

Bylaw Hearings Panel
Cruising and Prohibited Times on Roads Bylaw
AGENDA

Notice of Meeting:

A Bylaw Hearings Panel meeting will be held on:

Date: **Wednesday 13 September 2023**
Time: **9.30am**
Venue: **Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch**

Panel

Members
Councillor Tyla Harrison-Hunt
Councillor Sam MacDonald
Councillor Tim Scandrett

5 September 2023

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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

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1. Apologies Ngā Whakapāha

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

2. Election of a Chairperson Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. 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.

4. Summary of submissions on the proposed replacement Cruising and Prohibited Times on Roads Bylaw

Reference / Te Tohutoro: 23/1274009

Report of / Te Pou
Matua: Teena Crocker, Senior Policy Analyst (Teena.Crocker@ccc.govt.nz)
Andrew Hensley, Traffic Engineer (Andrew.Hensley@ccc.govt.nz)
Kirstie Watts, Legal Counsel (Kirstie.Watts@ccc.govt.nz)

Senior Manager /
Pouwhakarae: Lynette Ellis, Head of Transport & Waste Management
(Lynette.Ellis@ccc.govt.nz)

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to summarise the submissions received during consultation on the proposed replacement Cruising and Prohibited Times on Roads Bylaw 2023 and associated documents. This report is intended to support the Hearings Panel in its deliberations on those submissions.
- 1.2 The Panel's role is to consider all submissions and to make recommendations to the Council on the final form of the bylaw (and associated registers and policy).
- 1.3 This report contains background information on the bylaw, including legislative requirements and the bylaw's limitations, in order to support the work of the Panel.
- 1.4 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined on the basis that this report contains information on the submissions for consideration of the Hearings Panel.

2. Proposed Officer Recommendations Ngā Tūtohu

That the Bylaw Hearings Panel:

1. Receive this report, including attachments, to support the hearings and deliberation process.
2. Note that:
 - a. the Panel should consider feedback from submitters and staff on the roads proposed to be added or removed from the coverage of the bylaw;
 - b. if, based on consideration of feedback received, the Panel wishes to recommend new roads be added to the coverage of the bylaw, the Panel would need to recommend that the Council undertakes further work to assess the road(s) in accordance with the Prohibited Times on Roads Policy; and that
 - c. the Hearings Panel's report to Council will need to include a series of recommendations to comply with legislation, and to adopt the registers and policy associated with the bylaw.
 - d. based on consideration of feedback received, staff recommend no changes be made to the proposed bylaw or the proposed replacement policy.

3. Summary

Overview

- 3.1 The Council adopted the proposed replacement bylaw for consultation on 21 June 2023.¹ The Antisocial Road User Team at the Christchurch Police provided input into the review of the bylaw and the roads it regulates.
- 3.2 Submissions opened on 27 June and closed on 25 July 2023. Forty-one submissions were received. Ten submitters indicated they would like to be heard.
- 3.3 The Council sought the views of the public on:
 - the proposed replacement Cruising and Prohibited Times on Roads Bylaw (**Attachment A**);
 - two registers listing roads regulated by the bylaw (**Attachment B**); and
 - the proposed replacement Prohibited Times on Roads Policy (**Attachment C**).
- 3.4 The bylaw provides the legal mechanism for the Council to regulate the roads, the registers list the roads the bylaw regulates, and the policy sets out how roads may be added or removed as new issues arise. The bylaw is made using bylaw-making powers in legislation, which (together with other legislation) place some limitations on what can be regulated.
- 3.5 Overall, submissions were supportive of the bylaw and the proposed package of changes. Some submitters requested that additional roads be regulated by the bylaw. A small number of submitters were opposed to the bylaw in its entirety.

4. Background Te Horopaki

Statutory power to make bylaws and overview

- 4.1 The bylaw is made using bylaw-making powers in two pieces of legislation, with different bylaw-making requirements:
 - the Land Transport Act 1998 (**LTA**) for cruising; and
 - the Local Government Act 2002 (**LGA**) for prohibited times on roads.
- 4.2 How each part of the bylaw works in practice is outlined below. It seems likely from the nature of the submissions received that many submitters believe the bylaw can or should do more than it does to directly address antisocial driving behaviour.
- 4.3 This report contains more information on the bylaw than a summary of submissions might usually contain. This is because the legal limitations of the bylaw and broader context are relevant to the work of the Hearings Panel and to the submission received.
- 4.4 Both parts of the bylaw can only be enforced by the Police. The bylaw complements other powers the Police have to address associated activities. Transport laws regulate antisocial driving behaviours, including excessive speed, street racing and sustained loss of traction.² Modified vehicles (including loud exhausts) are already regulated and are not covered by the bylaw.³ While the bylaw is associated with modified vehicles, it applies to all vehicles.
- 4.5 The Council has other tools to address related issues outside of this bylaw process, such as setting safe and appropriate speeds, traffic engineering solutions to improve road safety.

¹ See [Council meeting, 21 June 2023, agenda](#) item 7.

² Section 22A of the LTA. Sustained loss of traction means burnouts, donuts, drifting, etc

³ Modified vehicles are regulated and may require low volume vehicle (LVV) certification before a vehicle can be issued with a warrant of fitness (WOF) and is considered roadworthy. LVV certification is generally required for suspension, engine, seat and steering modifications, including vehicle exhaust noise levels.

Summary of the cruising part of the bylaw

- 4.6 Cruising is a term that is defined in the LTA. The associated bylaw-making power enables the Council to make a bylaw that specifies roads where cruising is prohibited, and the times and days when the prohibition applies.
- 4.7 Cruising is associated with multi-lane roads used to do “laps”, “loops” or “aves” - where drivers repeatedly drive the same stretches of road, rev their cars while waiting at the lights, take off together, and race alongside each other.
- 4.8 The bylaw provides a tool the Police can use to help address this behaviour on roads specified in the bylaw.

Cruising - bylaw-making powers and penalties	
Bylaw-making powers	<ul style="list-style-type: none"> • Section 22AB(1)(a) of the LTA - controlling, restricting, or prohibiting cruising
Cruising definition	<ul style="list-style-type: none"> • Definition of cruising from the LTA – cruising means: <i>driving repeatedly in the same direction over the same section of a road in a motor vehicle in a manner that—</i> <ul style="list-style-type: none"> (a) <i>draws attention to the power or sound of the engine of the motor vehicle being driven; or</i> (b) <i>creates a convoy that—</i> <ul style="list-style-type: none"> (i) <i>is formed otherwise than in trade; and</i> (ii) <i>impedes traffic flow</i>
Bylaw offence and penalty	<ul style="list-style-type: none"> • The Police can issue an infringement notice, a warning notice, or both. • A breach of the bylaw can result in an infringement notice of \$150, or a fine of up to \$1,000 on conviction.⁴ • The Police can issue a formal warning notice under section 22AF of the LTA for a breach of a qualifying bylaw.⁵ • A further breach of a qualifying bylaw (when a warning notice has been issued) within a 90-day period may result in impoundment of the vehicle for 28 days.⁶
How it works	<ul style="list-style-type: none"> • Applied to specified roads, and during specified days and hours (as resolved by the Council). • A standard timeframe applies across all roads currently regulated - from 10pm-5am, 7 days a week. It is applied mostly to multi-laned roads in the city. • Signage must be installed in accordance with the Land Transport Rule - Traffic Control Devices 2004

- 4.9 The roads regulated by this part of the bylaw are listed in a register. There were no proposed changes to the roads regulated by this part of the bylaw.

Summary of the prohibited times on roads part of the bylaw

- 4.10 This part of the bylaw is made using a general bylaw-making power in the LGA, which is focused on protecting the public from harms.⁷ As it is not made under transport law, it has a different focus

⁴ As set out in Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999 – see entry for 22A(3A) *Contravention, without reasonable excuse, of a bylaw made under section 22AB or 22AC*

⁵ A qualifying bylaw is a bylaw made under section 22AB(1)(a) of the LTA, where its stated purpose is “to control or restrict cruising or any associated activities”.

⁶ In accordance with section 96(1AA) of the LTA.

⁷ Section 145 of the LGA enables bylaws to be made to protect public health and safety, protect against nuisance, and to minimise the potential for offensive behaviour.

and a different enforcement basis, as well as other requirements relating to the New Zealand Bill of Rights Act 1990 (NZBoRA).

Application and regulatory scope

- 4.11 This part of the bylaw is generally applied to roads in industrial or rural-city fringe areas, on roads not commonly used at night. The roads have a history of antisocial vehicle-related activities and tend to be in secluded areas. On these roads, people are known to gather in vehicles to undertake or encourage risky or unsafe driving behaviour, such as burnouts and street racing. Although these activities are otherwise illegal, a bylaw is needed because prohibiting nighttime vehicle access removes the opportunity for participants and spectators to gather and undertake the activities.
- 4.12 Any spectators may not be engaging in illegal or dangerous activity *per se*, but their presence supports and encourages the activities. The gathering of a large crowd can escalate into disorder, violence and damage.⁸ The activities impact on other road users and surrounding properties, with impacts such as noise, smoke, damage to the road, road safety issues and property damage.⁹
- 4.13 It is this collection of behaviours and impacts that the bylaw is seeking to prevent. The bylaw-making power relates to protecting public health and safety, protecting against nuisance and minimising offensive behaviour.
- 4.14 On roads where it applies, it prohibits access by all light vehicles (those under 3,500kg, including cars, vans, utes, SUVs and 4WDs), while providing exemptions for *bona fide* vehicle access. This prohibition on access for all light vehicles is important to note – this part of the bylaw does not prohibit vehicles undertaking antisocial activities; it prohibits all (light) vehicles.
- 4.15 The restrictions generally apply from 10pm-5am.¹⁰ On industrial roads, this applies seven days a week, while on rural-city fringe roads, this applies only from Thursday-Sunday and on nights before and of public holidays.¹¹ These timeframes are reflected in the policy and have been the case for many years under the bylaw.

New Zealand Bill of Rights Act considerations

- 4.16 As this part of the bylaw is made under the LGA, any NZBoRA implications need to be considered.¹² Prohibiting nighttime vehicle access limits people's freedom of movement, which is a freedom protected by the NZBoRA. No bylaw can be inconsistent with NZBoRA, but reasonable limitations may be imposed if they are "demonstrably justified".¹³
- 4.17 A report on the NZBoRA implications was provided to Council.¹⁴ This concluded that the bylaw was reasonable and proportionate, given the harms it is seeking to address, the types of road it is applied to, and the times when it applies.
- 4.18 This is one of the reasons the bylaw is only applied to roads in industrial or rural-city fringe areas that are not commonly used at night (and where there is a history of vehicle-related antisocial activities) - to ensure any restrictions are justifiable and proportionate, and do not unduly restrict people's freedom of movement.
- 4.19 As the bylaw applies to all (light) vehicles, it should not be applied on roads where there are likely to be many legitimate nighttime users. Applying it to roads commonly used at night would not be

⁸ *Boy racer admits inciting violence during Aves Invasion in Christchurch*, 13 May 2019, [Stuff website](#).

⁹ Further information on the types of issues that occur can be found in the [Bylaw Review Report](#).

¹⁰ Except for two roads on the border with Selwyn, which apply from 9pm-5am (Chattertons and Dawsons Roads)

¹¹ If a public holiday is a Tuesday, the restrictions would apply from 10pm on the Monday until 5am Tuesday, and then from 10pm Tuesday until 5am Wednesday.

¹² Section 155 of the Local Government Act 2002 requires a council to assess whether there are NZBoRA implications before making a bylaw, and states that no bylaw may be made which is inconsistent with the NZBoRA

¹³ Section 5 of the New Zealand Bill of Rights Act 1990

¹⁴ See the [Bylaw Review Report](#) for the NZBoRA assessment. 23 June 2023 Council meeting.

considered ‘reasonable’ in a legal sense.¹⁵ The volume of vehicles needing to be stopped and checked by the Police would also be impractical.

- 4.20 To support good decision-making, the proposed replacement policy states: *Roads that have a through-function, are commonly utilised by the general public at night, or that are in residential areas are generally not appropriate for these night-time restrictions.*

Prohibited times on roads - bylaw-making powers and penalties	
Bylaw-making powers	<ul style="list-style-type: none"> Section 145 of the LGA - A council can make a bylaw to protect the public from nuisance; to protect, promote, and maintain public health and safety; and/or to minimise the potential for offensive behaviour in public places.
Requirements when making a bylaw	<ul style="list-style-type: none"> Section 155 of the LGA requires that a council must make determinations including whether a bylaw is the most appropriate way of addressing an identified problem, and whether the bylaw gives rise to any implications under the NZBoRA. The bylaw has implications in relation to freedom of movement. An assessment concluded that it is a reasonable and proportional response to address the issues.
Bylaw offence and penalty	<ul style="list-style-type: none"> The Police can issue an infringement notice, a warning notice, or both. A breach of the bylaw can result in an infringement notice of \$750.¹⁶ The Police can issue a formal warning notice under section 22AF of the LTA for a breach of a qualifying bylaw.¹⁷ A further breach of a qualifying bylaw (when a warning notice has been issued) within a 90-day period may result in impoundment of the vehicle for 28 days.
Other relevant legislation	<ul style="list-style-type: none"> Section 113 of the LTA enables the Police to undertake enforcement in relation to breaches of transport legislation, including bylaws made under the LGA.
Use of prohibited times on roads	<ul style="list-style-type: none"> Used to limit vehicle access on specified roads, and at specified times, in order to reduce antisocial road user (ASRU) activities. Generally used on industrial and rural-city fringe roads with a history of ASRU activities, and on roads where we would not reasonably expect drivers to be at night (10pm-5am) without <i>bona fide</i> reason. Examples include no-exit roads in industrial areas and back roads on the rural-city fringe. Not appropriate on roads such as arterial or collector roads, roads in residential areas, etc, because there are many legitimate nighttime users. The Prohibited Times on Roads Policy sets out how decision-making on adding, altering or removing roads works. It provides guidance for the community, Council staff, Community Boards and the Council, including Police input.
Applies to vehicles under 3,500kg	<ul style="list-style-type: none"> Applies only to light vehicles (cars, vans, utes, SUVs and 4WDs) Vehicles under 3,500kg are considered “light vehicles” in transport legislation Vehicles over 3,500kg are considered heavy vehicles and require a special licence. This part of the bylaw does not apply to heavy vehicles eg buses or trucks.
Exceptions (as set out in the bylaw)	<ul style="list-style-type: none"> Does not apply to access by some road users, including: owners or occupiers of properties which require direct property access from the road in question (and their bona fide visitors, including taxis, rideshares and deliveries); emergency

¹⁵ Bylaws can be challenged on the grounds of reasonableness under the Bylaws Act 1910. NZBoRA considerations would also arise if the bylaw was applied too broadly.

