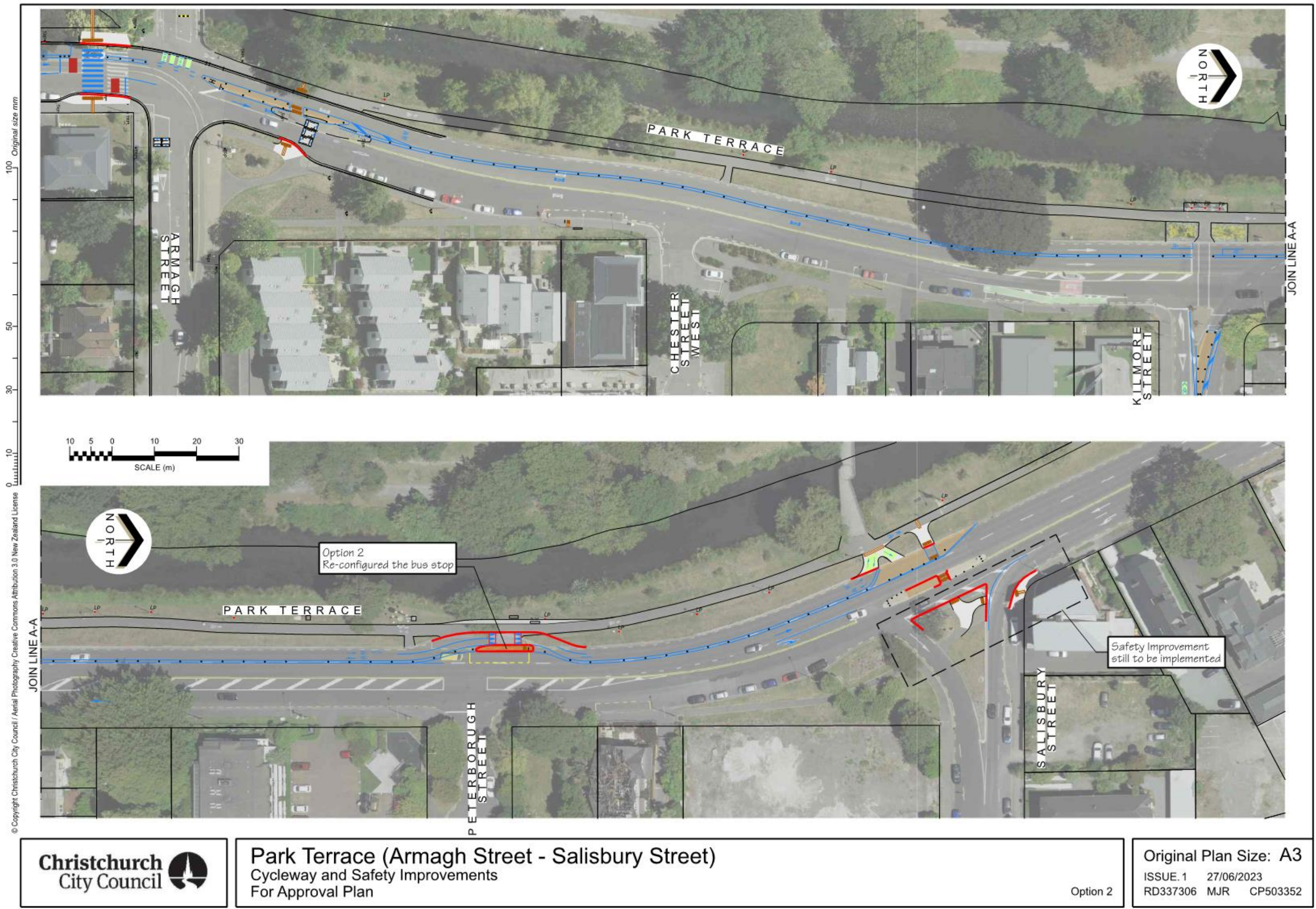
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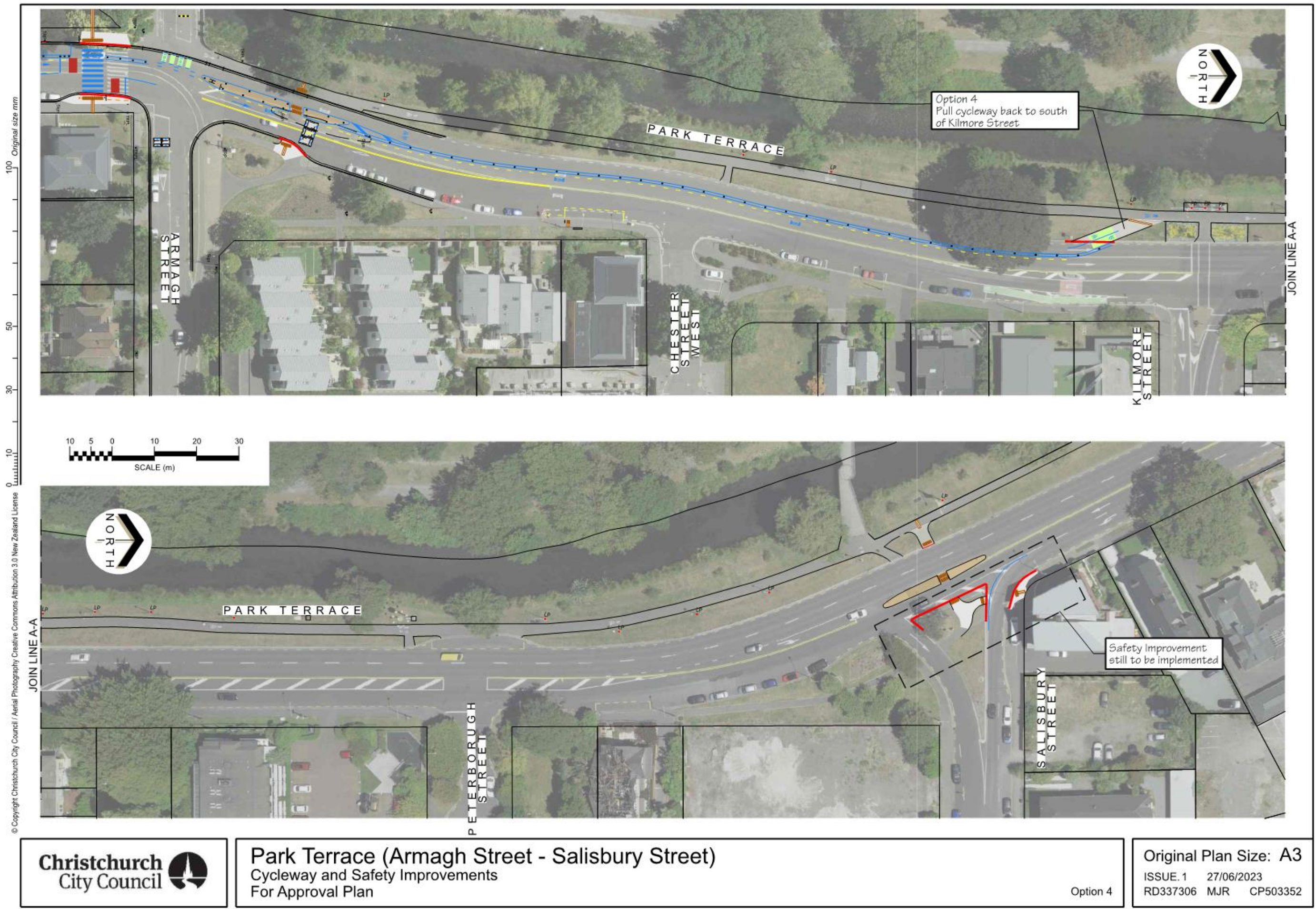