¹⁶ As set out in Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999 – see entry for *Bylaws: Any provision of any bylaw involving the use of vehicles*

¹⁷ A qualifying bylaw is a bylaw made under section 145 of the LGA, where the stated purpose is “restricting or placing conditions on the racing of motor vehicles or any associated activities”, see section 2 of the LTA.

	vehicles; trade or utility vehicles undertaking works; Council vehicles; and security service vehicles.
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5. Proposed changes to the bylaw, policy and the roads the bylaw regulates

- 5.1 The proposed changes to the **Cruising and Prohibited Times on Road Bylaw 2014** included:
- updating and modernising the format and language of the bylaw;
 - clarifying that the bylaw is a “qualifying bylaw” by definition under the Land Transport Act 1998, which means that warning notices can be issued for a breach of the bylaw, and that a further breach can result in a vehicle being seized and impounded by Police; and
 - adding to the list of access exemptions that apply to the prohibited times on roads clauses to better reflect legitimate access during prohibited times and societal shifts (e.g., deliveries and the increasing use of ride share vehicles);
- 5.2 Two registers list roads regulated by the bylaw:
- the **Register of Roads on which Cruising is Prohibited**; and
 - the **Prohibited Times on Roads Register**.
- 5.3 The following changes to roads on the registers were consulted on:
- the addition of the following roads to the Prohibited Times on Roads Register:
 - Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South)
 - part of Branston Street (Hornby) – *section from Halswell Junction Road to Boston Avenue*
 - Weaver Place (Sockburn)
 - Watts Road (Sockburn)
 - part of Pound Road (Yaldhurst) - *the branch east of the main alignment*
 - Syd Bradley Road (Yaldhurst) – *Russley Road to Ron Guthrey Road*
 - Aviation Drive (Yaldhurst)
 - Jet Place (Harewood)
 - Lakes Way, Outlook Place, Lakeside Place (Harewood)
 - the removal of part of Blakes Road (Belfast) from the Prohibited Times on Roads Register; and
 - no changes to the Register of Roads on which Cruising is Prohibited.
- 5.4 The **Prohibited Times on Roads Policy** was updated and formed part of the consultation. The policy gives guidance on the process to add or amend roads, or to remove existing roads from the coverage of the bylaw.

6. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 6.1 Submissions opened on 27 June and closed on 25 July 2023. Forty-one submissions were received. Ten submitters indicated they would like to be heard.
- 6.2 Consultation information was made available on the Council’s Have Your Say website.¹⁸ Emails were sent to 132 stakeholders, inviting submissions. A Newline story was published on 16 June

¹⁸ CCC Have Your Say [Cruising and Prohibited Times on Roads Bylaw: Christchurch City Council \(ccc.govt.nz\)](https://ccc.govt.nz)

2023.¹⁹ Posts on Council's social media pages about the consultation had good engagement, including posts to neighbourhood groups where changes were proposed.²⁰

Summary of Submissions Ngā Tāpaetanga

- 6.3 Submitters were made up of:
- five community boards
 - Waipuna Halswell-Hornby-Riccarton; Waimāero Fendalton-Waimairi-Harewood; Te Pātaka o Rākaihatū Banks Peninsula; Waitai Coastal-Burwood-Linwood; and Waihoru Spreydon-Cashmere-Heathcote;
 - three organisations
 - Disabled Persons Assembly; Summit Road Society; Canterbury/West Coast Automobile Association;
 - three businesses located in areas where nighttime restrictions are proposed; and
 - 30 individuals.
- 6.4 Some of the individual submissions were focused only on one proposal. There was a clear cluster of submitters from Branston Street (eight submitters) who supported the addition of nighttime restrictions, a cluster from Blakes Road (seven submitters) who were opposed to removing the nighttime restrictions, and a cluster of submitters generally opposed to the bylaw and all restrictions (seven submitters). Other individual submitters raised broader issues or commented on more than one proposal, as set out below.

General comments on submissions

- 6.5 Submitters were generally supportive of the bylaw and proposed changes to the bylaw, other than the seven submitters who were opposed to the bylaw.
- 6.6 There was some support for the clarification that formal warning notices can be issued by the Police for breaches of the bylaw, and that a further breach could result in a vehicle being impounded. Several submitters commented on the importance of good enforcement by the Police or made suggestions about the use of cameras, surveillance equipment or digital signs to support compliance and enforcement. Some submitters expressed frustration that Police have not responded to reports from residents at night about antisocial driver behaviour, such as burnouts.
- 6.7 There was support from the Disabled Persons Assembly on the proposed changes to the exemptions for *bona fide* access on roads where nighttime restrictions are in place.
- 6.8 Submitters had mixed views on the roads regulated by the bylaw, with some submitters opposed to specific proposals. Most of the roads proposed for inclusion were well supported by submitters, particularly those directly affected by the negative impacts, and by community boards in the associated areas.
- 6.9 There was some support for the Prohibited Times on Roads Policy, which provides guidance on how roads can be added, amended or removed after this bylaw review process. Although many submitters did not have specific comments, the involvement of community boards, together with Police input, were supported.
- 6.10 Out of scope issues raised by submitters included climate change, drunk drivers and speed limits. The noise and vibration from heavy vehicles were mentioned in several submissions.²¹ A

¹⁹ CCC Newline story, 16 June 2023, “Safer roads the aim of bylaw review” ([link](#))

²⁰ Posts on Council's Facebook page were published on 19 June (4,119 impressions, 184 engagements) and 24 July (8,850 impressions, 469 engagements). Post on Council's Twitter page published 19 June (781 impressions, 27 engagements)

²¹ The Council's Traffic and Parking Bylaw contains the ability to regulate heavy vehicles in some circumstances.

community board encouraged the Council to allocate a portion of its safety budget to addressing antisocial road user issues.

General opposition to the bylaw

- 6.11 Seven submitters were opposed the bylaw and the restrictions it imposes. One submitter emphasised the sense of community that car enthusiasts have, arguing that that driving around at night gives people something to do and this should not be taken away. Other submitters suggested the Council had better things to do, that the bylaw unfairly limited people's freedoms / human rights and that people were allowed to drive around at night and were not doing anything wrong. One submitter argued that displacement from the restrictions would occur, pushing antisocial drivers into residential areas.
- 6.12 Some of these submissions were very brief. Of the seven submitters, all seemed opposed to the bylaw in general, four opposed all additional roads (but did not give specific reasons), and two opposed specific roads (as indicated below).

Cruising

- 6.13 One submitter asked if the definition of cruising could be changed, and if all roads could be prohibited to cruising, at all times. If this was the intent of Parliament, New Zealand would have a law that applies everywhere, rather than a bylaw-making power that enables each council to specify roads. The definition of cruising is from legislation (and reflected in the Council's bylaw, which is made under the same legislation). Parliament would have to amend the Land Transport Act to change the definition of cruising.
- 6.14 One submitter suggested the roads should be reviewed to sense-check whether the restrictions were still required. If the Council were to remove the prohibition on cruising on specified roads, it is reasonable to assume there would be an increase in these activities and negative impacts on other road users, as well as on nearby residents and businesses.
- 6.15 There were no proposed changes to the roads regulated by cruising.
- 6.16 A number of roads were suggested as additions, due to nighttime vehicle noise issues, but, as set out elsewhere in this report, "cruising" does not relate to loud exhausts, recreational driving, etc, but has a specific legal meaning.

Prohibited times on roads (nighttime access restrictions)

Proposal to add Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South) - 10pm-5am, 7 days a week

- 6.17 All submitters commenting specifically on this proposal supported it.
- 6.18 The Waipuna Halswell-Hornby-Riccarton Community Board supported the additions, and a submitter with a business in the area was very supportive, having been impacted by associated antisocial activities, including littering, damage and tagging.

Proposal to add Watts Road (Sockburn) and Jet Place (Harewood) (10pm-5am, 7 days a week) and Weaver Place (Sockburn) and part of Pound Road (Yaldhurst) - branch of Pound Road east of the main alignment (10pm to 5am, Thursday – Sunday, and nights before and after public holidays)

- 6.19 The addition of these roads was generally supported, including by local community boards. The Waipuna Halswell-Hornby-Riccarton Community Board supported Watts Road and Weaver Place, and the Waimāero Fendalton-Waimairi-Harewood Community Board supported Jet Place and Pound Road (east of main alignment).
- 6.20 A submitter who identified as a car enthusiast is opposed. One submitter was concerned about Pound Road being restricted as they regularly travel this road to visit family and get to work.

Staff comments on Pound Road

- 6.21 Pound Road has existing nighttime restrictions, which have been in place since 2014. This applies on Pound Road, between Yaldhurst Road and McLeans Island Road, 10pm-5am Thursday to Monday and nights before and of public holidays. The proposal is to add a section that forks off of Pound Road, near the intersection with Savills Road, as it was not clear if this branch was covered in the current register or not. The fork is a dead-end, so will not impact on anyone travelling through the area.

Proposal to add Aviation Drive (Yaldhurst) and part of Syd Bradley Road (Yaldhurst) (10pm-5am, 7 days a week)

- 6.22 These roads are near the Christchurch International Airport. A submission was received from a business on Aviation Drive that is very supportive of the proposal. They report adverse impacts from antisocial road user activities, including dangerous driving, burnouts, and littering. The submitters also mentioned clients feeling unsafe, and concerns about the misuse of Aviation Drive by the public for car parking. The Waimāero Fendalton-Waimairi-Harewood Community Board supports the addition of part of Syd Bradley Road.
- 6.23 A submitter who identified as a car enthusiast is very opposed to the proposed restrictions on Aviation Drive. The submitter likes to park on Aviation Drive to watch planes land in the evenings, and feels a sense of community.

Staff comments on Aviation Drive

- 6.24 There is evidence of vehicle-related antisocial activities in these areas. The nighttime access restrictions being proposed would only apply from 10pm-5am, so may not help with the concerns of clients during normal business hours or car parking during the day.
- 6.25 The restriction would apply from 10pm onwards, so plane watching could still be undertaken until then, or from a different location.

Proposal to add Lakes Way, Outlook Place and Lakeside Place (Harewood) (10pm to 5am, Thursday – Sunday, and nights before and after public holidays)

- 6.26 Waimāero Fendalton-Waimairi-Harewood Community Board supports these proposed additions.
- 6.27 A submission was received by a business in the area in strong support of the additions. They report having experienced property damage and nuisance from boy racers on multiple occasions.

Proposal to add part of Branston Street (Hornby) - section from Halswell Junction Road to Boston Avenue (10pm-5am, 7 days a week)

- 6.28 Many individual submitters who identified themselves as residents living on or near Branston Street support the addition of part of Branston Street. Residents emphasised the frequency and impacts from “boy racer” activities, including damage, noise and sleep disruption. They report that gatherings are frequent, and worse at weekends. The Waipuna Halswell-Hornby-Riccarton Community Board supports the addition.
- 6.29 Residents submitted that the problematic area was larger than part of Branston Street, and that it should be extended, with the following roads mentioned: the whole of Branston; Boston Avenue; Halswell Junction Road; Amyes Road; and Blankney Street.
- 6.30 Some residents asked that the timeframe be extended, as the impacts tend to start around 8pm (the proposal is 10pm-5am). Several residents requested that heavy vehicles are also restricted on Branston Street, especially at night.

Staff comments on Branston Street

- 6.31 The industrial section of Branston Street was proposed for inclusion because it is a known area for antisocial road user activities and gatherings. The section for inclusion is industrial - the remainder of Branston Street is residential.

- 6.32 The additional roads suggested by submitters are residential, and some have an arterial function. It would not be appropriate for the Council to prohibit all light vehicles from these roads at night. The roads have many legitimate nighttime users.
- 6.33 Issues such as burnouts, modified vehicles (loud exhausts) and excessive speed are already regulated, giving the Police powers to address them. Residents should continue to report incidents to the Police, as they are occurring.
- 6.34 The timeframe for all prohibited times on roads restrictions is 10pm-5am. Putting different timeframes in place would make enforcement more complex, further limit access rights, and would require tailored signage. Heavy vehicle restrictions are regulated by the Council's Traffic and Parking Bylaw, not this bylaw.

Proposal to remove part of Blakes Road (Belfast) - section from Radcliffe Road to Belfast Road

- 6.35 This proposal would remove the part of Blakes Road from Radcliffe Road to Belfast Road, which primarily provides access to residential properties. The remainder of Blakes Road (to the north of Belfast Road) would continue to have nighttime access restrictions.
- 6.36 Submissions were received from seven directly affected residents who are opposed to Blakes Road being removed, opposition from the Spring Grove Residents Support Group, and opposition from three other submitters that are generally opposed to the removal.
- 6.37 Support for the removal of Blakes Road was received from the Waimāero Fendalton-Waimairi-Harewood Community Board, two individuals and the local branch of the Automobile Association, and support from three submitters who support removing all nighttime restrictions and are generally opposed to the bylaw.
- 6.38 Of the directly affected residents, many outlined the issues they experience from "boy racer" activities, including noise (disturbing sleep, waking children), burnouts, racing, damage to the road, and a reduced sense of safety. Some submitters commented on signs recently going up, asking that these not be removed. Some were concerned about vehicles cruising neighbourhood streets and committing theft. Residents understood they were exempt from the access restriction and did not see why anything had to change. They saw it as a useful tool for the Police to address problematic behaviour.

Staff comments on Blakes Road

- 6.39 Blakes Road has had prohibited times on roads restrictions in place since 2014. The area has undergone significant subdivision development over the last decade. Blakes Road provides the sole access route to many residential properties. This section of Blakes Road has been proposed for removal because it is no longer appropriate to prohibit all light vehicles at nighttime. Continuing to prohibit vehicles would be against the proposed policy.²² Although the bylaw contains exemptions for residents and *bona fide* road users, it should not be applied to roads that are commonly used at night, such as this section of Blakes Road.
- 6.40 As set out above, the bylaw is a blunt tool to prevent vehicle access at night and should only be applied on roads that are little-used and where antisocial road users are known to gather. It is not an appropriate regulatory response to address issues related to driving through an area with a loud vehicle, speeding or doing burnouts. The Police have other tools at their disposal to address these activities. Residents should continue to report incidents to the Police as they are occurring.
- 6.41 Signs indicating nighttime access restrictions have been in place since 2014. Recent signage that has gone up in the area relates to a new raised platform (approximately 10m long) that has been installed in Blakes Road at the intersection with Bill Hammond Drive (between Frank Coxon Road and William Nicholls Drive), with a 20km/h advisory sign. This traffic calming measure may be what

²² As per the proposed replacement Prohibited Times on Road Policy, which states: *Roads that have a through-function, are commonly utilised by the general public at night, or that are in residential areas are generally not appropriate for these night-time restrictions*

the residents / submitters are referring to. This would remain. Only the signs that relate to prohibiting vehicles at night would be removed as a result of this proposal, if it proceeds.