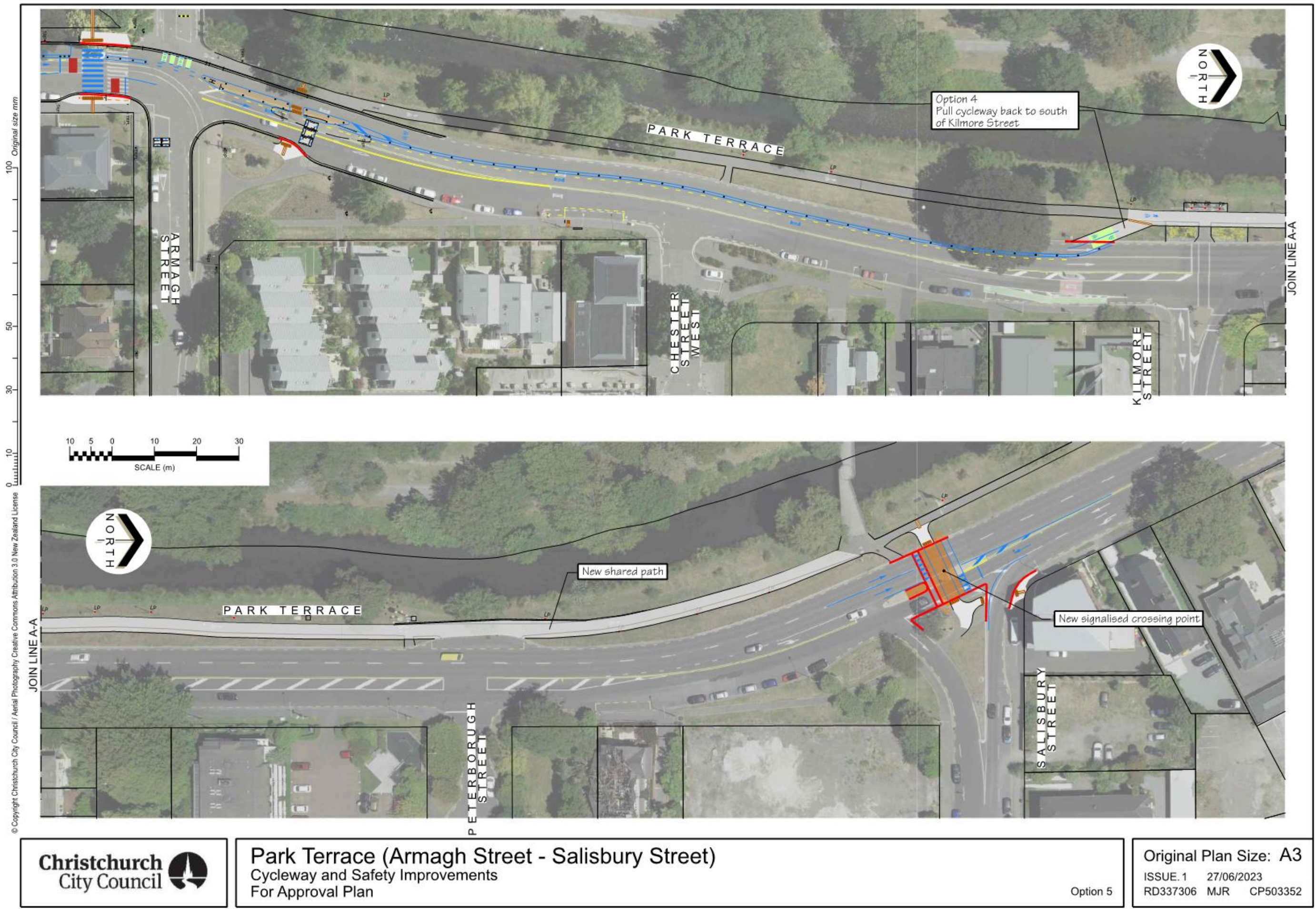








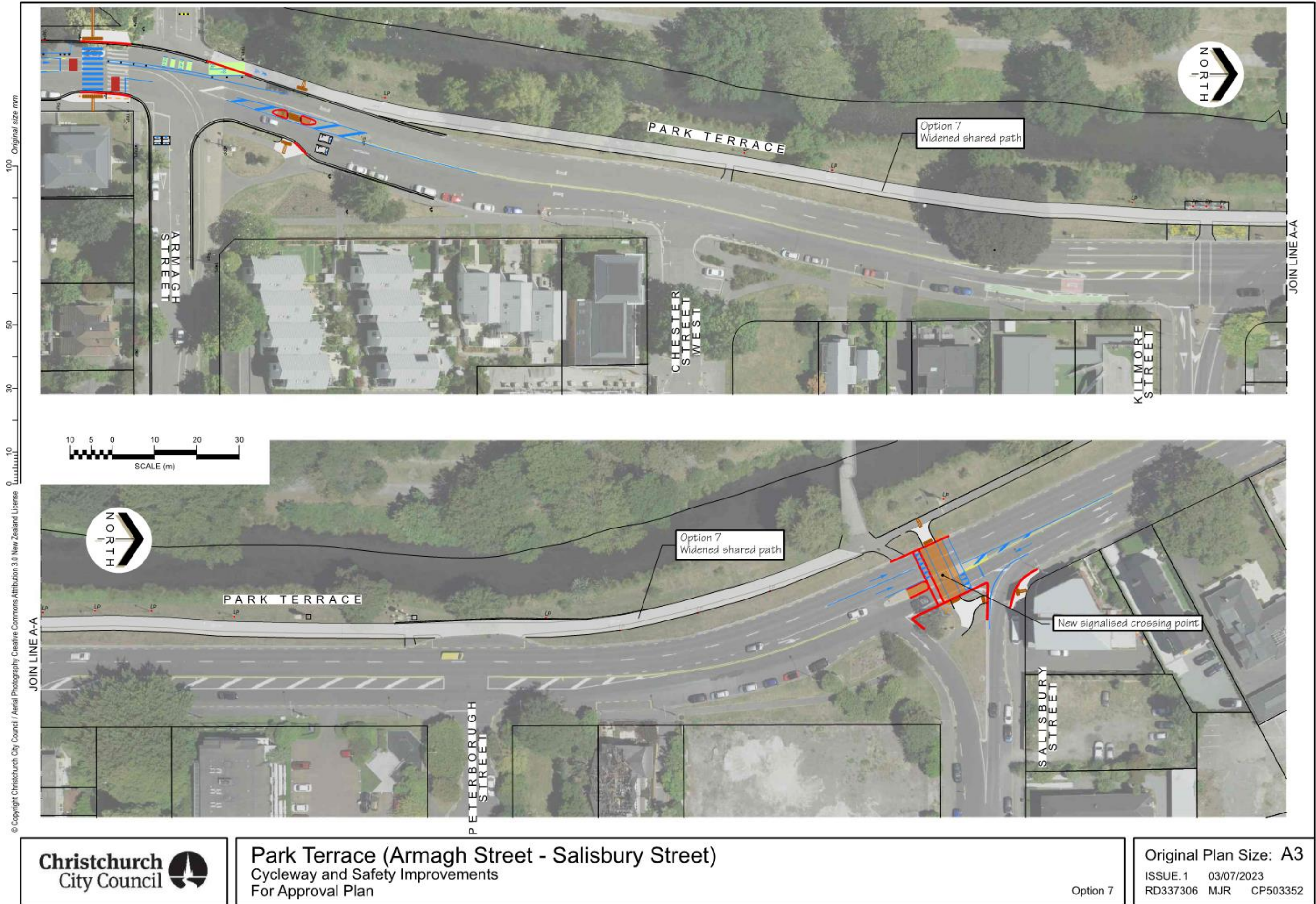


















## 8. 519 Madras Street - Proposed No Stopping Restrictions

Reference Te Tohutoro:	23/765176
Report of Te Pou Matua:	Sally-Ann Marshall, Traffic Engineer, sallyann.marshall@ccc.govt.nz
Senior Manager Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

### 1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider the approval of the extension of the existing No Stopping Restrictions at 519 Madras Street.
- 1.2 This report has been written in response to safety issues, especially concerning cyclists, associated with parked vehicles creating a dangerous situation.
- 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 by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to Install No Stopping restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 2 below.
2. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on the west side of Madras Street, commencing at its intersection with Canon Street and extending in a northerly direction for a distance of 26.5 metres.
3. Approve that these 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 Safety concerns have been raised associated with parked vehicles creating a dangerous situation for cyclists using the cycle lane approaching #519 Madras Street.
- 3.2 Implementing the noted recommendations will lead to a reduction in the risk of a crash for all road users, including pedestrians and cyclists, by improving cycleway through access in this location.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 3.4 Options within this report have been assessed against relevant industry-standard design guidance.

#### 4. Alternative Options Considered Ētahi atu Kōwhiringa

Do nothing.

4.1 The advantages of this option include:

4.1.1 Retains one on-street parking space.

4.2 The disadvantages of the option include:

4.2.1 Does not address the safety concerns raised at this location.

#### 5. Detail Te Whakamahuki

5.1 This section of Madras Street is classified as a Collector Road in Council's roading hierarchy. Collector roads distribute and collect local traffic between neighbourhood areas and the arterial network.

5.2 In this location, Madras Street is a two way, two lane street that functions as a bus route.

5.3 This section of Madras Street and its intersection with Canon Street (20 metres to the south) were upgraded in 2022 to make it safer for pedestrians and cyclists as part of Council's Northern Corridor Downstream Project.

Works included:

- Build-outs to narrow the road width on both Canon Street approaches to Madras Street
- Speed humps on both Canon Street approaches to Madras Street
- Stop controls on both Canon Street approaches to Madras Street
- A pedestrian island on Madras Street north of Canon Street and associated road markings
- Installation of formal, on-street cycle lanes in both the north and south bound directions on Madras Street.
- No Stopping Restrictions (broken yellow lines) at the intersection of Madras and Canon Street.

Refer Attachment B for the upgraded intersection layout,

5.4 Currently, there is space for a vehicle to park between the end of the No Stopping Restriction installed on the north-west side of the Madras Street/Canon Street intersection and the #519 Madras Street driveway. When a vehicle parks here however, it partially blocks the cycle lane in this location and squeezes cyclists into the live traffic lane.

5.5 We are therefore proposing to extend the existing No Stopping Restriction by 6.5 metres to prevent this happening. This mirrors the length of No Stopping installed on the opposite side of Madras Street.

5.6 There have been no recorded incidents reported to the Waka Kotahi Crash Analysis System (CAS) database since the intersection upgrade – this has been a relatively short period of time however.

#### Community Views and Preferences

5.7 Affected property owners and residents were advised of the recommended option by letter. Five consultation letters were sent out, including one to Kainga Ora.

One of the letters was delivered to the incorrect address. The recipient did get in touch to say they were all for the proposal as they cycled through here on a regular basis. They also delivered the letter to the correct address.

We received no other responses to the proposal.

- 5.8 The Team Leader Parking Compliance supports the preferred option.
- 5.9 The do nothing option is inconsistent with community requests to improve safety for cyclists in this location.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.3 Transport
  - 6.3.1 Activity: Transport
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=100 crashes

### Policy Consistency Te Whai Kaupapa here

- 6.4 The recommendations in this report are consistent with the [Christchurch Suburban Parking Policy](#).

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.5 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.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 This proposal does not have any significant effect upon carbon emissions and Climate Change.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 This proposal improves accessibility for cyclists by providing a safer means of transiting along Madras Street.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - Approximately \$300 for the installation of new road markings plus \$750 for the investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs – Approximately \$150 per year.
- 7.3 Funding Source – Traffic Operations Signs and Marking budget (2022/23)

### Other

- 7.4 None identified.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.

- 8.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 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.



### **Other Legal Implications Ētahi atu Hīraunga-ā-Ture**

- 8.4 There is no other legal context, issue or implication relevant to this decision.
- 8.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

## **9. Risk Management Implications Ngā Hīraunga Tūraru**

- 9.1 None identified.

### **Attachments / Ngā Tāpirihanga**

No.	Title	Reference	Page
A 	Attachment A - #519 Madras Street, Proposed No Stopping Restriction	23/765261	100
B 	Attachment B - DEMP Plan	23/765265	101

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

Document Name – Location / File Link
Not applicable

### **Confirmation of Statutory Compliance / Te Whakatūtutanga 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.

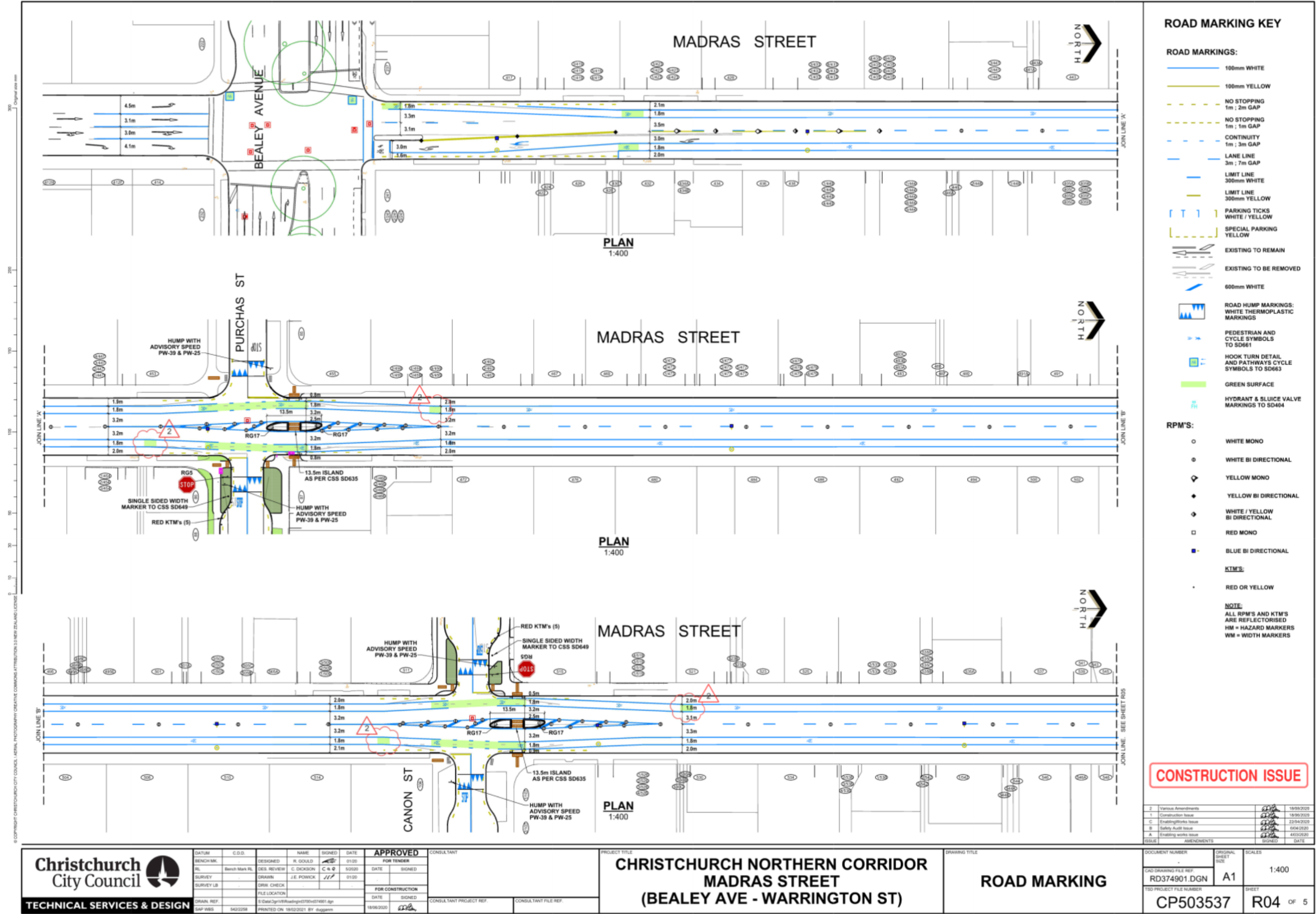
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories / Ngā Kaiwaitohu

<b>Author</b>	Sally-Ann Marshall - Traffic Engineer
<b>Approved By</b>	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management









## 9. Chester Street East- Barbadoes Street to Fitzgerald Avenue, Proposed Parking & Stopping Restrictions

Reference Te Tohutoro:	23/516990
Report of Te Pou Matua:	Michael Thomson, Transport Engineer, michael.thomson@ccc.govt.nz
General Manager Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

### 1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to consider the approval of parking and stopping restrictions on Chester Street East, within the street block from Barbadoes Street to Fitzgerald Avenue.
- 1.2 This report has been written due to a request from property occupiers on the north side of Chester Street East, adjacent to the former “Crichton Cobbers” facility.
- 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 by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install Parking and No Stopping restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves that any previous resolutions pertaining to parking and no stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking and no stopping restrictions described in recommendations 2-6 below, be revoked.
2. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the northern side of Chester Street East commencing at its intersection with Fitzgerald Avenue, and extending in a westerly direction for a distance of 21 metres.
3. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles on the northern side of Chester Street East be restricted to 90° angle parking relative to the kerb line, commencing at a point 21 metres west of its intersection with Fitzgerald Avenue, and extending in a westerly direction for a distance of 28 metres.
4. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the northern side of Chester Street East commencing at a point 49 metres west of its intersection with Fitzgerald Avenue, and extending in a westerly direction for a distance of seven metres.
5. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes



on the northern side of Chester Street East commencing at a point 56 metres west of its intersection with Fitzgerald Avenue, and extending in a westerly direction for a distance of 14 metres. These parks are further restricted to 90° angle parking relative to the kerb line.

6. Approves, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the northern side of Chester Street East commencing at a point 70 metres west of its intersection with Fitzgerald Avenue, and extending in a westerly direction for a distance of 29 metres.
7. Approves that these recommendations, if approved, to 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 At its meeting on 15 August 2018, the Waikura/Linwood-Central-Heathcote Community Board, revoked the existing time limited parking restrictions at this location at the request of residents. This was due to the commercial activities that attracted shorter term parking, no longer existed due to earthquake demolition of commercial premises etc.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

Do nothing.

- 4.1 The advantages of this option include:
  - 4.1.1 Retains seven unrestricted on-street parking spaces.
- 4.2 The disadvantages of the option include:
  - 4.2.1 Does not address issues with the current parking layout i.e. conflict with a new vehicle entrance.
  - 4.2.2 Does not address the request for short-term parking.

### 5. Detail Te Whakamahuki

- 5.1 Chester Street East is classified as a local road in Council's roading hierarchy.
- 5.2 A deputation was made to the Waipapa Papanui-Innes-Central Community Board earlier in the year requesting that some time limited parking be reinstated.
- 5.3 At the eastern end (adjacent to Fitzgerald Avenue), new developments are resulting in a mix of residential and commercial uses.
- 5.4 The proposal includes:
  - Confirming the existing No stopping restrictions in the immediate vicinity.
  - Reinstating five P120 car parks in accordance with the Central City Parking Policy.
  - Removal of two unrestricted parking spaces and demarcating (with No Stopping lines) a new vehicle crossing that is associated with access to the site at 173-177 Chester Street East. The current angle parking markings conflict with access to the new vehicle crossing. Note: while it is not policy to install No Stopping restrictions over a vehicle crossing, this site is unusual. The current layout of 90 degree angle parking results in genuine confusion about where the new vehicle crossing is located.
- 5.5 The Central City Parking Policy seeks to promote 85% occupancy of parking spaces in the central city at peak times. A target of 85% occupancy (international good practice) provides a balance of good usage with maintaining available parking spaces close to



where people want them. By supporting higher turnover, more people can benefit from the spaces, with different people using the space at different times of the day, and on different days of the week. This is generally preferable to a single vehicle using a single space all day to the exclusion of everyone else.

- 5.6 Staff have visited the site on several occasions, and confirm that kerbside parking is generally at capacity, meeting the criteria in the Parking Policy. For reference, the Central City Parking Policy can be found here: [Christchurch central city and suburban parking policies : Christchurch City Council \(ccc.govt.nz\)](https://ccc.govt.nz/policies-christchurch-central-city-and-suburban-parking-policies)
- 5.7 Unless stated otherwise, timed parking restrictions are enforceable between 8am and 6pm, seven days a week excluding public holidays. These spaces will therefore be available for unrestricted parking out of these hours i.e. overnight and on public holidays, for residents.