Antisocial, dangerous driving and loud vehicles

- 6.42 Some submissions requested that additional roads be prohibited to cruising, but it seems likely these submitters believe “cruising” to be something other than the legal definition. A common misconception is that cruising involves driving in a loud, modified vehicle with no particular purpose and engaging in antisocial driving activities, such as speeding and burnouts. But the legal definition of cruising is more specific and involves driving repeatedly over the same stretch of road, in the same direction, in a way that draws attention to the sound or power or the engine, or in a way that creates a convoy.²³
- 6.43 Similarly, the prohibited times on roads part of the bylaw does not regulate antisocial driver behaviour; it removes the opportunity for such behaviour by prohibiting nighttime vehicle access. A common misconception is that it prohibits drivers engaging in bad behaviour or driving modified vehicles, but it prohibits access for all drivers (of light vehicles). Although there are exemptions for drivers with a *bona fide* reason for using a road at night, the prohibition is not applied on roads commonly used at night.
- 6.44 Antisocial driving behaviours are already offences under transport legislation, including loud exhausts and burnouts, which were raised in many submissions.

Additional roads requested by submitters

- 6.45 A number of roads were mentioned in submissions in relation to antisocial driving, including impacts from vehicle noise, loud exhausts, speeding or burnouts.

Roads east of the Ferrymead Bridge

- 6.46 One submitter asked for roads to be prohibited to cruising east of the Ferrymead Bridge because the sound from noisy vehicles reverberates around the hills and impacts on residents. They suggested all roads in Sumner, Redcliffs, Mt. Pleasant, Lyttleton, Corsair Bay and Cass Bay should be prohibited to cruising.

Staff response to roads east of the Ferrymead Bridge

- 6.47 Prohibiting cruising does not prohibit loud vehicles or prevent people driving recreationally. In order to fit the definition of cruising a driver has to repeatedly drive the same stretch of road *in the same direction*, which is unlikely over a very large length of road.

Banks Peninsula roads

- 6.48 The Te Pātaka o Rākohaitū Banks Peninsula Community Board requested the addition of Peninsula roads around Lyttelton Harbour and surrounds (including the Bays of Cass, Corsair and Rāpaki, Gebbies Valley, McQueen’s Valley and Motukarara).

Staff response to Banks Peninsula roads

- 6.49 Residents and the Board in this area have been raising concerns through processes outside of the bylaw consultation in relation to noise and road safety, particularly due to the winding roads and reverberating tendencies of the hilly harbour environment. Neither part of the bylaw is appropriate for these roads because it is unlikely the behaviour fits the definition of cruising, and the roads have an arterial function (so nighttime access is needed and expected, and should not be prohibited). Residents should continue to report incidents to the Police, as they are occurring.

Linwood roads

²³ This is a paraphrasing of the definition of cruising in the Land Transport Act 1998. The LTA definition is used in the bylaw.

6.50 Coastal-Burwood-Linwood Community Board requested that the entirety of Hay Street, the remaining of Ruru Road, McGregors Road to Buckleys Road, Cuthberts Road and Cypress Street are prohibited at night.

Staff response to Linwood roads

6.51 Some roads near this area are already listed in the Prohibited Times on Roads Register, including part of Ruru Road (Dyers Road (SH74) to Maces Road), Taurus Place, Shivas Place, Tanya Street, Newtown Street, Francella Street, etc. These are all surrounded by industrial properties.

6.52 The streets raised by the community board are residential roads or collector roads (roads with a through traffic function). The bylaw is not an appropriate mechanism to use on residential or collector roads, as it prohibits all light vehicles at night, not just those causing issues.

Summit Road, Port Hills

6.53 The Summit Road Society, Te Pātaka o Rākaihautū Banks Peninsula Community Board and one individual submitter asked that access to part of the Summit Road be prohibited at night (from Gebbies Pass to Dyers Pass, or from Evans Pass to Gebbies Pass, or between Worsleys Road and Gebbies Pass).

6.54 Reasons included that the road is remote and attracts an antisocial element; safety (the dangers of speeding and crossing the centre line on narrow roads with steep drop-offs); damage and vandalism (graffiti, tyre rolling, littering and burnouts); and increased fire risk (including from cigarettes, fireworks and deliberate arson). The Summit Road Society argued that a partial closure of the Summit Road on the high-risk nights (Thursday-Saturday) would maintain public access most of the time, while giving the police another tool in the toolkit to manage antisocial behaviour.

6.55 The Summit Road was not raised in the submission from the Waihoru Spreydon-Cashmere-Heathcote Community Board.

Staff response to Summit Road

6.56 Prohibited times on roads restrictions were considered for the Summit Road and Worsleys Road in 2018. A total of 865 submissions were received, with an overwhelming 545 submitters opposed to the proposal.²⁴

6.57 The Hearings Panel considering the proposal made three recommendations along with recommending that the proposal not proceed (in summary): 1: that the Port Hills Management Plan be advanced; 2: lowering of the speed limit; and 3: exploring crime prevention technologies. Staff have advised that:

- early work is underway on a plan for the Port Hills which will look at strategic issues;
- the speed limit was reduced from 100 or 70km/h to 60km/h on the Summit Road in 2019; and
- a 2018 report noted that Police had confirmed that installing a crime prevention or vehicle recognition camera on the Summit Road would be of limited benefit to crime prevention.²⁵

6.58 Given the public interest and overwhelming opposition to the proposal at the time (and relatively recent consultation), staff would not recommend taking this proposal further.

6.59 If the Panel wished to recommend exploring prohibited access at night on the Summit Road, it would need to recommend to the Council that it undertake a separate process. This would follow the Prohibited Times on Roads Policy, and involve the assessment criteria in the policy, input from staff, the Police, the community board(s) and public consultation.

Islington, Hei Hei, Sockburn and Hornby roads

6.60 The following roads were raised by a number of individual submitters: Moffett Street (Islington), Mortlake Street (Islington), Waterloo Business Park (Islington), Waterloo Road (Hornby),

²⁴ 221 were in support, 99 were in support but had some concerns, and 545 did not support the proposal

²⁵ Council report, 23 August 2018, Summit Road- Speed Limits and Crime Prevention Mechanisms

Racecourse Road (Sockburn), Buchanans Road (Hei Hei), Epsom Road (Sockburn), highlighting antisocial driving, wheel spins, noise, damage, etc. Waipuna Halswell-Hornby-Riccarton Community Board noted there had been some concern expressed regarding anti-social road use in Racecourse Road.

Staff response to Islington, Hei Hei, Sockburn and Hornby roads

6.61 The roads mentioned range from minor arterial to collector roads. As they all have a through-function, they are not appropriate for prohibited times on roads. The business park roads are private roads (meaning the Council is not the road controlling authority). Residents and others should continue to report incidents to the Police as they are occurring, as the Police have a range of tools under transport law to address matters.

State highways

6.62 One submitter raised concerns about “hooning” and noise from boy racers to the north-west of the city, such as Johns Road (Harewood) / State Highway 1.

6.63 The bylaw does not apply to state highways, as the Council is not the road controlling authority.

7. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 7.1 This report supports the Activity: Strategic Planning, Future Development and Regeneration
- Level of Service: 17.0.19.4 Bylaws and regulatory policies to meet emerging needs and satisfy statutory requirements - Carry out bylaw reviews in accordance with ten-year bylaw review schedule and statutory requirements.

Policy Consistency Te Whai Kaupapa here

- 7.2 The Prohibited Times on Roads Policy has been reviewed as part of this project. The old policy will need to be revoked when the new policy is adopted. This will form part of the Hearing Panel’s report to Council.

8. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 8.1 Cost to Implement – We will not know the exact cost of signage associated with implementing the bylaw until the roads are finalised and adopted by the Council. The proposal recommended the addition of sixteen roads and removal of part of one road.
- 8.2 Maintenance/Ongoing costs - Traffic Operations has a budget for ongoing signage costs. If the costs exceed business-as-usual activities, funding could be sought in the Annual Plan process.
- 8.3 Funding Source – Traffic Operations signs and markings budget.

9. Legal Implications Ngā Hīraunga ā-Ture

Decision Making Authority Te Mana Whakatau

- 9.1 The decision-making authority for bylaws sits with the Council and cannot be delegated to a Committee of Council or other body.

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

- 9.2 The Council can make a bylaw to regulate cruising using section 22AB(1)(a) of the LTA, and a bylaw to prohibit nighttime access on some roads using a bylaw-making power in section 145 of the LGA.
- 9.3 In order to make a bylaw under section 145 of the LGA, the Council must make a series of determinations about the appropriateness of the bylaw and its NZBoRA implications. These will form part of the Hearings Panel’s report to Council, as part of the bylaw adoption.

- 9.4 When a bylaw is made under the LTA, the Minister of Transport must be notified in accordance with section 22AB(4) of the LTA. This will also form part of the Hearings Panel's report to Council.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 9.5 The role of the Hearings Panel is to consider and hear submissions, deliberate on those matters raised, and make recommendations to the Council on the final form of the bylaw (and associated documents).
- 9.6 Submissions made on the proposals should be received by the Hearings Panel with an open mind and should be given due consideration. When deliberating on submissions, the Hearings Panel should keep in mind the Council's bylaw-making powers, and the scope of the consultation proposals.
- 9.7 If the Hearings Panel supports the addition of a road that was not specifically consulted on, but raised through submissions, it may refer the matter back to the Council. This would then follow the process in the Prohibited Times on Roads Policy, and may lead to further public consultation.







10. Risk Management Implications Ngā Hīraunga Tūraru

- 10.1 With any bylaw-making process, there is always a risk that members of the public or organisations may not agree with the proposals finally adopted by the Council and seek judicial review proceedings. This risk can be managed by careful compliance with legislative requirements, including common law relating to bylaws.

11. Next Steps Ngā Mahinga ā-muri

- 11.1 The Hearings Panel will consider the matters raised in submissions, deliberate on those matters, seek any further advice from staff, and make recommendations to the Council on the final form of the bylaw.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Proposed replacement bylaw for consultation - Cruising and Prohibited Times on Roads Bylaw 2023	23/779682	20
B  	Registers of decisions made under the Cruising and Prohibited Times on Roads Bylaw and proposed changes	22/1627810	26
C  	Proposed Prohibited Times on Roads Operational Policy - draft for consultation	23/766429	32

Confirmation of Statutory Compliance Te Whakatūrutanga ā-Ture

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

(a) This report contains:

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

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

Signatories Ngā Kaiwaitohu

Authors	Teena Crocker - Senior Policy Analyst Andrew Hensley - Traffic Engineer Kirstie Watts - Solicitor Danielle Endacott - Engagement Advisor
Approved By	David Griffiths - Head of Strategic Policy & Resilience Stephen Wright - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

Note: This version of the bylaw is for consultation purposes. Blue background indicates where changes have been made from the 2014 bylaw. For detail on the changes, see the clause-by-clause analysis document. Grey background indicates information to be updated once the bylaw is adopted.

Cruising and Prohibited Times on Roads Bylaw 2023

The Christchurch City Council makes this bylaw under section 22AB(1)(a) of the Land Transport Act 1998 and section 145 of the Local Government Act 2002.

1. Short title and commencement

- (1) This bylaw is the Christchurch City Council Cruising and Prohibited Times on Roads Bylaw 2023.
- (2) This bylaw comes into force on [date] 2023.

2. Interpretation

(1) In this bylaw, unless the context otherwise requires:

TERM	DEFINITION
Council	means the Christchurch City Council
District	means the district of the Council
Act	means the Land Transport Act 1998
Cruising	means driving repeatedly in the same direction over the same section of a road in a motor vehicle in a manner that – (a) draws attention to the power or sound of the engine of the motor vehicle being driven; or (b) creates a convoy that – (i) is formed otherwise than in trade; and (ii) impedes traffic flow.
Motor vehicle	has the same meaning as the Act, and generally applies to all motorised vehicles intended for use on New Zealand roads, including motorcycles

Explanatory note: This bylaw is enforced by the Police. In interpreting the definition of 'cruising', the Police have advised that they interpret 'repeatedly' to mean 'more than once', and 'convoy' to mean 'two or more vehicles with a common purpose'

TRIM number:

Qualifying bylaw has the same meaning as the Act, and enables warning notices to be issued under section 22AF of the Act for a breach of a qualifying bylaw.

(2) This bylaw contains explanatory notes, which are not part of the bylaw. The Council may add, amend or delete explanatory notes at any time without amending the bylaw.

Explanatory note: Explanatory notes are used for a number of reasons, including to explain the intent of a clause in less formal language, to include additional helpful information, or because the information may be subject to change and need to be updated before the bylaw itself has to be updated.

PART 1: CRUISING

3. Purpose

- (1) The purpose of this part of the bylaw is to control and restrict the cruising of motor vehicles by prohibiting cruising on certain roads at specified days and times.
- (2) This bylaw is a qualifying bylaw for the purposes of section 22AF of the Land Transport Act 1998.

4. Cruising Prohibited

- (1) Cruising is prohibited on all roads for which the Council makes a resolution under clause 4(2). On any such road, the prohibition on cruising applies 7 days a week between the hours of 10pm and 5am.
- (2) The Council may, by resolution, specify that any road or part of a road will be subject to a prohibition on cruising at the days and times specified in clause 4(1).
- (3) The Council may, by resolution, subsequently amend or revoke any resolution made under clause 4(2).
- (4) Before making a resolution under clause 4(2), or amending or revoking a resolution under clause 4(3), the Council will consider the views and preferences of persons affected by the decision, which may include:
 - (a) the occupiers of any properties adjoining the proposed road or part of the road;
 - (b) any local community, road user group or other organisation the Council considers may be affected;
 - (c) any other road controlling authority that may be affected because the proposed road or part of the road adjoins, or is located near a road controlled by that other road controlling authority;
 - (d) New Zealand Police;
 - (e) Waka Kotahi NZ Transport Agency;
 - (f) affected Community Board(s).

Explanatory note: The Council will assess the appropriate form of consultation to undertake based on the nature of the proposal and in relation to its Significance and Engagement Policy. The Council may obtain views and preferences by carrying out targeted consultation (applying the principles in section 82 of the Local Government Act 2002), or by using the special consultative procedure in section 83 of the Local Government Act 2002.