### Community Views and Preferences

- 5.8 This proposal is in response to a request from two business owners located in the building (No 173) directly fronting the proposed P120 parking spaces.
- 5.9 Due to the 2018 request to remove the parking restriction, feedback has been sought from all property owners/occupiers on both sides of the road, from Fitzgerald Avenue to the road narrowing shown in Attachment A. At the time of writing this report, four responses have been received. Two responses are in support (from the two businesses who put in the original request) and two responses opposing the time restriction.
- 5.10 The Team Leader Parking Compliance supports the preferred option.
- 5.11 The do-nothing option is inconsistent with the need to improve the existing parking layout and to address community requests for changes in Chester Street East.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.3 Transport
  - 6.3.1 Activity: Transport
    - Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy

### Policy Consistency Te Whai Kaupapa here

The recommendations in this report are consistent with the [Central-City-Parking-Policy-2021.pdf \(ccc.govt.nz\)](#)

### 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.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This proposal improves accessibility for all road users who wish to access the businesses in this Chester Street East location.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - Approximately \$2000 for the installation of new road markings, signs and removal of existing markings, plus \$750 for the investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs – Approximately \$500 per year.
- 7.3 Funding Source – Traffic Operations Signs and Marking budget (2022/23).

### Other

- 7.4 None identified.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and no stopping restrictions by resolution.
- 8.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking and no stopping restrictions and traffic control devices.
- 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.


### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.4 There is no other legal context, issue or implication relevant to this decision.
- 8.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 None identified.

## Attachments / Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Attachment A Chester Street East Proposed Stopping and Parking Restrictions	23/993330	108

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

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance / Te Whakatūtutanga 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

<b>Author</b>	Michael Thomson - Transport Engineer
<b>Approved By</b>	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)



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Christchurch  
City Council

**Chester Street East**  
Proposed Parking & No Stopping Restrictions  
For Board Approval

Attachment A

Designed: MT Approved: LB

Original Plan Size: A4

ISSUE. 1 07/06/2023  
TG146806 MJR

Attachment A Item 9



## 10. Proposed Road Names - 10 Edron Place

Reference / Te Tohutoro: 23/889561

Report of / Te Pou Paul Lowe, Manager Resource Consents (Paul.Lowe@ccc.govt.nz)

Matua:

General Manager / Mary Richardson, General Manager Citizens & Community  
Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

### 1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central Community Board to approve the proposed lane name at 10 Edron Place, Redwood.
- 1.2 The report is staff generated resulting from a naming request received from the subdivision developer.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Approves the following new lane name for 10 Edron Place (RMA/2021/3843)
  - a. Lane 1 - Kākāpō Lane

### 3. Detail Te Whakamahuki

#### Introduction Te Whakatkinga

- 3.1 A road naming request has been submitted by the developer. A preferred name and alternative names have been put forward for the lane.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Roads and Right-of-Way Naming Policy dated 2 November 1993 and are considered to be consistent with this policy except as outlined below.
- 3.4 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZS 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard unless otherwise stated below.
- 3.5 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 3.7 The names requested have been accompanied by an explanation of the background to the names, which is summarised below, along with correspondence with the applicant.

#### Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.8 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

- 3.9 The level of significance was determined by the number of people affected and/or with an interest.
- 3.10 Council's Principal Advisor Treaty Relationships has been consulted and has raised no concerns with the suitability of the proposed Te Reo Māori names as set out below.
- 3.11 Due to the assessment of low significance, no further community engagement and consultation is required.


#### Proposed Names

- 3.12 The proposed roads are shown in **Attachment A**.
- 3.13 The names are themed for native birds.
- 3.14 Road 1 - Preferred name: Kākāpō Lane  
Kākāpō (*Strigops habroptilus*) is a species of large, flightless, nocturnal, ground-dwelling parrots endemic to New Zealand. It is critically endangered and now found only on islands off Stewart Island.

#### Alternative Names

- 3.15 Kārearea Lane - Kārearea is the Māori name for the New Zealand falcon (*Falco novaeseelandiae*), a fast-flying bird of prey which is endemic to New Zealand, and often perches high in trees or on a rock and swoops to catch its prey. It is mainly found in heavy bush and the steep high country in the South Island, and the southern part of the North Island.
- 3.16 Wrybill Lane - Wrybill (*Anarhynchus frontalis*) is a species of plover endemic to New Zealand, a pale-grey wading bird with a black bill, the tip of which is curved to the right. It breeds only in braided rivers of the South Island.
- 3.17 Grey Warbler Lane - Grey Warbler (*Gerygone igata*), is a small, slender, insect-eating songbird of greenish-grey colouring with a darker tail tipped white that is endemic to New Zealand. Its natural habitat is temperate forests and is the most widely distributed endemic bird species in New Zealand.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	RMA/2021/3843 - Proposed Road Naming Plan - 10 Edron Place	23/838851	112

### Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

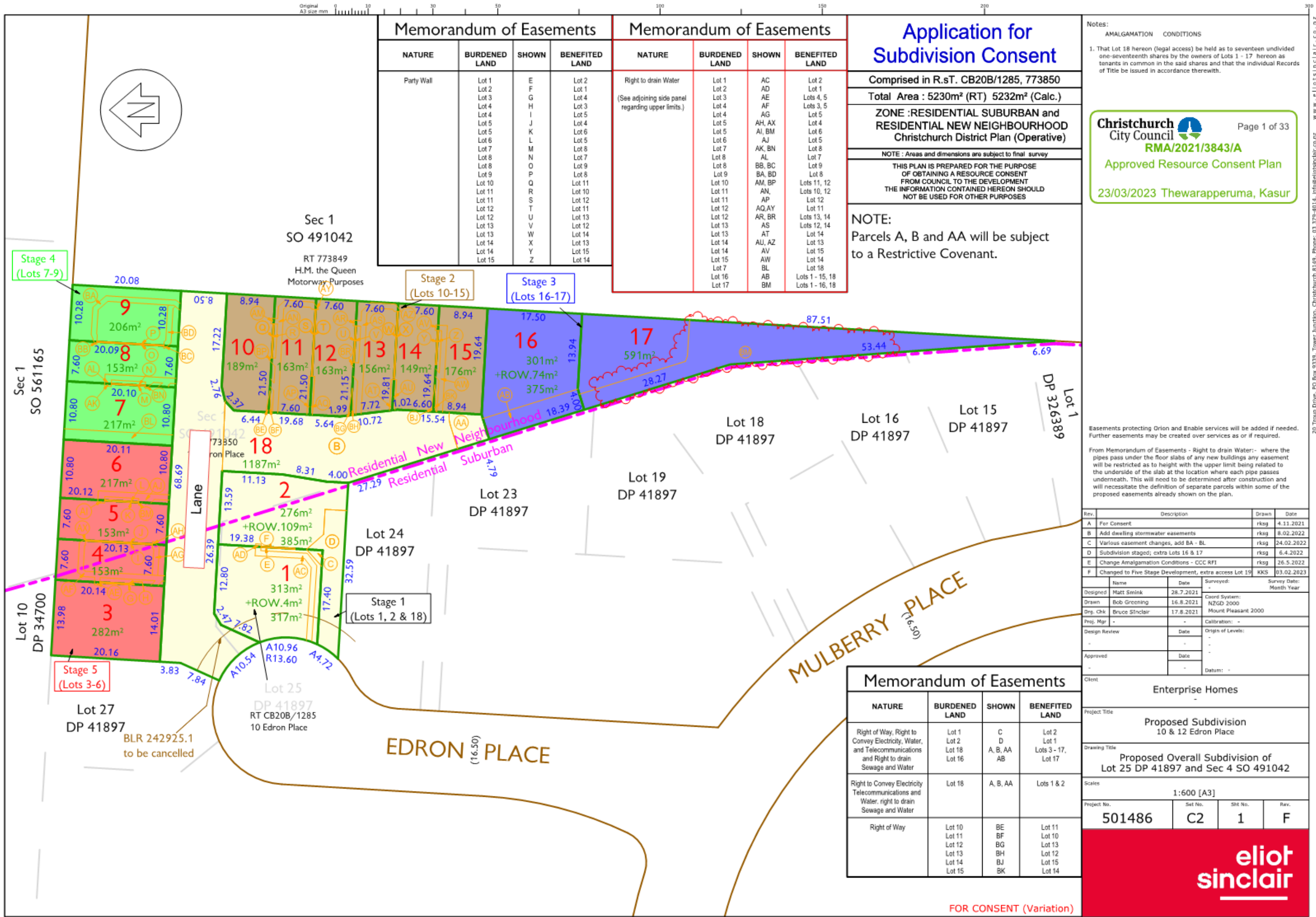
(a) This report contains:

- (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

<b>Authors</b>	Leashelle Miller - Planning Technician Paul Lowe - Manager Resource Consents
<b>Approved By</b>	John Higgins - Head of Planning & Consents





## 11. Waipapa Papanui-Innes-Central Community Board Area Report - July 2023

Reference / Te Tohutoro: 23/905895

Report of / Te Pou  
Matua: Emma Pavey, Community Governance Manager Papanui-Innes-Central (Emma.Pavey@ccc.govt.nz)

General Manager /  
Pouwhakarae: Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

### 1. Purpose of Report Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

### 2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the Waipapa Papanui-Innes-Central Community Board Area Report for July 2023.

### 3. Community Support, Governance and Partnership Activity

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Board Plan - Shirley Community Reserve	Engagement with the community to determine a vision for the future of Shirley Community Reserve.  Refer detail of recent engagement activity further below in this report.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Board Plan - Implementation of Safety Initiatives	Includes advocacy for short and medium-term solutions to address youth safety issues at Northlands Shopping Centre and the surrounding area.  Collaborative work being explored for youth workers in the Papanui ward to make connections, be present after school at the mall, and potentially to develop a youth health and wellbeing space.	Ongoing	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Board Plan - Downstream Effects Management Plan (DEMP)	Since the opening of the Christchurch Northern Corridor (CNC), the Council has monitored the impact of the works as part of the DEMP Stage 2.  The <a href="#">St Albans, Edgware and Mairehau transport projects site</a> details traffic improvements made in these areas	Ongoing	Liveable city

	aimed at managing the traffic from the CNC and improving pedestrian and cycle connections.		
2023-24 Strengthening Communities Funding	<p>The Strengthening Communities Fund supports community-focused organisations whose projects contribute to the strengthening of community wellbeing.</p> <p>The Board's Discretionary Response Fund, from which the Board funds its own projects, as well as those of community organisations will also be refreshed in the funding round.</p>	The Board will consider funding recommendations at its August meeting.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Edible and Sustainable Garden Awards 2023	A partnership between the Waipapa Papanui-Innes-Central Community Board and the <a href="#">Canterbury Horticultural Society</a> provides an opportunity to celebrate all types of food gardens.	Certificates have been presented by Board members to recipient in the community (selected photos below).	Te Haumako Te Whitingia Strengthening Communities Together Strategy Resilient Communities



### 3.2 Community Funding Summary

The Board's funding pools for 2023-24 will be confirmed at its August meeting. Further grants made from the Board 2022-23 Youth Development Fund under delegation are noted here:

2022-23 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
<b>Approved under delegation since last report:</b>	
Grant to Amelia Black, Cherry Zhang, Georgia Barrett-Dobson and Jason (Yulin) Zhang (detailed in <b>Attachment A</b> )	\$320
Grant for Olive Williams (detailed in <b>Attachment B</b> )	\$100
<b>BALANCE (at time of writing):</b>	<b>\$505</b>

### 3.3 Upcoming Community Events and Activities

- **FRESH Events 2023**

Information on events from Youth & Cultural Development (YCD) is available at [this link](#).



- **Volunteer Events**

Visit [this link](#) for the variety of volunteer events held around the city. Activities vary, but may involve general clean ups, planting, weeding and mulching. Some planting events are family-friendly and [eligible for Children's University \(CU\) credits](#).

Also visit [this link](#) to volunteer at a Council-produced event.



- **Other upcoming community events and festivals in the city**

Visit [this link](#) for the variety of community events and festivals held around the city. This also links to the [What's On](#) site, where can found one-off and regular events like:

- [Matariki celebrations](#) at Te Matatiki Toi Ora The Arts Centre (3 to 20 Hōngongoi July 2023).
- **Matariki in the Zone** – 15 July (2.30-6.30pm) at Richmond Community Garden.
- [Tīrama Mai powered by Orion and Connetics](#) - the ultimate light festival experience based on Matariki in Ōtautahi Christchurch. A stunning display of light and sound that celebrates the Māori New Year and the coming of winter. This annual festival of light is this year held 7-15 July, 5-10pm, located in Victoria Square.



Live readings of Matariki stories and Māori legends will be performed around the Ngā Kōrero Pakiwaitara (Matariki story telling fire pit), located in Victoria Square on 7, 8, 9, 14 and 15 July from 6-8pm (at other date and times, recordings of the stories will be played).

- **Kapa Haka Showcase** – part the Matariki celebrations at Te Matatiki Toi Ora The Arts Centre, the details for this event are at [this link](#).
- **Photography Book Club** – held monthly in Phillipstown, with details at [this link](#), an opportunity for photographers and enthusiasts to come together and share their favourite books, learn from each other and connect over their shared passion. Led every month by a different local artist at Photosynthesis.



- **Christchurch City Council Libraries Events**

Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at [this link](#).

The Libraries' Events Calendar can be found [here](#), and there are dedicated pages for significant events like [KidsFest](#), [Wikin te Taetae ni Kiribati - Kiribati Language Week](#) (9-15 July), and [Cook Islands Language Week](#) (30 July – 5 August).

### 3.4 Participation in and Contribution to Decision Making

#### 3.4.1 Report back on other Activities contributing to Community Board Plan

- **Papanui Bush Planting Day**

A rather muddy Papanui Bush Planting Day on 10 June witnessed not just the ceremony of Mayor Phil Mauger and MP Duncan Webb planting a Rimu to commemorate the coronation of King Charles III, but significantly an amazing all-round community effort powered by the Papanui Rotary Club and the support of the Council's Parks Team, to see around 1,000 natives planted along the new pathway.





- **Murchison Park Tree Planting and Future Planning**



Another significant planting day for the area was the Styx Living Laboratory Trust's planting event at Murchison Park on 18 June to expand the native planting area alongside the swale as a first step in what is a longer term vision the Trust has for the Park.



- **Liaison Meeting with Ward School Principals**

The Board held a liaison meeting with School Principals in the Board area on 23 June 2023 where in addition to hearing from the Principals in relation to issues relevant to their schools, the Council's Community Travel Advisor gave a presentation on Safe and Sustainable School Travel, outlining the offerings of the Council in this space.



The Principals commended staff's work in this space, noting the support available from the Council team in this area. Following the meeting the Community Travel

Advisor relayed to the Principals that the Council has: *a safe and sustainable school travel programme that looks to provide ongoing engagement with you around road safety and active travel to your school. You can find out more information and sign up here*

<https://ccc.govt.nz/transport/getting-around/schooltravel/school-travel-programme>

*Here is also the page to our general school travel information and where you can sign up to our termly newsletter to be kept in the loop with everything that is happening.* <https://ccc.govt.nz/transport/getting-around/schooltravel/>





- **Shirley Community Reserve Engagement – Shirley Schools**



On the afternoon of Friday, 23 June 2023 Community Governance, Project and Engagement staff descended on Shirley Primary School to engage with the children on the vision for the space right across the road from them at Shirley Community Reserve, and found a highly engaged audience with an amazing appetite for providing input and devouring the small mountain of sausages staff sizzled up at double speed for the hunger bellies and minds of young neighbours of the reserve.



Staff did it all again the following week on Thursday, 29 June 2023 at Shirley Intermediate School before rushing back to brief the Board.



- **Dusk to Dawn**

In partnership with Papanui Youth Development Trust, the Waipapa and Waimaero Community Boards hosted the sixth Dusk to Dawn, which took place from 8pm Friday 30 June to 8am Saturday 1 July 2023.

150 eager teens gathered to participate in the night's activities supported by Youth Leaders and Council staff members. Young people had an action-packed night fill





with local activities and fun, including silent discos, swimming, and quizzes.

Ngā mihi to all of our leaders and volunteers for holding it together over a marathon of a night and still coming up with a smile in the morning. Special thanks go to the Council's outstanding recreation staff for opening up and crewing the Graham Condon Sport and Recreation Centre.



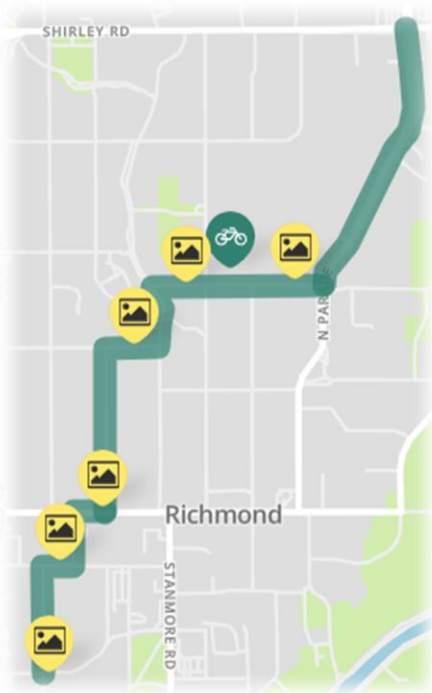
- **FRESH event**  
– **Shirley Community Reserve**

The FRESH 3-on-3 Basketball Tournament held at Shirley Community Reserve on Thursday 6 July 2023 attracted a good number of attendees into the brisk weather, complemented by the attraction of free fades and braids, and a sausage sizzle, in addition to the tournament, and accompanied by Council engagement on the future of the Reserve.



### 3.4.2 Council Engagement and Consultation

- **Way Safer Streets** (*consultation closes 16 July 2023*)



The Council has received Government funding for a range of improvements that make it safer to walk, cycle and bus, which helps reduce congestion, lowers emissions and makes it easier for everyone to get around.



Most of the proposed projects are in Linwood and Bromley, areas currently lacking in real travel choice. Though there are also proposed cycleway connection projects in Richmond, Barrington, Halswell, Aidanfield, Cashmere, to help people get around.

The Have Your Say page can be found at [this link](#). The [interactive map](#) provides further detail through clicking on the travel pins, where submission comments on the projects can also be entered.