Proposed replacement Cruising and Prohibited Times on Roads Bylaw

The Council will install “No cruising zone” signs to indicate these roads, where needed, as provided for in the Land Transport Rule: Traffic Control Devices 2004, and in accordance with the Traffic Control Devices Manual.

Any road specified in a resolution made under this clause will be listed in a register (the Register of roads on which cruising is prohibited). The register can be accessed at [Reference to the register will be updated in the explanatory note to the bylaw once bylaw is adopted]

5. Council may resolve the time period that applies to cruising

- (1) The Council may, by resolution, prescribe the period of time that must elapse between each time a driver drives on a road described in a resolution made under clause 4(2) of this Bylaw, to avoid being regarded as cruising.

Explanatory note: On 13 November 2014, the Council resolved that the time period that must elapse is 4 hours.

PART 2: PROHIBITED TIMES ON ROADS

6. Purpose

- (1) The purpose of this part of the bylaw is to restrict the racing of motor vehicles, and any activities associated with the racing of motor vehicles in order to protect the public from nuisance, protect public health and safety, and minimise the potential for offensive behaviour in public places.
- (2) This part of the bylaw enables the Council to prohibit motor vehicles weighing less than 3,500 kilograms from being on certain roads on specified days and within specified times in order to reduce activities associated with the racing of motor vehicles.
- (3) This bylaw is a qualifying bylaw for the purposes of section 22AF of the Land Transport Act 1998.

7. Resolutions to prohibit cars on roads at certain times

- (1) The Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on that road or part of that road or roads.
- (2) The Council may by resolution subsequently amend or revoke any resolution made under clause 7(1).
- (3) Before making a resolution under clause 7(1) (or the amendment or revocation of a resolution under clause 7(2)), the Council will consider the views and preferences of persons affected by the decision, which may include:
 - (a) the occupiers of any properties adjoining the proposed road or part of the road;
 - (b) any local community, road user group or other organisation the Council considers to be affected;
 - (c) any other road controlling authority that may be affected because the proposed road or part of the road adjoins, or is located near a road controlled by that other road controlling authority;
 - (d) New Zealand Police;

- (e) Waka Kotahi NZ Transport Agency;
- (f) affected Community Board(s).

Explanatory note: Prior to considering a resolution to add, revoke or alter roads on which prohibited times on roads apply, the Council will assess the appropriate form of consultation to undertake based on the nature of the proposal and in relation to its Significance and Engagement Policy. The Council may obtain views and preferences by carrying out targeted consultation (applying the principles in section 82 of the Local Government Act 2002), or by using the special consultative procedure in section 83 of the Local Government Act 2002.

8. Cars prohibited on roads and exceptions

- (1) No person may use a motor vehicle weighing less than 3,500 kilograms on any road or part of a road described in a resolution made under clause 7(1) during the times and on the days specified in the resolution, unless:

(a) the vehicle requires access to a property that can only be accessed from that road (or most conveniently from that road); and

- (i) the vehicle is conveying the owners or occupiers of any such property; or
- (ii) the vehicle is conveying bona fide visitors to any such property; or
- (iii) the vehicle is delivering goods to any such property; or

(b) the vehicle is:

- (i) an emergency vehicle being used in the execution of duty; or
- (ii) a trade or service authority vehicle for the provision or maintenance of a utility on the road or on land having a frontage or
- (iii) operated by the Council and being used in the execution of duty; or
- (iv) operated by a security service and being used in the execution of duty.

Explanatory note: The Council has an operational policy that sets out a framework for assessing and processing requests for roads to be added to the Prohibited Times on Roads Register under this clause of the Bylaw, which can be accessed at [\[link to policy on website once bylaw is adopted\]](#).

The roads regulated by this part of the Bylaw are listed in the Prohibited Times on Roads Register, which can be accessed at [\[link to register on website once bylaw is adopted\]](#)

The Council will install signs, where needed, in accordance with the Land Transport Rule: Traffic Control Devices 2004, and the Traffic Control Devices Manual, on any road described in a resolution made under clause 7(1) advising –

- (a) the times and days of the prohibition; and
- (b) that the prohibition applies to motor vehicles weighing less than 3,500 kilograms; and
- (c) that there are exemptions.

9. Offences and penalties

- (1) Every person who breaches clause 4 of this bylaw commits an offence under section 22A(3A) of the Act and is liable to an infringement fee of \$150, or to a fine not exceeding \$1,000 on conviction, as set out in the Land Transport (Offences and Penalties) Regulations 1999.
- (2) Every person who breaches clause 8 of this bylaw commits an offence and is liable to an infringement fee of \$750, as set out in the Land Transport (Offences and Penalties) Regulations 1999 and in accordance with section 113 of the Land Transport Act 1998, or may be liable to a fine not exceeding \$20,000 on conviction, as set out in the Local Government Act 2002.
- (3) Every person who operates a motor vehicle in a manner that breaches this bylaw may be liable to a warning notice issued in accordance with section 22AF of the Land Transport Act 1998.

Explanatory note: A Police officer may affix a warning notice to the motor vehicle instead of, or in addition to, issuing an infringement notice. A further breach of the same part of the bylaw during the 90-day period during which the warning notice is affixed may result in seizure and impoundment of the vehicle for 28-days in accordance with section 96(1AA) of the Land Transport Act 1998.

10. Christchurch City Council General Bylaw

- (1) The provisions of the Christchurch City Council General Bylaw 2008 and any bylaw passed in amendment or substitution are implied into and form part of this bylaw.

11. Revocation and savings

- (1) The Christchurch City Council Cruising and Prohibited Times on Roads Bylaw 2014 is revoked and replaced by this bylaw.
- (2) Any resolutions made under the bylaw revoked by clause 11(1) continue to have full force and effect for the purposes of this bylaw, but are subject to the application of any relevant clauses in this bylaw.
- (3) The revocation of the bylaw under clause 11(1) does not prevent any legal proceedings, criminal or civil, being taken to enforce this bylaw and such proceedings continue to be dealt with and completed as if the bylaw had not been revoked.

The initial resolution to make the Cruising Bylaw 2010 was passed by the Christchurch City Council on 11 February 2010 and was confirmed, following consideration of submissions, by a resolution of the Council on 27 May 2010.

The Cruising Bylaw was then reviewed and replaced by the Cruising and Prohibited Times on Roads Bylaw 2014.

The initial resolution to make the Cruising and Prohibited Times on Roads Bylaw 2014 was passed by the Christchurch City Council on 26 June 2014 and was confirmed, following consideration of submissions, by a resolution of the Council on 13 November 2014.

The Cruising and Prohibited Times on Roads Bylaw 2014 was then reviewed and replaced by the Cruising and Prohibited Times on Roads Bylaw 2023.

Proposed replacement Cruising and Prohibited Times on Roads Bylaw

The initial resolution to make Cruising and Prohibited Times on Roads Bylaw 2023 was passed by the Christchurch City Council at a meeting on 21 June 2023, and was confirmed, following consideration of submissions received during the public consultation process, by a resolution of the Council on <date>.

Proposed replacement registers to the Cruising and Prohibited Times on Roads Bylaw

Note: In these replacement versions of the registers, the roads have been grouped by Community Board area.

Register of roads on which cruising is prohibited

Coastal-Burwood-Linwood Community Board		
Aldwins Road	Linwood Avenue to #159 Aldwins Road	Southbound
Buckleys Road	Linwood Avenue to McGregors Road	Both directions
Ensors Road	Ferry Road to Brougham Street	Southbound
Linwood Avenue	Hereford Street to Aldwins Road	SE bound
Linwood Avenue	Aldwins Road to Hargood Street	Both directions
Marshland Road	Lake Terrace Road to Mairehau Road	Both directions
New Brighton Road	Marshland Road to Bassett Street	Both directions
Pages Road	McGregors Road to Kearneys Road	Both directions
Fendalton-Waimairi-Harewood Community Board		
Bealey Avenue	Papanui Road to Carlton Mill Road	Eastbound
Deans Avenue	Matai Street East to Fendalton Road	Northbound
Fendalton Road	All	Both directions
Harewood Road	Greers Road to Crofton Road	Both directions
Helsmore Lane	All	Both directions
Main North Road	Farquhars Road to Queen Elizabeth II Drive	Both directions
Memorial Avenue	Greers Road to Orchard Road	Both directions
Papanui Road	Bealey Avenue to Holly Road	Northbound
Papanui Road	Holly Road to Mays Road	Both directions
Papanui Road	Mays Road to Blighs Road	Northbound
Rossall Street	All	Both directions
Halswell-Hornby-Riccarton Community Board		
Blenheim Road	Deans Avenue to Curletts Road	Both directions
Deans Avenue	Moorhouse Avenue to Matai Street East	Northbound
Papanui-Innes-Central Community Board		
Aldwins Road	Ferry Road to #159 Aldwins Road	Both directions
Aldwins Road	#159 Aldwins Road to Linwood Avenue	Northbound
Barbadoes Street	Bealey Avenue to Hereford Street	Both directions
Bealey Avenue	Fitzgerald Avenue to Papanui Road	Both directions
Bealey Avenue	Papanui Road to Carlton Mill Road	Westbound

Deans Avenue	Fendalton Road to Moorhouse Avenue	Southbound
Durham Street North	Bealey Avenue to Salisbury Street	Both directions
Ensors Road	Ferry Road to Brougham Street	Northbound
Fitzgerald Avenue	Bealey Avenue to Hereford Street	Both directions
Gloucester Street	Latimer Square (east side) to Madras Street	Both directions
Harper Avenue	All	Both directions
Hills Road	Avalon Street to Shirley Road	Both directions
Kilmore Street	Dawson Street to Colombo Street	Both directions
Kilmore Street	Montreal Street to Park Terrace	Both directions
Latimer Square (east side)	All	One way
Linwood Avenue	Hereford Street to Aldwins Road	NW bound
Madras Street	Gloucester Street to Bealey Avenue	One way
Main North Road	Harewood Road to Farquhars Road	Both directions
Manchester Street	Bealey Avenue to Kilmore Street	Both directions
Montreal Street	Kilmore Street to Bealey Avenue	One way
Montreal Street	Lichfield Street to Armagh Street	One way
Moorhouse Avenue	Deans Avenue to Hagley Avenue	Eastbound
Papanui Road	Bealey Avenue to Holly Road	Southbound
Papanui Road	Mays Road to Blighs Road	Southbound
Papanui Road	Blighs Road to Harewood Road	Both directions
Park Terrace	Bealey Avenue to Chester Street West	Both directions
Riccarton Avenue	All	Both directions
Salisbury Street	Park Terrace to Barbadoes Street	One way
Shirley Road	All	Both directions
Whitmore Street	Bealey Avenue to Avalon Street	Both directions
Spreydon-Cashmere-Heathcote Community Board		
Barrington Street	Lincoln Road to 110 metres southeast of Jerrold Street South	Both directions
Colombo Street	Moorhouse Street to Centaurus Road	Both directions
Durham Street South	Moorhouse Avenue to Sandyford Street	Both directions
Ferry Road	Humphreys Drive to Tidal View Place	Both directions
Gasson Street	Brougham Street to Moorhouse Avenue	Both directions
Lincoln Road	Torrens Road to Whiteleigh Avenue	Both directions
Montreal Street	Hazeldean Road to Moorhouse Avenue	Both directions
Esplanade	All	Both directions
Main Road	Ferry Road to Marriner Street, Sumner	Both directions
Moorhouse Avenue	Deans Avenue to Fitzgerald Avenue	Westbound
Waltham Road	Moorhouse Avenue to Hastings Street East	Both directions
Central City - Plan A Area		
Armagh Street	Montreal Street to Cranmer Square (East Side)	Both directions
Barbadoes Street	Hereford Street to Moorhouse Avenue	Both directions

Cambridge Terrace	Gloucester Street to Lichfield Street	Both directions
Colombo Street	Dundas Street to Moorhouse Avenue	Both directions
Cranmer Square (east side)	All	One way
Durham Street North	Salisbury Street to Gloucester Street	Both directions
Durham Street South	Lichfield Street to Moorhouse Avenue	Both directions
Fitzgerald Avenue	Hereford Street to Moorhouse Avenue	Both directions
Hereford Street	Madras Street to Latimer Square (east side)	Both directions
Kilmore Street	Colombo Street to Montreal Street	One way
Lichfield Street	All	Both directions
Madras Street	Moorhouse Avenue to Hereford Street	One way
Manchester Street	Kilmore Street to Moorhouse Avenue	Both directions
Montreal Street	Moorhouse Avenue to Lichfield Street	One way
Moorhouse Avenue	Hagley Avenue to Fitzgerald Avenue	Eastbound
St Asaph Street	Fitzgerald Avenue to Antigua Street	One way
Tuam Street	Antigua Street to Hagley Avenue	One way

Prohibited Times on Roads Register

Proposed roads to be added are marked with a green background. Proposed roads to be removed are marked with a red background.