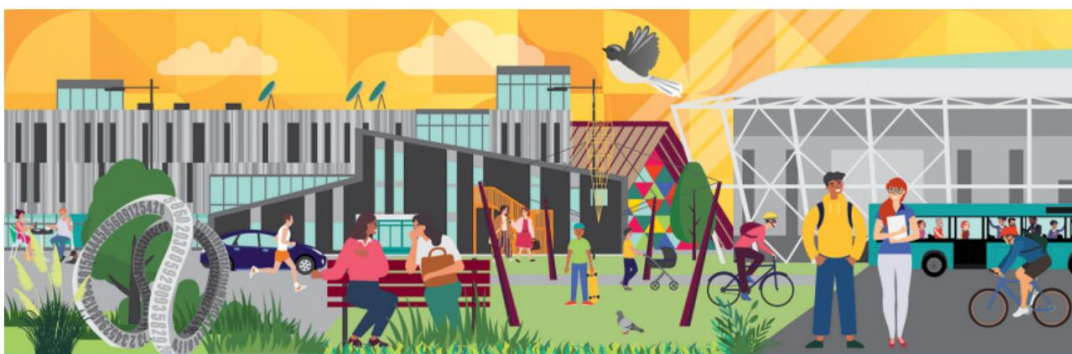
- **Draft Greater Christchurch Spatial Plan** (*consultation closes 23 July 2023*)

The Council is part of the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch). The Komiti has released a draft Greater Christchurch Spatial Plan for public consultation. The Have Your Say page is at [this link](#).



- **South-East Central Neighbourhood Plan** (*feedback closes 24 July 2023*)

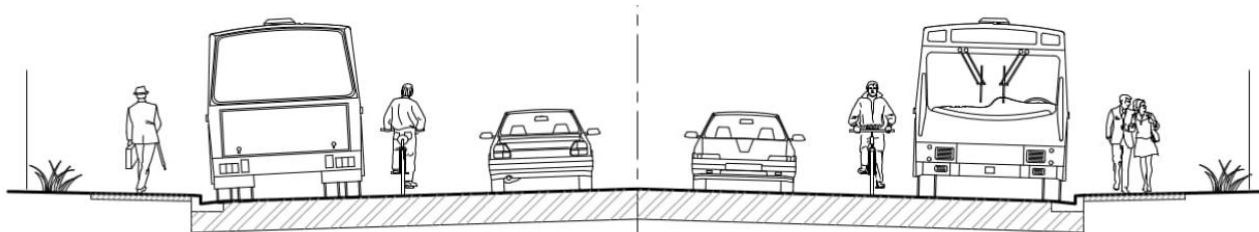
The South-East Central Neighbourhood Plan is part of the Central City Residential Programme Project 8011 which was endorsed by the Council in 2018. The Council is inviting people to provide feedback on what they enjoy about the area, aspects that could be improved, and to share any local knowledge that should be considered. Feedback can be shared at [this link](#), and further information on the development of a neighbourhood plan can be found [here](#).





- **Innes Road Renewal** (*consultation closes 12 July 2023*)

The Council is planning to renew Innes Road as its condition has deteriorated and needs to be fixed. Other improvements are also planned to make it safer to travel on Innes Road. The detail and portal for making a submission are at the Have Your Say page at [this link](#).



- **Cruising and Prohibited Times on Roads Bylaw** (*consultation closes 25 July 2023*)

The Council is reviewing its Cruising and Prohibited Times on Roads Bylaw. It aims to reduce dangerous and antisocial behaviour on our city's roads. The Have Your Say page at [this link](#) outlines the detail, how to make a submission, and how the decision will be made.

- **Tree Planting Plans** (*consultation closes 25 July 2023*)



Further information and the portal for providing feedback about the tree planting plans is at the Have Your Say page at [this link](#).

Earlier this year the Council adopted the Urban Forest Plan for Ōtautahi Christchurch. Putting that Plan into action, to make the most of some government funding, and the remaining time left in the 2023 planting season (which runs from April – September), tree planting plans are being fast-tracked for 14 parks and reserves across Christchurch and Banks Peninsula.



- **What Matters Most** (*early feedback closes 13 August 2023*)

Early engagement for the Long Term Plan is being helped with this new online tool: [www.ccc.govt.nz/whatmattersmost](http://www.ccc.govt.nz/whatmattersmost). The key activity of the campaign is a participatory budgeting exercise where people have 100 points they can attribute to 17 core services. They are invited to put those points on as many or as few services as they like – there is no right or wrong answer. The invitation is to help sort the must-haves from the nice-to-haves, for the development of the Council's next Long Term Plan.



### 3.5 Governance Advice

#### 3.5.1 St Albans Park drainage and pathway works

The Parks Team updated the Board last month of the completion of the St Albans drainage and pathways works as shown below:



#### 3.5.2 Slow Speed Neighbourhood Signage – East Papanui

The Transport Team provided the below advice in relation concerns about speed signage and compliance in East Papanui slow speed neighbourhood expressed by residents:

*When Council changes speed limits on our streets, we monitor the average operating speeds and investigate options for further measures, including enforcement, where required if compliance isn't being achieved. We would normally leave the scheme for around 6 months for the scheme to settle in and people become familiar with the changes.*

*Currently it is only proposed to sign the entry into lower speed zones. Speed limit signage is required where a new speed limit takes effect, however repeater signs are generally used where the speed limit is above 50km/h and below 100km/h. They are not usually necessary if the nature of a particular length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit on the road throughout the whole of that length of road. Unless a driver passes a sign with a higher speed limit, a driver should continue at the speed of the last sign observed. Gating repeater signs along residential streets can lead to signage clutter.*

Speed data from the national database (NZTA MegaMaps GIS information provided by TomTom) shows that the current average operating speeds on the different streets are as follows:

- Grassmere Street 34km/h
- Grants Road (bend to Gambia St) 34 km/h
- Grants Road (Gambia to Papanui) 31km/h
- Rutland Street (Tomes to Innes) 39km/h

Rutland Street is close but currently within the posted speed limit and may require additional markings in future and/or enforcement. Further checks will be completed again at around 6 months of implementation. At this time, we would use tube counts in addition to geospatial speed data.

### 3.5.3 Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards

Refer to **Attachment C** for the 1 June – 30 June 2023 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported. The Snap Send Solve promotion in the last month may have helped contribute to increased ticket volumes for graffiti in the Central Ward.

[Snap Send Solve](#) is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to [report issues online](#), by calling Council on 03 941 8999 or visiting one of the Council's [Service centres](#).

### 3.5.4 Planned roadworks and closures

Planned roadworks and closures are indicated on the map at [this link](#), which includes those related to contractors as well, while Start Work Notices (SWN) as noted in the following section relate to work being carried out by the Council.

### 3.5.5 Traffic count data

Vehicle traffic count data collected by the Council for some key locations is displayed at these links for [signalised intersections](#) and [link roads](#).

## 4. Advice Provided to the Community Board

### 4.1 Start Work Notices (SWN)

SWN relating to the Board area are separately circulated to the Board. All Board area and city-wide start work notices can be found at [this link](#). Recent SWN relating to the Board area are:

- Cashel & Worcester Streets - tree plantings
- Nursery Road – wastewater renewals
- Worcester Street – wastewater renewals
- Ellery Street – Tree Removals
- Emmett Street – Tree Maintenance
- Bordesley Street - sub-mains renewal



#### 4.2 Graffiti Snapshot

The Graffiti Snapshot for May 2023 can be found as **Attachment D** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at [this link](#).

#### 4.3 Plan Change 14 – Housing and Business Choice

Council officer advice circulated 20 June 2023:

*We received over 900 submissions and have been summarising these, which will be published on the following webpage with the summary of decisions sought by submitters on 30 June - [www.ccc.govt.nz/pc14](http://www.ccc.govt.nz/pc14).*

*From 30 June 2023 until 17 July 2023, we will be inviting further submissions, enabling those affected by submissions to support or oppose what has been sought in those submissions. For completeness, those who can make further submissions are limited in the Resource Management Act to the following persons – any person representing a relevant aspect of the public interest; and any person that has an interest in the proposed plan change greater than the interest that the general public has. You can find out more information on how to make a further submission on the following webpage from 30 June - <https://ccc.govt.nz/the-council/haveyoursay>*

*The Council's submission is now available at [www.ccc.govt.nz/pc14](http://www.ccc.govt.nz/pc14), providing you with an opportunity to understand what we are seeking to change and time to consider how it may affect you before we invite further submissions.*

*The Independent Hearings Panel appointed to hear submitters and make recommendations on submissions will be holding a pre-hearing meeting on Tuesday 1<sup>st</sup> August. This will be open to all submitters and notice will separately be given of the meeting, proposed hearing schedule and draft hearing procedures for the forthcoming hearings. For more information on the IHP, please refer to their website here - <https://chch2023.ihp.govt.nz/>*

#### 4.4 Update on Greater Christchurch Spatial Plan special consultative process from the Greater Christchurch Partnership

Council officer advice circulated 15 June 2023:

*The Council is part of the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch). The Whakawhanake Kāinga Komiti asked residents through the Huihui Mai engagement in early 2023 how they thought we should tackle important issues such as responding to climate change, preserving the environment, making our region more resilient to natural disasters, and making housing more affordable. You can find out more about this engagement and [what we heard here](#). This engagement and our work to develop the evidence base has informed the development of the draft Greater Christchurch Spatial Plan.*

*The draft plan opens for public consultation from next Monday 19 June to 23 July 2023, and we are keen for feedback. Links to the Plan and submission form go live on Monday, and will be found at <https://greaterchristchurch.org.nz/>.*









#### 4.5 Memoranda

Memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.