Coastal-Burwood-Linwood Community Board			
Cumnor Terrace	Chapmans Road to Maunsell Street	10pm - 5am	11-Sep-14
Francella Street	Entire length	10pm - 5am	11-Sep-14
Kainga Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Link Road	Entire length	10pm - 5am	12-Mar-15
Lower Styx Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Newtown Street	Entire length	10pm - 5am	11-Sep-14
Ruru Road	Dyers Road (SH74) to Maces Road	10pm - 5am	11-Sep-14
Senior Place	Entire length	10pm - 5am	11-Sep-14
Shivas Place	Entire length	10pm - 5am	11-Sep-14
Spencerville Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Taurus Place	Entire length	10pm - 5am	11-Sep-14
Tanya Street	Entire length	10pm - 5am	11-Sep-14
Wickham Street	Entire length	10pm - 5am	11-Sep-14
Fendalton-Waimairi-Harewood Community Board			
Aviation Drive	Entire length	10pm - 5am	Proposed

Avonhead Road	Ron Guthrey Road to Grays Road	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Blakes Road	Entire length	10pm - 5am	14-Aug-14
Blakes Road	Belfast Road to end (northerly direction)	10pm to 5am	Proposed
Conservators Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Corringa Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Dickeys Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
George Bellow Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	11-Sep-14
Grays Road	Avonhead Road to Ryans Road	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Guys Road	School Road to Conservators Road	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Hasketts Road	West Coast Road to School Road	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Jessons Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Jet Place	Entire length	10pm - 5am	Proposed
Lakes Way	Entire length	10pm - 5am	Proposed
Lakeside Place	Entire length	10pm - 5am	Proposed
Logisitics Drive	Entire length	10pm - 5am Thurs-Mon & Public Holidays	11-Sep-14
McCleans Island Road	600m south of McArthurs Road to Chattertons Road	10pm - 5am	14-Aug-14
Outlook Place	Entire length	10pm - 5am	Proposed
Pound Road	Yaldhurst to McLeans Island Road	10pm - 5am Thurs-Mon & Public Holidays	11-Sep-14
Pound Road	Section east of main alignment	10pm - 5am	Proposed
Ron Guthrey Road	Std Bradley Road to George Bellow Road	10pm - 5am Thurs-Mon & Public Holidays	11-Sep-14
Ryans Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Savills Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
School Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Syd Bradley Road	Entire length	10pm - 5am	Proposed
Halswell-Hornby-Riccarton Community Board			
Anchorage Way	Entire length	10pm - 5am	29-Aug-13
Aruhe Road	Entire length	10pm - 5am	Proposed
Ballarat Way	Entire length	10pm - 5am	29-Aug-13

Barbers Road	Northwest of Waterloo Road	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Branston Street	Entire length	10pm – 5am	Proposed
Calgary Place	Entire length	10pm - 5am	29-Aug-13
Canada Crescent	Entire length	10pm - 5am	29-Aug-13
Chattertons Road	Entire length	9pm - 5am	29-Aug-13
Chinook Place	Entire length	10pm - 5am	29-Aug-13
Colombia Avenue	Entire length	10pm - 5am	29-Aug-13
Commerce Crescent	Entire length	10pm - 5am	14-Sep-17
Connaught Drive	Entire length	10pm - 5am	29-Aug-13
Dakota Crescent	Entire length	10pm - 5am	29-Aug-13
Dawsons Road	West Coast Road (SH73) to Jones Road	9pm - 5am	29-Aug-13
Depot Street	Entire length	10pm – 5am	Proposed
Doric Way	Entire length	10pm - 5am	14-Sep-17
Edmonton Way	Entire length	10pm - 5am	29-Aug-13
Enterprise Avenue	Entire length	10pm - 5am	14-Sep-17
Establishment Drive	Entire length	10pm – 5am	Proposed
Gerald Connolly Place	Entire length	10pm - 5am	29-Aug-13
Green Lane	Entire length	10pm - 5am	29-Aug-13
Hammersmith Drive	Entire length	10pm - 5am	29-Aug-13
Hasketts Road	Barbers Road to West Coast Road	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Headquarters Place	Entire length	10pm – 5am	Proposed
Hickory Place	Entire length	10pm - 5am	29-Aug-13
Industry Avenue	Entire length	10pm - 5am	14-Sep-17
Innovation Road	Entire length	10pm - 5am	14-Sep-17
Islington Avenue	Entire length	10pm - 5am	14-Sep-17
Kettlewell Drive	Entire length	10pm - 5am Thurs-Mon & Public Holidays	11-Sep-14
Klondyke Drive	Entire length	10pm - 5am	29-Aug-13
Kotzikas Place	Entire length	10pm - 5am	29-Aug-13
Leggett Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Mania Road	Entire length	10pm – 5am	Proposed
McTeigue Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Michelle Road	Entire length	10pm - 5am	29-Aug-13
Miners Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Mountview Place	Entire length	10pm - 5am	29-Aug-13
Paragon Place	Entire length	10pm - 5am	29-Aug-13
Prairie Place	Entire length	10pm - 5am	29-Aug-13
Produce Place	Entire length	10pm - 5am	29-Aug-13

Quadrant Drive	Entire Length	10pm – 5am	Proposed
Roberts Road	Brunner Street to Pound Road	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Sir James Wattie Drive	Entire length	10pm - 5am	14-Aug-14
Sonter Drive	Entire length	10pm - 5am	29-Aug-13
Timothy Place	Entire length	10pm - 5am	29-Aug-13
Watts Road	Entire length	10pm – 5am	Proposed
Weaver Place	Entire length	10pm - 5am Thurs-Mon & Public Holidays	Proposed
Wigram Close	Entire length	10pm - 5am	29-Aug-13
Wilmers Road	Entire length	10pm - 5am Thurs-Mon & Public Holidays	29-Aug-13
Yukon Place	Entire length	10pm - 5am	29-Aug-13
Papanui-Innes-Central Community Board			
Spreydon-Cashmere-Heathcote Community Board			
Brightlings Road	Entire length	10pm - 5am	13-Nov-14
Caerphilly Place	Entire length	10pm - 5am	13-Nov-14
Chapmans Road	Railway Line to Cumnor Terrace	10pm - 5am	11-Sep-14
Chapmans Road	Port Hills Road to Railway Line	10pm - 5am	13-Nov-14
Craft Place	Entire length	10pm - 5am	29-Aug-13
Dalziel Place	Entire length	10pm - 5am	11-Sep-14
Hazeldean Road	Grove Road to Montreal Street	10pm - 5am	29-Aug-13
Kennaway Road	Entire length	10pm - 5am	11-Sep-14
Lock Crescent	Entire length	10pm - 5am	11-Sep-14
Mary Muller Drive	Entire length	10pm - 5am	13-Sep-14
Print Place	Entire length	10pm - 5am	29-Aug-13
Roystone Way	Entire length	10pm - 5am	9-Nov-17
Vista Place	Entire length	10pm - 5am	9-Nov-17

(Proposed) Prohibited Times on Roads Operational Policy

To support the Cruising and Prohibited Times on Roads Bylaw 2023

Introduction

The Council's Cruising and Prohibited Times on Roads Bylaw 2023 (**the bylaw**) enables the Council to specify roads where night-time vehicle access is limited to reduce the potential for antisocial road user (**ASRU**) activities.

Decisions to regulate roads under the bylaw are listed in the Prohibited Times on Roads Register (**the register**).

This operational policy supports the process to add, amend or remove roads from the register. It should be read in conjunction with the bylaw.

Purpose

This operational policy sets out the framework for assessing and progressing requests or recommendations for roads to be added, amended or removed from the register. It provides guidance for the community, Council staff, Community Boards and Council on this process.

Context

The decision to add, amend or remove roads from the coverage of the bylaw sits with Council. The initial investigation is undertaken by staff and is considered by Community Boards.

On roads regulated by the Prohibited Times on Roads clauses, light vehicle access is prohibited within certain times and days to reduce the potential for ASRU activities. The prohibition can only be enforced by the Police.

Specified roads are generally in rural-city fringe or industrial areas. They are typically roads that are unlikely to need to be used by vehicles at night, and that have a history of ASRU issues.

Signs are installed on the roads to communicate the prohibition, in line with the legislative requirements. Offences and penalties are set out in the bylaw.

Exclusions

Prohibited times on roads will not be considered for roads that serve an arterial function, and are unlikely to be considered on roads where the Council is not the road controlling authority (such as state highways¹ or private roads).

¹ Unless a written agreement has been entered into, such as with Waka Kotahi as the road controlling authority for state highways.

TRIM number:



Roads that have a through-function, are commonly utilised by the general public at night, or that are in residential areas are generally not appropriate for these night-time restrictions.

Types of roads

The following timeframes apply to different types of roads, and are listed with each road in the register:

Types of roads	Times it applies
Industrial roads	10pm-5am (seven days a week)
Rural-city fringe or other roads	10pm-5am Thursday-Monday, and on nights before and after public holidays
Boundary roads (with Selwyn)	9pm to 5am, seven days a week

Analysis criteria for when to apply prohibited times on roads

The Council will consider putting prohibited times on roads where:

- the Council is the road controlling authority and the road fits the criteria in this policy
- there is a history of complaints of ASRU activities and impacts on the road or in the area
- there is evidence of issues, including damage to the road
- other enforcement or practical approaches have been tried and the problem persists
- prohibiting night-time access to the road is a proportional response to the activities
- the New Zealand Bill of Rights Act implications have been considered, and imposing restrictions would be considered reasonable
- the Police support the proposal
- staff support the proposal.

Bill of Rights Act

The Local Government Act 2002 requires an assessment of the New Zealand Bill of Rights Act 1990 implications when making the Prohibited Times on Roads part of the bylaw.² This assessment should also be undertaken when considering regulating specific roads under the bylaw.

This assessment broadly requires that the limitations on people’s freedom of movement must be proportional to the objective the regulation is seeking, and that it is the “minimum impairment” (least restrictive limitation to achieve the objective).

The prohibition of light vehicles on specified roads during certain days and times to reduce ASRU activities, when undertaken in accordance with the criteria in this policy and the consultation requirements in the bylaw, should demonstrate that these matters have been considered, and that the regulation is appropriate and proportionate in terms of Bill of Rights Act implications.

Consultation requirements

The bylaw includes a requirement to consider the views and preferences of persons affected by the decision. See clause 7 of the bylaw for the consultation requirements.

² See sections 145 and 155 of the Local Government Act 2002

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Process for adding or amending roads

The following sets out the process for considering whether to add or amend roads. No decision has been made until Council resolves to add a road to the register, or to amend a road on the register. The process below can be stopped at any time:

1. Someone raises concerns about ASRU activities on a road and requests that the road is considered
2. Staff assess whether the idea has merit and generally fits the analysis criteria identified in this policy
3. Staff investigate and undertake the analysis requirements in this policy, and provide their advice and recommendation to the Community Board
4. The Community Board decides whether to proceed with public consultation in accordance with the bylaw and this policy
5. The Community Board considers the issues raised in any submissions
6. The Community Board recommends that the Council adds the road to the register
7. The Council accepts the recommendation and resolves to add the road to the register
8. The register is updated accordingly
9. Appropriate signage is installed or adjusted on the road(s)
10. Police can undertake enforcement activities in relation to the new or amended road.

Process for removing roads

Roads can be removed from the register by a resolution of Council. This may be because the road has been physically or functionally altered (eg an intersection upgrade) or because the context around the road has changed (eg a new subdivision turns a rural area into a residential area), or for any other reason Council considers is necessary.

The following sets out the process for considering whether to remove a road from the register. No decision has been made until Council resolves to remove a road from the register. The process can be stopped at any time:

1. Someone raises concerns about a road on the register or that it has 'prohibited times' applied to it
2. Staff assess whether the situation has changed sufficiently to consider the removal of the road
3. Staff investigate and provide advice to the Community Board
4. The Community Board decides whether to proceed with public consultation in accordance with the bylaw and this policy
5. The Community Board considers the issues raised in any submissions
6. The Community Board recommends that the Council removes the road from the register
7. The Council accepts the recommendation and resolves to remove the road from the register
8. The register is updated accordingly
9. Signage is removed from the relevant road(s).

Related documents

Document	Link
<i>Cruising and Prohibited Times on Roads Bylaw 2023</i>	[add link]
<i>Prohibited Times on Roads Register</i>	[add link]

Proposed Prohibited Times on Roads Operational Policy

Policy name	Prohibited Times on Roads Operational Policy
Adoption date	[add date Council adopted the policy]
Date of most recent review	
Resolution number	[add resolution number]
Review date	[add date policy to be next reviewed]
Department responsible	Traffic Operations Team
Position responsible	Manager Operations (Transport)

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4

5. Volume of Submissions - Proposed Replacement Cruising and Prohibited Times on Roads Bylaw 2023

Reference / Te Tohutoro: 23/1375037

Report of / Te Pou Matua: Ann Fitzgerald, Democratic Services Advisor, Legal and Democratic Services (Ann.Fitzgerald@ccc.govt.nz)

Senior Manager / Pouwhakarae: Lynette Ellis, Head of Transport & Waste Management (Lynette.Ellis@ccc.govt.nz)

1. Purpose Te Pūtake Pūrongo





- 1.1 The purpose of this report is to provide the Hearing Panel considering the proposed replacement Cruising and Prohibited Times on Roads Bylaw 2023 and associated documents, with:
 - 1.1.1 All submissions received on the Proposed Replacement Cruising and Prohibited Times on Roads Bylaw 2023 and associated documents.
 - 1.1.2 A schedule of submitters who wish to speak to their submission during the hearings.
- 1.2 **Attachment A** contains a schedule of submitters who will speak to their submission during the hearings and a copy of their submission (in speaking order).
- 1.3 **Attachment B** contains a schedule of submitters who do not wish to be heard (including the submitters who originally wished to be heard, but no longer wish to be heard, or could not be contacted). Also included (in corresponding order) is a table with their submissions.
- 1.4 Note, that the Local Government Act 2002 requires, as one of the principles of consultation, that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration” (section 82(1) (e)).
- 1.5 When deliberating on submissions, the Hearings Panel should keep in mind the Council’s decision-making powers and the scope of the consultation materials. Significant changes from the original proposals may require further consultation.

2. Officer Recommendations Ngā Tūtohu

That the Bylaw Hearings Panel:

1. Receives the written submissions, including any late submissions, received on the proposed replacement Cruising and Prohibited Times on Roads Bylaw 2023 and associated documents.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Schedule of submitters who wish to be heard and their submissions	23/1408737	39
B  	Schedule of submitters who do not wish to be heard and their submissions	23/1426759	46

Wednesday 13 September 2024		
Proposed Replacement Cruising and Prohibited Times on Roads Bylaw Hearing		
Timetable		
Time	Name	Submitter Number
9:30 am	Apologies and Election of Chair	
9:35am	Staff presentation and Panel questions for staff	
10.00am	Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board Submissions Committee, Chairperson	51662
10:10am	Kieran Brewster	51689
10:20am	Marie Gray - Summit Road Society, Secretary	51782
10.30am	Marc Duff	51568
10.40am	Break	
11.00am	Panel questions for staff and deliberation	

Submission 51662

ID	Comments on the proposed replacement bylaw	Streets from the Prohibited Times on Roads register you would like to comment on	Provide your feedback here	Do you support we remove part of Blakes Road (Radcliffe Road to Belfast Road)?	Comments	Comments on the proposed changes to the Prohibited Times on Roads Operational Policy?	Name - Organisation
51662	<p>The Board would like to the following to be considered and added to the replacement bylaw:</p> <p>10pm to 5am, Thursday to Monday and public holidays the entirety of Hay Street, the remaining of Ruru Road, McGregors Road to Buckleys Road, Cuthberts Road and Cypress Street.</p> <p>See attachment.</p>		Nil.	Don't know/Unsure	Nil.	Nil.	Paul McMahon - Waitai Coastal-Burwood-Linwood Community Board Submissions Committee, Chairperson

Submission 51662 (Attachment)

SUBMISSION TO: Christchurch City Council
ON: Cruising and Prohibited Times on Roads Bylaw
BY: Waitai Coastal-Burwood Community Board
CONTACT: Paul McMahon, Chairperson, Submissions Committee
C/- PO Box 73023, CHRISTCHURCH 8154

1. INTRODUCTION

The Waitai Coastal-Burwood-Linwood Community Board appreciates the opportunity to make a submission to the Christchurch City Council on the Cruising and Prohibited Times on Roads Bylaw.

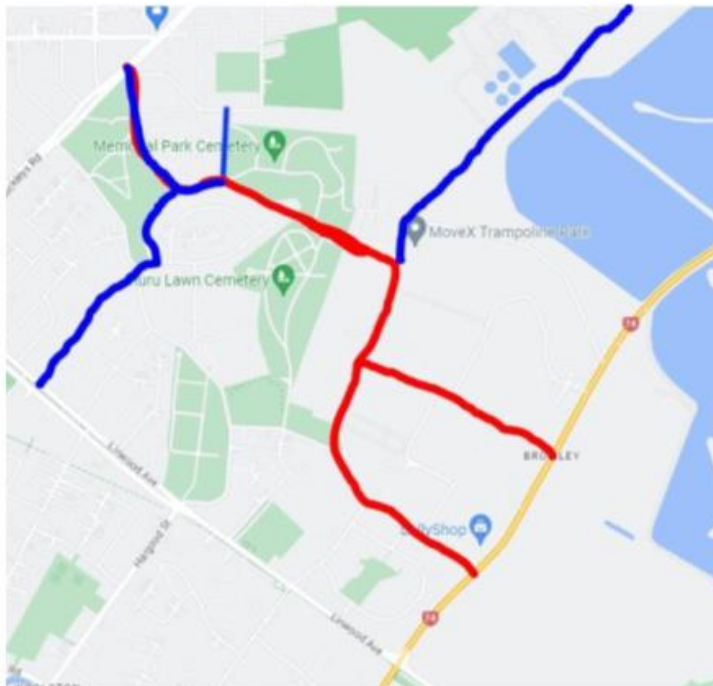
The Board wishes to be heard in support of this submission.

2. SUBMISSION

Do you have any comments on the proposed replacement bylaw?

The Board would like to the following to be considered and added to the replacement bylaw:

10pm to 5am, Thursday to Monday and public holidays the entirety of Hay Street, the remaining of Ruru Road, McGregors Road to Buckleys Road, Cuthberts Road and Cypress Street. (Map below, blue streets additional).



Do you have any comments on the proposed additions to the Prohibited Times on Roads register? Please check the road/s or section of road which you are providing feedback on:

Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South)

Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave

Watts Road (Sockburn)

Weaver Place (Sockburn)

Part of Pound Road (Yaldhurst) - branch to the east of the main alignment

Aviation Drive (Yaldhurst) Part of Syd Bradley Road (Yaldhurst)

Jet Place (Harewood)

Lakes Way, Outlook Place and Lakeside Place (Harewood)

Comment:

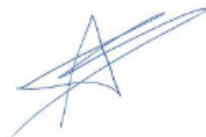
Nil.

Do you support the proposed removal of part of Blacke Road (Radcliffe Road to Belfast Road (from the Prohibited Times on Road register?

Don't know/unsure

Do you have any comments on the proposed changes to the Prohibited Times on Roads Operational Policy?

Nil.



Paul McMahon

Chairperson, Submissions Committee

WAITAI COASTAL-BURWOOD-LINWOOD COMMUNITY BOARD

11 July 2023

Submission 51689

ID	Comments on the proposed replacement bylaw	Streets from the Prohibited Times on Roads register you would like to comment on	Provide your feedback here	Do you support we remove part of Blakes Road (Radcliffe Road to Belfast Road)?	Comments	Comments on the proposed changes to the Prohibited Times on Roads Operational Policy?	Name - Organisation
51689	I agree with the proposed replacement bylaw, and support the NZ Police in being able to issue fines, formal warnings, and impound vehicles in breach of prohibited times restrictions.	Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave	<p>This cannot come soon enough - long have we suffered the damage, noise, and sleep disruption effects of boy-racer activity on our street, but not only just the industrial end of the road as is being proposed for restriction - the mixed residential end (northern end) has been badly affected by antisocial driving behaviour such as speeding and racing, burnouts at the intersection of Branston Street and Blankney Street, and extreme vibration from heavy vehicle use of the northern end of the road exiting to Amyes Road. I strongly request of the council to consider implementing a similar 10pm - 5am heavy traffic prohibition for the whole of Branston Street, as none of the businesses that would require heavy vehicle access past Boston Ave in the normal course of their business actually operate during these hours. Despite resurfacing works, the Branston Street road surface is still in bad condition from Earthquake damage and heavy vehicle use with slumps and undulations that generate noise and vibration when the trucks pass over them, and the raised drain hole covers also get driven over by heavy traffic which transferred the shock and vibration up the sewer laterals to the houses. It can feel like a magnitude 4-5 earthquake at times with these unnecessary heavy vehicle movements after business hours, into the late evening, and throughout the night. With a light vehicle prohibition at the Halswell Junction end and heavy vehicle prohibition the length of Branston Street between 10pm and 5am, the quality of life of Branston Street residents would be improved dramatically.</p> <p>I would also support the installation of video surveillance equipment to monitor the Halswell Junction Road end of Branston Street, with the purpose of supporting NZ Police enforcement of the restrictions. I have called 111 and alerted NZ Police to boy racer activity such as burnouts, but by the time NZ Police have had resource available to attend, the offenders have moved on - only for them to return half an hour to an hour later when the Police have stood down. Video surveillance would provide the support needed to effectively enforce the bylaws.</p>	Don't know/Unsure	I do not live in this area so it does not impact me.	I agree with the proposed changes to the Prohibited Times on Roads Operational Policy, and support the NZ Police in being able to issue fines, formal warnings, and impound vehicles in breach of prohibited times restrictions.	Kieran Brewster

Submission 51782



a passion for the Port Hills

Our Hills, Our Heritage

The Summit Road Society is a grassroots conservation charity based in Christchurch. The Society was formed in 1948 to further the vision of Harry Ell to preserve and protect the Port Hills and provide for public access. We own and manage four reserves on the Port Hills and also lead the backyard and community trapping project 'Predator Free Port Hills'. Thank you for the opportunity to provide feedback on the Cruising and Prohibited Times on Roads Bylaw.

We ask that the Summit Road be reconsidered for night-time closure, in particular the area between Worsleys Road and Gebbies Pass. This end of the Summit Road is very remote and unfortunately attracts dangerous and anti-social behaviour, especially on a Thursday, Friday and Saturday night.

This issue was looked at some years ago. The Council at the time decided not to proceed with a night time closure and instead work with the police to address the concerns. However sadly these problems have not improved.

Our concerns include:

- Cars speeding on the Summit Road and crossing the centre line at night. The Summit Road is a narrow, windy road with no lighting and steep drop offs. Mistakes could be fatal.
- Anti-social behaviour including vandalism, graffiti, tyre rolling, littering and burnouts.
- Activities which increase the risk of fire including throwing cigarettes on vegetation, fireworks and deliberate arson.

The Summit Road Society has a long history of fighting for public access to the Port Hills. We want people to enjoy the Port Hills, including gazing at the night sky. However, the behaviour we are seeing is a risk to people's safety (and indeed their lives) as well as a risk to our native flora and fauna. As the climate warms and the risk of drought increases, we are worried that careless action or deliberate setting of fires will destroy decades of work to restore native bush to the Port Hills.

A partial closure of the Summit Road on the high-risk nights (Thursday-Saturday) maintains public access most of the time while giving the police another tool in the toolkit to manage anti-social behaviour. We therefore urge the Council to consider the Summit Road in its review of this bylaw.

Submission 51568

ID	Comments on the proposed replacement bylaw	Streets from the Prohibited Times on Roads register you would like to comment on	Provide your feedback here	Do you support we remove part of Blakes Road (Radcliffe Road to Belfast Road)?	Comments	Comments on the proposed changes to the Prohibited Times on Roads Operational Policy?	Name - Organisation
51568	Fully support and thank you to staff for their work on the bylaw	Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South),Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave	<p>As residents we have put up for years and years of boy-racers coming down Boston Avenue on their way to Branston Street/Halswell Junction Road and having our sleep interrupted and impacting negatively on our lives and well-being. Friday, Saturday and public holidays are a nightmare with their behaviour and disrespect for local residents and their families.</p> <p>We often ring police and on the occasional time they may attend, so we hope two fold that the new by-laws being proposed will see Boston Avenue stopped being used as a avenue for these anti social road users on their ways to do burn outs in the Branston Street/Halswell Junction Road area and secondly that we some serious policing around the new by-laws when passed.</p>	Don't know/Unsure	Not effected by this road.	Perfect	Marc Duff

Submissions received on Cruising and Prohibited Times on Roads Bylaw, June – July 2023

Businesses/Organisations

ID	Comments on the proposed replacement bylaw	Streets from the Prohibited Times on Roads register you would like to comment on	Provide your feedback here	Do you support we remove part of Blakes Road (Radcliffe Road to Belfast Road)?	Comments	Comments on the proposed changes to the Prohibited Times on Roads Operational Policy?	Name - Organisation
51499	I am in full support of these being passed, especially Outlook Place in Harewood. We have endured property damage and nuisance from boy racers on multiple occasions. Sooner the better See attachments.	Lakes Way, Outlook Place and Lakeside Place (Harewood)	We have a business in this area.	Don't know/Unsure			Mat Austin - Austin Contracting, General Manager
51633	My Canterbury/West Coast Automobile Association District Council fully supports the changes as listed.		Changes as listed are fully supported	Yes			John Skevington - Canterbury/West Coast Automobile Association District Council, Chair
51789			No feedback on these	No	Residents are exempt from the prohibited times anyway so it doesn't make any difference to them. So why remove it? We need the prohibited times to give police power to enforce it because of anti - social driving behaviour (boy racers).		Tony Gray - Spring Grove Residents Support Group, Contact between group and council and Waimakariri MP
51792	See attachment.		Please see attached submission, thanks.				Natasha McDonnell - Te Pātaka o Rākaihatū Banks Peninsula Community Board, Banks Peninsula Governance Advisor
51793	The Waimāero Fendalton-Waimairi-Harewood Community Board thanks Council staff for their work in preparing the Cruising and Prohibited Times on Roads Bylaw 2023. The Board agrees that it is sensible to modernise this bylaw to make it easier to read and better align with national legislation.	Part of Pound Road (Yaldhurst) - branch to the east of the main alignment,Part of Syd Bradley Road (Yaldhurst),Jet Place (Harewood),Lakes Way, Outlook Place and Lakeside Place (Harewood)	The Board notes that there has been some confusion in the local community about which part of Blakes Road is being removed from the register of prohibited roads. Nevertheless, the Board agrees with the proposal to remove the section of Blakes Road from Belfast Road to Radcliffe Road. Given the substantial residential development which can only be accessed from this stretch of Blakes Road, it would no	Yes			Jason Middlemiss - Waimāero Fendalton-Waimairi-Harewood Community Board, Submissions Committee Chairperson

Submissions received on Cruising and Prohibited Times on Roads Bylaw, June – July 2023

ID	Comments on the proposed replacement bylaw	Streets from the Prohibited Times on Roads register you would like to comment on	Provide your feedback here	Do you support we remove part of Blakes Road (Radcliffe Road to Belfast Road)?	Comments	Comments on the proposed changes to the Prohibited Times on Roads Operational Policy?	Name - Organisation
			<p>longer make sense for this to be a prohibited road. The Board agrees that it is prudent to retain the remainder of Blakes Road as a prohibited road. The Board also supports adding Jet Place, Lakes Way, Lakeside Place, Outlook Place, Pound Road (east of main alignment) and Syd Bradley Road (Russley Road to Ron Guthrey Road) to the list of prohibited roads.</p> <p>The Board would encourage the Council to consider enhanced digital signage and/or cameras to aid enforcement. The Board acknowledges that this may require the Council to advocate for changes to national regulations.</p>				
51798	See attachment.						Chris Ford - Disabled Persons Assembly (NZ) Inc,
51799	See attachment.						Waipuna Halswell-Hornby-Riccarton Community Board,
51801		Aviation Drive (Yaldhurst)	<p>We think its a fantastic idea and our business has been adversely effected by the continuous misuse of Aviation Drive and it's car parking by the public.</p> <p>We experience almost daily hooligans driving dangerously doing skids, burn outs, littering and</p>				Christchurch Helicopters

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			<p>even find that clients have to stop and feel unsafe whilst the hooligans are in the middle of a burn out. Our clients and staff feel intimidated by this illegal activity.</p> <p>We would like the road to be private and restricted as much as possible to deter this activity.</p> <p>We have been in touch with Christchurch Airport Company who are also looking into this.</p>				

Submissions received on Cruising and Prohibited Times on Roads Bylaw, June – July 2023

Individuals

ID	Comments on the proposed replacement bylaw	Streets from the Prohibited Times on Roads register you would like to comment on	Provide your feedback here	Do you support we remove part of Blakes Road (Radcliffe Road to Belfast Road)?	Comments	Comments on the proposed changes to the Prohibited Times on Roads Operational Policy?	Name - Organisation
51505	<p>Currently the list of roads includes only the following in Sumner, under the subheading of Spreydon-Cashmere-Heathcote Community Board</p> <ul style="list-style-type: none"> - Esplanade All Both directions - Main Road Ferry Road to Marriner Street, Sumner Both directions <p>Rather than wait until there is a problem I ask that as part of this consultation CCC include all roads east of the line connecting Ferrymead Bridge and Cass Bay Beach as roads not to be cruised between the hours of 2200 and 0800.</p> <p>I note that the current restrictions are generally from 2200 to 0500. I mean to ask for the extension to 0800, arguably a more acceptable time to those who may want a later - or earlier - sleep than the presumed majority due to the presence of children, the elderly and those in ill health.</p> <p>The form does not allow me to "tick" or "click" on these roads as CCC has not yet included them as additions.</p> <p>Why is there no "other" option pls?</p> <p>I have been a Sumner resident for 30-or-so years, and a property owner for longer. The noise from noisy cars (and motorbikes) anywhere in Sumner reverberates throughout the valley, and (I assume) up the hills too, The proposed cruising ban allows for noisy vehicles to cruise the rest of the area, with the potential to affect all Sumner, Redcliffs, Mt. Pleasant, Lyttleton, Corsair Bay and</p>		<p>I support the addition of any streets to the Prohibited Times on Roads register.</p> <p>Cruising is by its nature an antisocial behaviour, because of the additional noise and traffic.</p> <p>It is something that very few residents if any want in their proximity.</p>	No	<p>As above, Cruising is by its nature an antisocial behaviour, because of the additional noise and traffic.</p> <p>It is something that very few residents if any want in their proximity.</p>	<p>Continuing the status quo is unfair to those who prefer local quiet, especially children, the elderly and those in ill health.</p> <p>Please note that I consider myself a NZer first and foremost, and am surprised - and disappointed - that this is not shown on this form as a valid choice of ethnicity.</p> <p>Going back 3 generations my forbears were English and Scottish for the main part, but I identify as a New Zealander, with no relevant European influence despite my having lived in the UK for 12 years of my adult life.</p>	chris abbott