- CCC: Launch of 'What Matters Most' - early engagement on the Long Term Plan (circulated 6 July 2023)
- CCC: Gloucester Street East West Cycle Connection - Removal from Transport Choices Programme (circulated 3 July 2023)

- Orion: Orion Strengthening our Network update – works on MacKenzie Avenue and Ensors Road (circulated 30 June 2023)
- CCC: Doris Lusk Reserve Artwork - Background and Progress Update (circulated 29 June 2023)
- CCC: Orion Cut and Trim Notices (circulated 27 June 2023)
- CCC: Engagement on 14 tree planting plans (circulated 27 June 2023)
- CCC: Council winter events (circulated 27 June 2023)
- CCC: Bus Stops on Cranford Street - response from staff (circulated 23 June 2023)
- CCC: Innes Road street renewal (circulated 22 June 2023)
- Orion: Orion Strengthening our Network update - MacKenzie Avenue works (circulated 20 June 2023)
- CCC: Response to Waipapa Papanui-Innes-Central Community Board Enquiries on the Christchurch Northern Corridor Downstream Effects Management Plan (DEMP) (circulated 20 June 2023)
- CCC: Rolleston Avenue & Park Terrace Cycleway (circulated 19 June 2023)
- CCC: PC 14 update for elected members (circulated 19 June 2023)
- CCC: Way Safer Streets transport projects consultation (Transport Choices / CERF Programme) (circulated 16 June 2023)
- CCC: Amendment to start date - Greening the East Tree Planting Project (circulated 14 June 2023)

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Youth Development Fund Grant under Delegation for Amelia Black, Cherry Zhang, Georgia Barrett-Dobson and Jason (Yulin) Zhang	23/962508	127
B  	Youth Development Fund Grant under Delegation for Olive Williams	23/1034410	130
C  	Customer Service Request Report - June 2023	23/1051457	132
D  	Graffiti Snapshot - May 2023	23/1016250	133

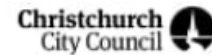
## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor
<b>Approved By</b>	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team Matthew Pratt - Acting Head of Community Support and Partnerships

Item 11



Memos



# Memo

Date: 31 May 2023  
From: Stacey Holbrough Community Development Adviser  
To: Emma Pavey Community Governance Manager  
Cc: Lyssa Aves Support Officer  
Reference: 23/843930

## 2023 - 24 Positive Youth Development Application - Badminton Canterbury for Amelia Black, Cherry Zhang, Georgia Barrett-Dobson and Jason (Yulin) Zhang.

### 1. Application Details

**Date of Decision Meeting:** 31 May 2023

**Venue:** Papanui Service Centre and Library

**Date Application Received:** 16 May 2023

**Applicants:** Amelia Black, Cherry Zhang, Georgia Barrett-Dobson and Jason (Yulin) Zhang.

**Application Assigned to:** Stacey Holbrough

**Total Budget Costs:** \$28,375

**Funding Requested:** \$1,400

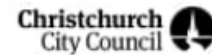
**Staff Recommendations:** That the following is paid:

- \$80 for Amelia Black
- \$80 for Georgia Barrett-Dobson
- \$80 for Cherry Zhang
- \$80 for Jason (Yulin) Zhang
- In total \$320 is recommended to Badminton Canterbury Inc. for the four young people who reside in the Waipapa Papanui-Innes-Central Board area.

### 2. Background

- 2.1 This Positive Youth Development application is from Badminton Canterbury for: Amelia Black, Cherry Zhang, Georgia Barrett-Dobson and Jason (Yulin) Zhang to attend the New Zealand Team Nationals in Palmerston North, 1 to 6 July 2023
- 2.2 This application has been split between three wards with 25 young people in total. Fendalton-Waimairi-Harewood (F-W-H) – 10 players, Halswell-Hornby -Riccarton (H-H-R) – 11 players. The staff recommendation F-W-H is \$80 per player and the H-H-R staff recommendation is \$80 per player.

Memos



**Amelia Black**

- 2.3 Amelia lives in the Papanui ward and attends Cobham Intermediate. She will be competing in the U13 – Division 1 grade at the Nationals. Amelia is looking forward to playing against the top players in New Zealand. Amelia enjoys reading and maths in her favourite subject at school.

**Georgia Barrett-Dobson**

- 2.4 Georgia lives in the Central ward and attends Christchurch Girls High School. She will be competing in the U17 MLD 2 grade at the Nationals. Georgia is looking forward to having fun and playing with her teammates.

**Cherry Zhang**

- 2.5 Cherry lives in the Innes ward and attends Rangī Ruru School. She will be competing in the U13 -Division 2 grade at the Nationals. Cherry is looking forward to playing and winning.

**Jason (Yulin) Zhang**

- 2.6 Jason lives in the Central ward and attends Burnside High School. He will be competing in the U15 grade at the Nationals. Jason is looking forward to challenging himself and meeting new people.

**3. Summary**

- 3.1 Staff recommend \$80 from the 2022 – 23 Positive Youth Development Fund to Badminton Canterbury for Amelia Black to attend the New Zealand Team Nationals in Palmerston North, 1 to 6 July 2023 .
- 3.2 Staff recommend \$80 from the 2022 – 23 Positive Youth Development Fund to Badminton Canterbury for Georgia Barrett-Dobson to attend the New Zealand Team Nationals in Palmerston North, 1 to 6 July 2023 .
- 3.3 Staff recommend \$80 from the 2022 – 23 Positive Youth Development Fund to Badminton Canterbury for Cherry Zhang to attend the New Zealand Team Nationals in Palmerston North, 1 to 6 July 2023 .
- 3.4 Staff recommend \$80 from the 2022 – 23 Positive Youth Development Fund to Badminton Canterbury for Jason (Yulin) Zhang to attend the New Zealand Team Nationals in Palmerston North, 1 to 6 July 2023.

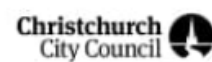
**4. Decision of Community Governance Manager – Emma Pavey**

- 4.1 Approved.

**Attachments Ngā Tāpirihanga**

There are no attachments to this report.

Memos



**Signatories Ngā Kaiwaitohu**

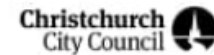
<b>Author</b>	Stacey Holbrough - Community Development Advisor
<b>Approved By</b>	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

Item 11

Attachment A



Memos



# Memo

Date: 30 June 2023  
From: Trevor Cattermole  
To: Emma Pavey  
Cc: Lyssa Aves  
Reference: 23/1027283

## 2022 - 23 Positive Youth Development Application Ti Hei Mauri Tu Incorporated (Te Awa Kairangi U17s Kōtiro Rugby League Team) for Olive Williams

### 1. Application Details

**Date of Decision Meeting:** 30 June 2023

**Venue:** Papanui Board Room

**Date Application Received:** 29 June 2023

**Applicant:** Ti Hei Mauri Tu Incorporated umbrellaing (Te Awa Kairangi U17s Kōtiro Rugby League Team) for Olive Williams

**Application Assigned to:** Trevor Cattermole

**Total Budget Costs:** \$7,500

**Funding Requested:** \$5,000

**Staff Recommendations:** That the following is paid:

- \$100 for Olive Williams as member of the Te Awa Kairangi U17s Kōtiro Rugby League Team umbrellaed by Ti Hei Mauri Tu Incorporated to attend the New Zealand Māori Rugby league National tournament in Rotorua on July 14<sup>th</sup> and 15<sup>th</sup> 2023.

### 2. Background

- 2.1 This Positive Youth Development Application is from Ti Hei Mauri Tu Incorporated for the Te Awa Kairangi U17s Kōtiro Rugby League Team, to participate in The New Zealand Māori Rugby league National tournament in Rotorua on July 14<sup>th</sup> and 15<sup>th</sup> 2023.
- 2.2 The application is specifically to support a member of the team who resides in the Waipapa Papanui-Innes-Central Ward.
- 2.3 Applications have also been received by Halswell-Hornby-Riccarton, Coastal- Burwood- Linwood Fendalton-Waimairi-Harewood and Spreydon- Cashmere-Heathcote Wards for team members who reside within their areas.
- 2.4 Te Awa Kairangi aims is to support and give a pathway to young women to play Rugby league with a particular focus on Māori tikanga and Te Reo.

**Memos**



- 2.5 The national tournament uses rugby league as the vehicle to celebrate being Māori and representing their whanau, iwi, hapu, waka and Rohe.
- 2.6 The team has witnessed a reduction in the involvement of some members in the youth justice system, attributed to the opportunities provided for learning, development, and fostering a sense of belonging through sports and cultural engagement.
- 2.7 The team has been training very hard towards this competition.
- 2.8 This is the first time that Te Awa Kairangi 17's Kotiro has applied to the Waipapa Papanui-Innes-Central Youth Development Fund.

**Olive Williams**

- 2.9 Olive is a member of the team who resides in Papanui. The team is made up of female athletes aged between 15 and 17. The team has been working hard to secure funding support and is looking forward to competing against other teams at the Nationals.

**3. Summary**

- 3.1 Staff recommend \$100 from the 2022 – 23 Positive Youth Development Fund to Ti Hei Mauri Tu Incorporated to support Olive Williams a member of the Te Awa Kairangi U17s Kōtiro Rugby League Team, which will participate in The New Zealand Māori Rugby league National tournament in Rotorua on July 14th and 15th 2023.

**4. Decision of Community Governance Manager – Emma Pavey**

- 4.1 Approved.

**Attachments Ngā Tāpirihanga**

There are no attachments to this report.

**Signatories Ngā Kaiwaitohu**

<b>Author</b>	Trevor Cattermole - Community Development Advisor
<b>Approved By</b>	Emma Pavey - Manager Community Governance, Papanui-Innes-Central

## Ticket Report

01 06 2023 - 30 06 2023

### Papanui-Innes-Central

Tickets Reported in June 2023

3869

# Reported Tickets last ...

Status as of Report Date

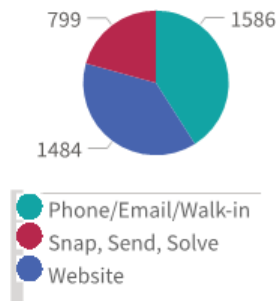
Open

721

Closed/Resolved

3148

Channels



Currently Open Tickets\*

4718

# Open Tickets all

13

avg open ticket age (days)

25% of open tickets are less than 37 days old

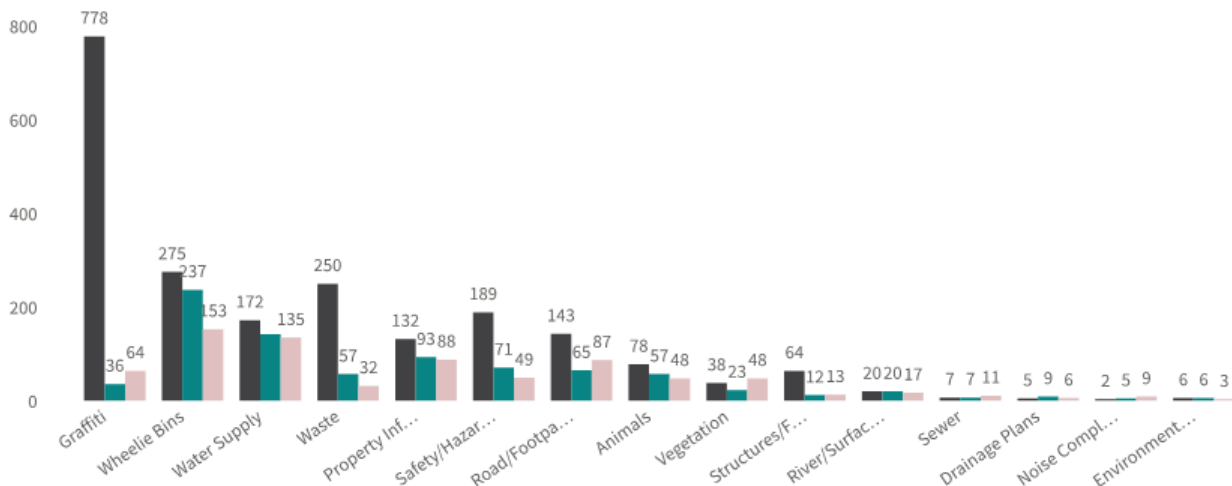
50% of open tickets are less than 145 days old

75% of open tickets are less than 329 days old

\*Open as of report date, reported all time

Top 15 Incident Categories

Central Innes Papanui



Top 10 Object Categories

# Tickets	ObjectCategory
878	Graffiti
299	Litter
286	Water Leak
253	Bin Not Collected
171	Damaged Bin
121	Residential LIM
108	Residential Property Files
104	Footpath
90	Missing Bin
73	New Service

Report date:  
03 Jul 2023

# GRAFFITI SNAPSHOT

May 2023

## Ward & Suburb Insights



### Ward Reporting

This is an indication (compared to the previous month) of how active our citizens are. Several people may report the same "tag" so this is not the best way to determine the amount of graffiti present.

Ward	# of Tickets - Latest Month	# of Tickets - Previous Month	% Monthly Change
Banks Peninsula	40	10	300%
Burwood	86	44	95%
Cashmere	112	61	84%
Central	1,111	697	59%
Coastal	120	132	-9%
Fendalton	81	74	9%
Halswell	115	85	35%
Harewood	35	35	0%
Heathcote	268	202	33%
Hornby	74	36	106%
Innes	74	40	85%
Linwood	77	59	31%
Papanui	66	27	144%
Riccarton	107	109	-2%
Spreydon	163	144	13%
Waimairi	39	37	5%
<b>Total</b>	<b>2,568</b>	<b>1,792</b>	<b>43%</b>

### Ward Removal

This is an indication (compared to the previous month) of how much graffiti has been removed. This gives a better indication of the amount of graffiti present.

Ward	Cleaned Graffiti latest month - mtrs2	Cleaned Graffiti previous month - mtrs2
Banks Peninsula	80	272
Burwood	122	126
Cashmere	70	103
Central	2949	2,780
Coastal	258	777
Fendalton	161	60
Halswell	142	253
Harewood	231	173
Heathcote	1505	2,038
Hornby	115	200
Innes	76	91
Linwood	183	275
Papanui	136	58
Riccarton	155	90
Spreydon	255	228
Waimairi	97	29
<b>Total</b>	<b>6534</b>	<b>7,551</b>

### Reporting Hot Spots

Streets/Locations with the most reported graffiti

Street	# of Tickets - Latest Month	# of Tickets - Previous Month
Colombo Street	32	21
Cathedral Square, Worcester to Colombo	23	6
St Asaph Street	20	9
	14	5
Gloucester Street	14	8
Washington Way Reserve, Sydenham	14	6
Avon Riverbank Central City	13	11
Tuam Street	13	1
Christchurch Southern Motorway, Christchurch Southern to Christchurch Southern	12	9
Denton Park	12	

### Removal Hot Spots

Locations with the most graffiti removed (m2)

Street	Cleaned Graffiti Square Metres
Washington Way Reserve, Sydenham	372
Cathedral Square, Worcester to Colombo	148
Club Lane \ Oxford Terrace, Central City	146
Sheldon Park	130
Colombo Street \ Bath Street, Central City	126
Moorhouse Avenue \ Waltham Road, Sydenham	121
St Asaph Street	120
Falsgrave Street \ Lismore Street, Waltham	112
Fitzgerald Avenue \ Gloucester Street, Central City	105
Lismore Street \ Falsgrave Street, Waltham	90
Worcester Street, Tramway to Manchester	88
Deans Avenue, Lester to Mayfair	84
Pilgrim Place, Moorhouse to Moorhouse	84
Wairakei Road, Farrington to Charlcott	84
Moorhouse Avenue, Durham to Colombo	83
Colombo Street, Carlyle to Moorhouse	82
Allen Street \ Madras Street, Central City	80
Gloucester Street \ Fitzgerald Avenue, Central City	80
Manchester Street, St Asaph to Tuam	75
Waltham Road, Wordsworth to Mowbray	75
Cathedral Square	67



# GRAFFITI SNAPSHOT

May 2023

## Further Insights

### Reporting Activity

Reporter Type	Total
Individual Volunteer	1,165
Non Volunteer	910
Friend Volunteer	259
Group Volunteer	234
<b>Total</b>	<b>2,568</b>

% of Reports made by Volunteers



Monthly Draw Winner: TBA

Top 5 Volunteer Reporters

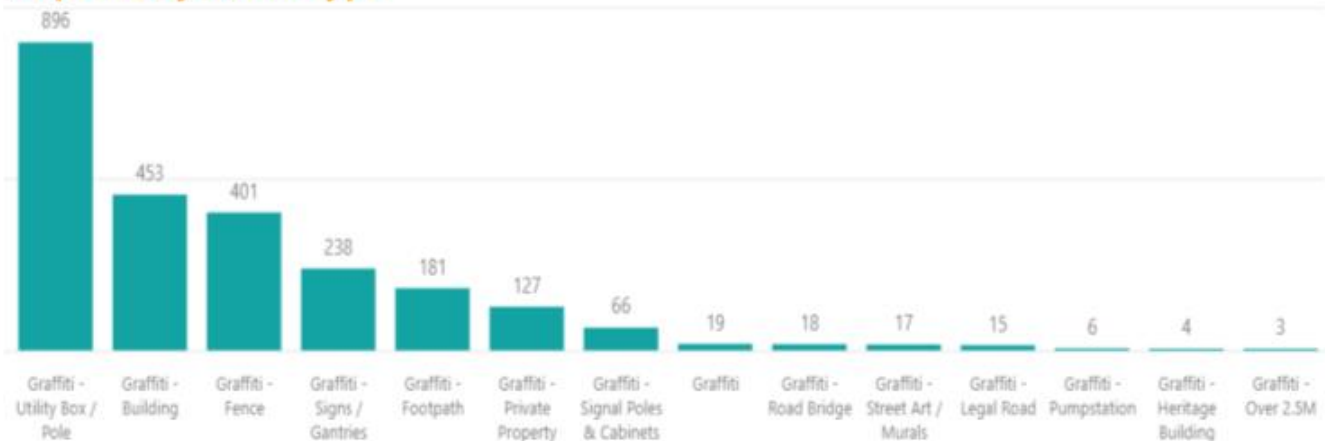
Peter  
Anne  
Luis  
Graeme  
Denise

### Most reported TAG

Locations and details of these TAGS are forward to the Police each month.

ET  
Ravi  
BRASK  
KP/KAPE

### Reports by Asset Type



## From the Police

Age Group	Proceeding Type	Area
10-17	Formal Warning	Akaroa

## New Murals

A few artists have come together to submit their design for Chorus and OneNZ cabinets, These are 2 recently completed cabinets



Chorus Cabinet done by Mitch Reid on Shakespeare Rd



Chorus cabinet done by Gavin Fantastic on Aston Dr

## 12. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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

### Karakia Whakamutunga

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	<i>Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!</i>
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