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	Cass Bay residents. My requested change prevents a problem from arising.						
51511	This will be great- especially if it is properly enforced. The numbers for residents to call and report infractions should be more readily available and advertised.	Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave	The zone should be all the way from Halswell Junction Road to Amyes road. There are constantly massive amounts of burnout on the Blankney-Branston intersection and excluding this section would really make it pointless.	Yes			Kristin Mokes
51513	Islington business park and Moffett street need to be included in this bylaw. It can take place any day of the week especially when raining. We live down Moffett street on a back section and some nights lay in bed listening and waiting for the sound of impact into a lamppost or building. Some of the cars sound like they are very powerful and drifting.		Please include islington business park and Moffett street	Don't know/Unsure			Debbie Moore
51526	None of the prohibited times for industrial or commercial areas should exist. If these zones work, they only succeed in pushing anti social road users in to residential areas at night, if these zones don't work then they are a total waste of funding. It is very irresponsible for a council to knowingly and deliberately push anti social road users in to residential areas where the likelihood of causing harm and inconvenience to citizens is increased. Only restrictions on cruising outside residential property should be allowed to exist.	Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South),Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave,Watts Road (Sockburn),Weaver Place (Sockburn),Part of Pound Road (Yaldhurst) - branch to the east of the main alignment,Aviation Drive	None of the prohibited times for industrial or commercial areas should exist. If these zones work, they only succeed in pushing anti social road users in to residential areas at night, if these zones don't work then they are a total waste of funding. It is very irresponsible for a council to knowingly and deliberately push anti social road users in to residential areas where the likelihood of causing harm and inconvenience to citizens is increased.	Somewhat	If this is for the benefit of people living in the area then do it - if its to benefit the business owners in the area at the expense of people living in the area then don't do it.	This should not exist - If these zones work, they only succeed in pushing anti social road users in to residential areas at night, if these zones don't work then they are a total waste of funding.	Mark Penrice

Submissions received on Cruising and Prohibited Times on Roads Bylaw, June – July 2023

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		(Yaldhurst),Part of Syd Bradley Road (Yaldhurst),Jet Place (Harewood),Lakes Way, Outlook Place and Lakeside Place (Harewood)	Only restrictions on cruising outside residential property should be allowed to exist.				
51531	<p>Fully support enabling greater powers for the police through addition/extension of current bylaws, however I feel this needs to include Racecourse, Buchanans, waterloo, Epsom & surrounding areas.</p> <p>Being a resident of Racecourse road, the noise is becoming more of a nuisance & is at its worse after 10pm Fridays & Saturday nights.</p> <p>It's not just the noise, the excessive speed of a few drivers poses a huge risk to those pulling out of driveways or side roads.</p> <p>Have witnessed cars travelling upwards of 80kph in this residential area.</p> <p>My concern is not if, but when a serious accident occurs.</p>	Watts Road (Sockburn)	Include the Racecourse, Epsom, Buchanans & Waterloo roads.	Don't know/Unsure			Steve Hunt
51543	I would recommend that the Council should review the current roads affected by the Cruising restrictions, with the idea to sense check if these roads still require to have this restriction. If Bylaws are only reviewed every 10 years, this would now be the opportunity to fully review the implementation of the current and seek to amend if these are now unnecessary due to changes in behaviour. A monitoring plan, and the NZ Police's view on this would greatly help in the submission process, to help guide people's views on this matter.		I have no comments on the proposed additions, as I am not affected by these changes.	Yes	Always good to review and amend.	I support the Community Boards to have more involvement in decision making at the local level, where they are best placed to understand impacts and respond accordingly. Given the street renewals and upgrades, along with speed changes over time, it may be that some of these roads should be removed from both the cruising and prohibited times list. I encourage the Council to complete monitoring of these roads with the idea to focus the policy and bylaw application/implementation to be on areas of concern, and to remove those roads that no longer are required to have these restrictions.	Clare Sargeant
51571	It's a great ideas as our business on Establishment dr has been affected by boy	Establishment Drive, Depot	It's a great ideas as our business on Establishment	Don't know/Unsure			Mark Rigby

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	racers over the weekends with littering, damage and tagging.	Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South)	dr has been affected by boy racers over the weekends with littering, damage and tagging.				
51583	Looks good	Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave	<p>Sounds good to me and hope to see it in action ASAP, especially on Branston Street. The burnouts and social gatherings at Halswell Junction Road end are just about a nightly occurrence and the weekends are terrible. Very over being woken and having our children woken up. It's a neighbourhood wide issue as I have seen many complaints about the noise and people are not happy. Let's get this ball rolling team</p> <p>Question I am INCREDIBLY sick of boy racers on Branston Street doing burnouts at Halswell Junction Road end. It has become a nightly occurrence and the police are not doing anything. An entire neighbourhood was kept awake for hours last night and children woken up. I would like to see something done about this. Trucks use Branston Street overnight - no issue with this. Chapmans Road in Heathcote has signage stating "NO ENTRY OR OPERATION OF VEHICLES</p>	No		9pm - 6am would be preferable. Hear these burnouts even before 8pm most weekends	Andrea Tyson

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			<p>UNDER 3500kg 10pm-5am EXCEPT FOR OWNERS AND OCCUPIERS. I encourage this signage to be placed at both ends of Branston Street VERY clearly as this issue is getting beyond a joke in this neighbourhood and someone will get seriously hurt soon as people will be taking it into their own hands.</p>				
51750		<p>Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave</p>	<p>Please extend the Branston Street prohibitions to include the WHOLE of Branston Street, as there are often burnouts at the junction of Branston Street and Blankney Street as well. Boy-racers also drive along the full length of Branston Street at high speed, well above 50km per hour, which is incredibly dangerous at times.</p> <p>Boy-racers often meet at night for burnouts etc on Branston Street near Halswell Junction Road, but they do carry on further down the street - I live at number 11, nearer to Aymes Road, and my sleep is very frequently disrupted by their selfish behaviour.</p> <p>I would also support cameras being installed along Branston Street to capture this behaviour,</p>	<p>Don't know/Unsure</p>		<p>I support the changes</p>	<p>Rachael Hemmer</p>

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			<p>because it is illegal and dangerous, but calling the cops doesn't seem to do anything - the boyracers just move on, but return once the cops have left. Cameras would also help enforce the bylaws, as the people doing this are repeat offenders, they do it often, and there needs to be consequences. Catching them on camera would greatly help in the police being able to seize and impound their vehicles.</p> <p>I also request that heavy traffic is also restricted - or better, prohibited - from using the residential end of Branston Street, especially at night. Heavy traffic is often very loud and disruptive here, and the heavy trucks cause houses to shake and rattle, particularly on parts of the street that are uneven. The street is not built to withstand the weight or frequency of these trucks, and it is becoming degraded. Occasionally potholes get patched, but it doesn't change the fact that the road simply isn't constructed for heavy traffic use of this frequency. If heavy traffic could be restricted to ONLY using the industrial end, that would help a lot.</p>				

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			And if a full ban can't happen, then at the very least trucks should not be allowed to use the residential end of Branston Street at night.				
51764	I can hear the vehicles crusing the Fendalton /Merivale area alte evening 10pm etc. Sometimes the noise continues into the early hours. Just like speeding there appears to be no consequences of antisocial behaviour. It is about time this situation was sorted and the ofeenders dealt with. Thus I am in favour of anything to deal withese offenders.		I am happy for these additions if that is what people want.	Don't know/Unsure		Start dealing with antisocial behaviour. We live in an elctronic age - if we can track animals in the bush how about tracking the antisocial behaviour especially since there does not appear to be enough police to do it.	Robert Broughton
51772	Its a waste of money time an effort last time you tried u failed an the time has come for you clowns to fuck off an gives a real place to go to		None of them they should be allowed to travel anywhere we pay road taxes	No		It all money hungry councils who have nothing better to do	Corie Herd
51773		Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave,Part of Pound Road (Yaldhurst) - branch to the east of the main alignment	From Moffet st, Mortlake st, Waterloo Rd into the Waterloo Business Park, is where they spin their wheels and scream round and round on the roads and the grass at all hours till 4am in the morning keeping the people in Islington awake. They'll even spin round the round abouts when we're walking over there in the weekend	Don't know/Unsure			Janice Sandwith
51774	Do not inhibit traffic, freedom of movement.	Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South),Part of Branston Street (Hornby) - from	There are more important issues we pay you to address ie water & sewage pipes being repaired.	No	Stop speed restrictions.	Policy not authorized by public.	Jo Clark

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		Halswell Junction Road to Boston Ave, Watts Road (Sockburn), Weaver Place (Sockburn), Part of Pound Road (Yaldhurst) - branch to the east of the main alignment, Aviation Drive (Yaldhurst), Part of Syd Bradley Road (Yaldhurst), Jet Place (Harewood), Lakes Way, Outlook Place and Lakeside Place (Harewood)					
51775	All these bylaws need to be removed.	Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South), Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave, Watts Road (Sockburn), Weaver Place (Sockburn), Part of Pound Road (Yaldhurst) - branch to the east of the main alignment, Aviation Drive (Yaldhurst), Part of	All these bylaws need to be removed.	Yes	All these bylaws need to be removed	All these bylaws need to be removed	Craig Harpur

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		Syd Bradley Road (Yaldhurst), Jet Place (Harewood), Lakes Way, Outlook Place and Lakeside Place (Harewood)					
51777	I Think the law needs to focus more on on "social" drivers who are highly the ones who causes accidents. Or focus on the drunks in town going home and beating up their partners and kids. Cruising is the least of Christchurch's worries! But you guys do not see pass it you always looking at the least important things that happen in our city!	Jet Place (Harewood)	I Think the law needs to focus more on on "social" drivers who are highly the ones who causes accidents. Or focus on the drunks in town going home and beating up their partners and kids. Cruising is the least of Christchurch's worries! But you guys do not see pass it you always looking at the least important things that happen in our city!	No	What if I driver driving from a friends to home but has a car that looks like an "antisocial behaviour car" Cops can be cruel but you wouldn't know unless put in that position!	I Think it's absolutely bullshit and yous need to invest your time in places that actually matter.	Kayla Rivers
51779	No additional comments	Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave	Could you look at making the times 8pm through to 5am? Much of the disturbance, especially on weekends, starts before 8	No			Matthew Tyson
51780			.	No	Don't understand why this is being proposed. We constantly have boy racers doing burn outs etc A new subdivision that needs some support		Karen Potter
51781	This is a great idea. And is needed. I live locally and every weekend / public holiday it's mayhem down Branston Street.	Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave	This is a great idea. And is needed. I live locally and every weekend / public holiday it's mayhem down Branston Street.	Don't know/Unsure			Brad Wills
51783			N/a	No	This was put in place AFTER spring grove had been established so the needing access factor makes no sense. It was implemented because us		Emajane Harwood

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					(the residents) were so sick of screeching tyres all night, there were already hundreds of houses here when the signs went up and no one had an issue so why take it away now?? The boy racers are terrible and dangerous. We need all the help we can get with keeping them off our roads at all hours of the night. The sound is horrific and wakes my baby.		
51784	N/a		N/a	No	There have been residential areas off Blakes Road for years now. Nothing needs to change for us to access our homes. We consistently have problems with boy racers, noise pollution from cars and bikes, and unfamiliar vehicles cruising the neighborhood and committing theft. What little the police do is only possible because of the current restrictions. If these restrictions are removed the issues we're experiencing will greatly intensify. Crime is on the rise everywhere, and the residents of our area don't want to be made any more susceptible to it than we already are.	N/a	Lauren Robison Stanilov
51785			Boy racers are so frequent down Blake's Rd. We get them every second night for hours. Sometimes theres around 30 cars and 40 people lined up along the streets. Late at night and racing during the day. Constant burnouts and racing. Our streets are littered with burnt rubber and skid marks. As a	No	Boy racers are so frequent down Blake's Rd. We get them every second night for hours. Sometimes theres around 30 cars and 40 people lined up along the streets. Late at night and racing during the day. Constant burnouts and racing. Our streets are littered with burnt rubber and skid marks. As a community Spring Grove has been plagued by these racers.		JJ Beardsley

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			community Spring Grove has been plagued by these racers. We fought hard to get a speed bump and signs put out, yet these have done little to stop the boy racers. We, as a community, call the police multiple times a night, but feel unanswered. We feel like little has been done to stop these racers, and now one of the only measures we have, is prosed to be taken away. Please do not remove the signs. Residents are not bothered by the signs. We support them and ther use in the fight against these horrible racers. Instead place more speed bumps, increase patrols, and help us get rid of these cars that keep us awake, wake our children, and frighten us. It's a hugely serious issue that we have complained about for years to authorities and councils. Please help us!		We fought hard to get a speed bump and signs put out, yet these have done little to stop the boy racers. We, as a community, call the police multiple times a night, but feel unanswered. We feel like little has been done to stop these racers, and now one of the only measures we have, is prosed to be taken away. Please do not remove the signs. Residents are not bothered by the signs. We support them and ther use in the fight against these horrible racers. Instead place more speed bumps, increase patrols, and help us get rid of these cars that keep us awake, wake our children, and frighten us. It's a hugely serious issue that we have complained about for years to authorities and councils. Please help us!		
51786	this one in particular is needed for residential access from halswell junction road coming off the motorway, and i personally use pound road to get to and from my parents house to work, can you add in a clause that if travelling these roads for genuine reason then its okay? im not going to travel any of these restricted roads on purpose at said times but in alot of these i work or are in my general area	Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave,Part of Pound Road (Yaldhurst) - branch to the east of the main alignment	i live and work in the areas itd be a pain to have to drive around and do a loop to get home from rolleston	Don't know/Unsure			Katelyn Manson Good
51787	That all should stay in place and you should add more. It's a real problem in this city.		Adding to the cruising laws only adds safety to our city.	No	This is one of the worst areas for burnouts, boy racers, goons and loud car anti-social		Mike Cleverley

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					behaviour. The no cruising bylaw must stay in place for this area.		
51788	The signs only recently went up and make a HUGE difference to our community. We have real struggles in our subdivision with boy racers. Taking away the prohibited times is going to leave us with noisy and unsafe environments surrounding our housing, and we will have to go back to calling police nightly in an attempt to sort the issues. Keep our neighborhood safe and maintain the prohibited times please.		Please see comments for Belfast below	No	The signs only recently went up and make a HUGE difference to our community. We have real struggles in our subdivision with boy racers. Taking away the prohibited times is going to leave us with noisy and unsafe environments surrounding our housing, and we will have to go back to calling police nightly in an attempt to sort the issues. Keep our neighborhood safe and maintain the prohibited times please.		Hannah Wyatt
51791	As a young woman who is heavily involved in cars but not the "cruising" every Friday and Saturday I can honestly say the car community has saved my life. Its been round for as long as my older siblings arrived on this earth. Its given me a sense of community. It builds character. Yes some people take it too far but the large percentage of us that are still around take much care around us while cruising. I've held many car events and many cruises all within normal time. Every single person that buys a house around the 4 aves knows damn well that this goes on. A lot of the people I know that go cruising. Own businesses. Work full time jobs. Go to drift days and work damn hard to pay taxes to help fund new Zealand. Changing or even having these "no crusing" rules takes away our human rights. And our sense of community. I have a loud car and sometimes at night I like to go for a drive to stop myself from doing anything stupid to myself. I've worked since I was 15 brought my first car at 15. Drove almost everyday since I've had my licence and the one thing I've learnt is a bunch of boy	Part of Pound Road (Yaldhurst) - branch to the east of the main alignment, Aviation Drive (Yaldhurst)	Aviation drive is where I sit in my car and watch the plans after a hard day of working my ass off so you can take over 30% of my income	Yes			Chelsea Vujcich

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	racers will help you out faster than the police or ambulances can even make it there. As a young woman I see these changes only creating more anti social behaviour. More ram raids. More crimes. That my hard earned money pays for. I pay my RUCs, rego and wofs so quite frankly taking away my god given right to cruise my car at night takes away my only will to live.						
51794	We are aloud to cruise in town we aren't doing anything wrong at all	Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave	Nothing	Somewhat	No	No	Craig Page
51795	<p>I support the replacement bylaw as drafted, although I wonder if the definition of cruising can be widened to driving anti-socially in convoy, even if they only pass down a street once per hour (instead of repeatedly)? I see the boy racers out in the middle of the day doing laps around the four aves etc.</p> <p>Also I see boy racers at all times of the day, not just between 10pm and 5am. Can we ban cruising 24/7?</p> <p>Can we just ban cruising on all streets? We are in a climate emergency and any excessive use of (very predominantly internal combustion engine) motor vehicles should be illegal as it is killing us (noise pollution, air pollution, greenhouse gases, endagering pedestrians and cyclists, stress, etc.). My human rights matter too.</p> <p>I struggled to make sense of the "Proposed replacement registers to the Cruising and Prohibited Times on Roads Bylaw" so I couldn't see Summit Road, or anything for Papanui-Innes-Central Community Board in the board's second appearance (Times). Does that mean the restrictions apply 24/7</p>	<p>Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South),Part of Branston Street (Hornby) - from Halswell Junction Road to Boston Ave,Watts Road (Sockburn),Weaver Place (Sockburn),Part of Pound Road (Yaldhurst) - branch to the east of the main alignment,Aviation Drive (Yaldhurst),Part of Syd Bradley Road (Yaldhurst),Jet Place (Harewood),Lakes Way, Outlook</p>	Fully support inclusion on the register	No	I do not suport the removal of Blakes Rd (Radcliffe Rd to Belfast Rd) from the register, as residents are allowed access anyway, and we should be discouraging non-residents cruising down this street.	Looks like good policy to me	Fiona Bennetts

Submissions received on Cruising and Prohibited Times on Roads Bylaw, June – July 2023

ID	Comments on the proposed replacement bylaw	Streets from the Prohibited Times on Roads register you would like to comment on	Provide your feedback here	Do you support we remove part of Blakes Road (Radcliffe Road to Belfast Road)?	Comments	Comments on the proposed changes to the Prohibited Times on Roads Operational Policy?	Name - Organisation
	<p>in this community board? Can we please include Summit Road (at least from Evans Pass to Gebbies Pass, if not the Akaroa one too) and Godley Head Road?</p> <p>Can you please include all of Harewood Road (not just Greers to Crofton)? I live very near this main road (between Gardiners and Crofton) and it is so loud with boy racers (louder than the airport).</p> <p>Can we add Johns Rd, Russley Rd, Masham Rd, and Carmen Rd (SH 1), or is this exempt? I can hear the hooning down these roads from my house and the intersections (roundabouts at Sawyers Arms and Harewood) are so dangerous with boy racers on the road doing laps.</p>	Place and Lakeside Place (Harewood)					
51796	All bylaws should be kept and added to. Boy racers are unsafe, intimidating and are a pain to our community		Boy racers are a pest, more areas need to be added to this bylaw not removed.	No	All bylaws should be kept and added to. Boy racers are unsafe, intimidating and are a pain to our community		Mel Cleverley

Cruising and Prohibited Times on Roads Bylaw Submission Attachments

Submitter #51499 Mat Austin General Manager Austin Contracting





Submitter 51792 Banks Peninsula Community Board

SUBMISSION TO: Christchurch City Council

ON: Cruising and Prohibited Times on Road Bylaw

BY: Te Pātaka o Rākaihautū Banks Peninsula Community Board

ADDRESS: Lyttelton Recreation Centre

25 Winchester Street

CHRISTCHURCH 8154

Email: Natasha.McDonnell@ccc.govt.nz

DATE: 21 July 2023

INTRODUCTION

Te Pātaka o Rākaihautū Banks Peninsula Community Board ("the Board") appreciates the opportunity to provide a submission on the Council's Cruising and Prohibited Times on Roads Bylaw review.

The Board wish to highlight the importance of including Te Pātaka o Rākaihautū Banks Peninsula within this bylaw review and are disappointed the issues experienced within Banks Peninsula, specifically Lyttelton Harbour basin including the Bays of Cass, Corsair and Rāpaki, have not been fully recognised.

The Board wish to see Te Pātaka o Rākaihautū Banks Peninsula roads incorporated into the Cruising and Prohibited Times on Road Bylaw review. Additionally, the Board encourage Council to allocate a portion of the Safety Budget to tackling the issues experienced within Banks Peninsula caused by anti-social road users. The Board further requests the Council to engage with the Canterbury Police and the community to collaboratively find solutions for these issues.

SUBMISSION

A priority of the Board is to assist the community to tackle the issues caused by anti-social road users. Te Pātaka o Rākaihautū Banks Peninsula community have witnessed an increase of anti-social road users in recent years. This has resulted in negative impacts on community wellbeing owing to speed, noise, and dangerous driving. Reckless and irresponsible manoeuvres such as over-taking on blind corners, accelerating on gravel roads and vehicles leaving the road entirely, have unfortunately become a common occurrence within Banks Peninsula.

For change to be achieved, it is fundamental for areas within Te Pātaka o Rākaihautū

Banks Peninsula to be incorporated into the Cruising and Prohibited Times on Road Bylaw review. The Board requests the incorporation of areas within Banks Peninsula into the bylaw review, namely, Lyttelton Harbour including the Bays of Cass, Corsair and Rāpaki, Gebbies Valley,

McQueen's Valley and Motukarara. Moreover, the Board requests the closing of Summit Road, from Gebbies Pass to Dyers Pass, at times that are in line with the current proposed bylaw amendments, i.e., 10.00pm to 5.00am, 7 days a week. The incorporation of Te Pātaka o Rākaihautū Banks Peninsula roads into the Cruising and Prohibited Times on Road Bylaw review is an integral step in recognising the problems caused by anti-social road users within Te Pātaka o Rākaihautū Banks Peninsula.

The Board would like to use this submission as an opportunity to encourage the Council to allocate a portion of their safety budget to addressing the anti-social road users' issues. By allocating a portion of this budget, residents will feel safer and Peninsula roads will be able to be maintained to a higher standard.

The Board would like to see Council engage with Canterbury Police and the community to collaboratively tackle anti-social road users within Te Pātaka o Rākaihautū Banks Peninsula. The level of resourcing for the Lyttelton Police has been brought to the Board's attention, and accordingly, the Board requests Council to encourage Canterbury Police to increase resources at the Lyttelton Police Station.

The demand for both formal and informal police intervention on anti-social road user issues around the Peninsula exceeds the supply of resources available. By incorporating Banks Peninsula areas into the Cruising and Prohibited Times on Roads Bylaw Review, utilising a portion of the Council's Safety Budget, and encouraging the Canterbury Police to greater resource the Lyttelton Police Station, the quality of life for Banks Peninsula residents can be improved.

Yours sincerely,



Lyn Leslie

Chairperson

Te Pātaka o Rākaihautū Banks Peninsula Community Board

Submission 51798 Disabled Persons Assembly (NZ) Inc



July 2023

To Christchurch City Council

Please find attached DPA's submission on Cruising and Prohibited Times on Roads Draft Bylaw 2023

For any further inquiries, please contact:

Chris Ford

Kaituhotuho Kaupapa Here ā Rohe - Regional Policy Advisor (Local Government)

policy@dpa.org.nz

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

UN Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD),¹ a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

- **Article 3 – General principles**
- **Article 9 – Accessibility**
- **Article 19 – Living independently and being included in the community**

- **Article 20 – Personal mobility**

New Zealand Disability Strategy 2016-2026

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy² to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

- **Outcome 5 – Accessibility**

The Submission

DPA welcomes this opportunity to engage on the Cruising and Prohibited Times on Roads Draft Bylaw.

DPA supports the continued need for this bylaw to control the nuisance and harm caused by car cruising and racing activity in parts of the Christchurch community, mainly during late night hours.

These antisocial activities have an impact on everyone in the community, especially disabled and older people who for health and other reasons require good sleep and the ability to feel secure at night.

DPA will point out in this brief submission the need to make disability organisations and disabled people key groupings to be consulted with before changes are made to this bylaw and/or any resolutions passed under it.

DPA would also like to see further clarification around one provision pertaining to vehicles which are exempted from being covered by the provisions of this bylaw.

Cruising Prohibited clause

DPA recommends that under Section 4(4)(b) of the proposed by-law that note be taken by Council of the need for disabled people who live in impacted areas and disability organisations to be regarded as one of the key local community or road user groups who need to be consulted with before making, amending or revoking any resolution made under this by-law.

This will ensure that disabled people are advised about any changes to roads/streets being covered by this bylaw and the exemptions that cover all residents under the proposed by-law.

Recommendation 1: that disabled people living in impacted areas and disability organisations are one of the key groups consulted by Council about any proposed changes to this by-law.

Cars prohibited on roads and exceptions

DPA welcomes the updating of the exceptions to nighttime access restrictions (Section 8) to exclude the vehicles of residents, those which are undertaking deliveries or are service vehicles from being covered under this bylaw.

This will give peace of mind to disabled people living in the affected areas who, for example, use their own personal vehicles, buses, taxis or mobility passenger services to get to or from their own homes during the hours when car cruising and racing bans are in place.

However, for the sake of greater clarity, DPA recommends that either a further clause or clarifying note is added to this section specifically outlining that taxi, bus, mobility or small passenger service vehicles which are conveying the owners or occupiers of any property during nighttime restriction hours are regarded as exceptions to the nighttime access provisions.

Recommendation 2: that an additional clause or clarifying note is added to the by-law to clarify that all taxi, bus, mobility or small passenger service vehicles conveying residents or occupiers of properties on affected roads are regarded as exceptions to the nighttime access provisions.

Submitter #51799 Waipuna Halswell-Hornby-Riccarton Community Board

SUBMISSION TO: Christchurch City Council
ON: Cruising and Prohibited Times on Roads Bylaw
BY: Waipuna Halswell-Hornby-Riccarton Community Board
CONTACT: Faye Collins
Community Board Adviser
faye.collins@ccc.govt.nz

1. INTRODUCTION

- 1.1. The Waipuna Halswell-Hornby-Riccarton Community Board (“the Board”) appreciates the opportunity to make a submission on the Council’s review of Cruising and Prohibited Times on Roads Bylaw 2023 (“the Bylaw”) and the proposed Prohibited Times on Roads Operational Policy (“the Policy”).
- 1.2. The Board wishes to be heard in support of its submission.

2. SUBMISSION

- 2.1. The Board supports the replacement bylaw. The Board recognises that it is important to have rules to reduce cruising and to restrict access to some roads in rural and industrial areas where there is a history of antisocial behaviour, such as racing and burnouts.
- 2.2. The Board recognises that the bylaw will enable police to take certain actions and complements other powers they have, in particular, as a “qualifying bylaw” under the Land Transport Act 1998, police will be able to issue warning notices and can seize and impound vehicles for repeated breaches of the bylaw.
- 2.3. The Board also supports the Policy that sets out guidelines for adding, removing, or altering roads where night-time access for light vehicles is prohibited. The Board agrees with the analysis criteria, which is outlined in the Policy and appreciates that the community, Police and Community Boards will have a role in the process.
- 2.4. The Board supports the inclusion of the following Roads in the Prohibited Times on Roads Register:
 - Establishment Drive, Depot Street, Headquarters Place, Quadrant Drive, Aruhe Road and Mania Road (Hornby South)
 - Part of Branston Street (Hornby) (Section from Halswell Junction Road to Boston Avenue)
 - Watts Road (Sockburn)
 - Weaver Place (Sockburn)

- 2.5. The Board is aware that the community has concerns about vehicle-related antisocial activities occurring at night in these on these roads, causing damage to the roads, and concern in the community and increasing the potential for harm. The Board supports prohibiting access to these roads at night as it considers that this will remove the opportunity for this kind of vehicle-related antisocial behaviour.
- 2.6. The Board concurs with the inclusion of the other listed Roads in the Prohibited Times on Roads Register but as they are outside the Board area it has no direct knowledge of these and therefore defers to the views of the relevant community Board.
- 2.7. As Blakes Road (Belfast) lies outside the Board area it makes no comment on its proposed removal from the register and again defers to the views of the relevant community Board.
- 2.8. The Board is aware that there has been some concern expressed regarding anti-social road use in Racecourse Road and considers that an investigation for possible inclusion of this road on the register may be required at some time in the future, noting that the policy would apply to any such investigation.

3. CONCLUSION

- 3.1. The Board requests that the Council takes into consideration the above submission on the Cruising and Prohibited Times on Roads Bylaw 2023.



Helen Broughton

Chairperson Waipuna Halswell-Hornby-Riccarton Community Board

Dated 25 July 2023.

6. Hearing of Submissions Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found in Attachment A to the Volume of Submissions Report (Item 5 of this agenda).

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

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

8. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations, the Hearings Panel will make a recommendation to the Council on the proposed replacement Cruising and Prohibited Times on Roads Bylaw 2023 and associated documents.