

Waihoru
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waihoru/Spreydon-Cashmere Community Board will be held on:

Date: Tuesday 2 July 2019
Time: 5pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Membership

Chairperson	Karolin Potter
Deputy Chairperson	Melanie Coker
Members	Helene Mautner
	Phil Clearwater
	Lee Sampson
	Tim Scandrett

27 June 2019

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

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

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

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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

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1. Apologies

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

2. Declarations of Interest

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

3. Confirmation of Previous Minutes

That the minutes of the Waihoru/Spreydon-Cashmere Community Board meeting held on [Friday, 21 June 2019](#) be confirmed (refer page 5).

4. Public Forum

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

OR

There will be no public forum at this meeting

5. Deputations by Appointment

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

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

6. Presentation of Petitions

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

Waihoru Spreydon-Cashmere Community Board OPEN MINUTES

Date: Friday 21 June 2019
Time: 8am
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Present

Chairperson	Karolin Potter
Deputy Chairperson	Melanie Coker
Members	Phil Clearwater
	Lee Sampson
	Tim Scandrett

21 June 2019

Christopher Turner-Bullock
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-
- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C

Community Board Resolved SCCB/2019/00046

That the apology from Helene Mautner for absence be accepted.

Phil Clearwater/Lee Sampson

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved SCCB/2019/00047

That the minutes of the Waihoru/Spreydon-Cashmere Community Board meeting held on Tuesday, 4 June 2019 be confirmed.

Phil Clearwater/Melanie Coker

Carried

4. Public Forum

Part B

There was no Public Forum

5. Deputations by Appointment

Part B

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Waihoru Spreydon-Cashmere 2018/19 Youth Achievement and Development Scheme

Board consideration

The Board discussed with staff present at the meeting special circumstances related to Zabiullah Miyakhel's participation in the Football Fusion England Tour and agreed that it would be appropriate to make a grant from the Board's Discretionary Response Fund to provide additional assistance in this case.

Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$500 from its 2018/19 Youth Development and Achievement Scheme to Zabiullah Miyakhel towards participation in the Football Fusion England Tour in the United Kingdom from 28 September to 11 October 2019.
2. Approves a grant of \$295 from its 2018/19 Youth Development and Achievement Scheme to Lauren Murfin towards participation in the Under 17 Fencing Championships 2019 in Sydney from 4 to 9 July 2019.

Community Board Resolved SCCB/2019/00048

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$500 from its 2018/19 Youth Development and Achievement Scheme to Zabiullah Miyakhel towards participation in the Football Fusion England Tour in the United Kingdom from 28 September to 11 October 2019.
2. Approves a grant of \$500 from its 2018/19 Discretionary Response Fund to Zabiullah Miyakhel towards participation in the Football Fusion England Tour in the United Kingdom from 28 September to 11 October 2019.

Tim Scandrett/Lee Sampson

Carried

Community Board Resolved SCCB/2019/00049

3. Approves a grant of \$295 from its 2018/19 Youth Development and Achievement Scheme to Lauren Murfin towards participation in the Under 17 Fencing Championships 2019 in Sydney from 4 to 9 July 2019.

Tim Scandrett/Lee Sampson

Carried

8. Waihoru/Spreydon-Cashmere 2018/19 Youth Achievement and Development Scheme

Community Board Resolved SCCB/2019/00050 (Original staff recommendation accepted without change)

Part C

That the Waihoru/Spreydon-Cashmere Community Board resolve to:

1. Approve a grant of \$500 from its 2018/19 Discretionary Response Fund to Genevieve Fern Boyd towards participation in the National 2019 Climbing New Caledonian Championships on 27 July 2019.

Melanie Coker/Tim Scandrett

Carried

Community Board Resolved SCCB/2019/00051 (Original staff recommendation accepted without change)

Part C

2. Approve a grant of \$350 from its 2018/19 Discretionary Response Fund to Connor Nicholas Charles Stanley towards participation in the Under 15 Softball Friendship Series in Brisbane.

Phil Clearwater/Melanie Coker

Carried

9. Waihoru/Spreydon-Cashmere Community Board Area Report - June 2019 Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receive the Waihoru/Spreydon-Cashmere Community Board Area Report for June 2019.
2. Retrospectively adopts the Board's submission to the Christchurch City Council Toi Ōtautahi – Christchurch Arts Draft Strategy for Arts and Creativity in Ōtautahi Christchurch as finalised by the Board Chairperson and Deputy Chairperson and lodged on 17 June 2019.
3. Notes that the application by Te Kura Kaupapa Māori o Te Whānau Tahi for a grant from the Discretionary Response Fund towards an Outdoor Table Tennis Table for senior students and the Community has been withdrawn.

Community Board Resolved SCCB/2019/00052

Part B

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receives the Waihoru/Spreydon-Cashmere Community Board Area Report for June 2019.

2. Retrospectively adopts the Board's submission to the Christchurch City Council Toi Ōtautahi – Christchurch Arts Draft Strategy for Arts and Creativity in Ōtautahi Christchurch as finalised by the Board Chairperson and Deputy Chairperson and lodged on 17 June 2019.
3. Notes that the application by Te Kura Kaupapa Māori o Te Whānau Tahi for a grant from the Discretionary Response Fund towards an Outdoor Table Tennis Table for senior students and the Community has been withdrawn.
4. The Board agreed that the following items would be included in its next report to Council.
 - Urban Narratives
 - 54 Colombo Street
 - Barrington Mall Entry
 - Cashmere Squash and Racquet Club
 - St Martins Men's Shed proposal
 - Age Friendly Spreydon-Cashmere
 - Range of activities covered by Youth Achievement and Development Scheme grants.
5. Agreed that the following matters would be suggested as articles for the Council's Newsline and/or Community Board Newsletter.
 - Urban Narratives
 - 54 Colombo Street
 - Barrington Mall Entry
 - Cashmere Squash and Racquet Club
 - St Martins Men's Shed proposal
 - Age Friendly Spreydon-Cashmere
 - Range of activities covered by Youth Achievement and Development Scheme grants.
6. Requests any unallocated funds (after accruals and carry forwards have been taken into account) in the Off the Ground Fund, Community Awards, Communicating with the Community and Community Events and Neighbourhood Week will be carried forward to the 2019/20 Discretionary Response Fund together with any unallocated funds from the 2018/19 Discretionary Response Fund.
7. Agrees to hold a workshop to formulate the Board's submission on the Council's Draft Integrated Water Strategy and delegates to the Community Board Chairperson and/or Deputy Chairperson to finalise and lodge the Board's submission.

Tim Scandrett/Melanie Coker

Carried

9.1 54 Colombo Street

The Board discussed the status and options for the land at 54 Colombo Street.

Community Board Resolved SCCB/2019/00053

The Board notes staff advice on the availability of the land at 54 Colombo Street and its use for community purposes and requests that staff continues investigation into the suitability of the land for that purpose, including:

- surfacing and fencing requirements;
- an assessment of associated costs and where those costs might lie;
- the possibility of a partnership with other current users of the land, particularly Civil Defence.

and provide a further report to the Board by 20 September 2019. The report is to include a timeline for an Expressions of Interest process, to be carried out in respect of this land.

Lee Sampson/Phil Clearwater

Carried unanimously

10. Elected Members' Information Exchange

Part B

Board member exchanged the following information:

- Residents of Maryhill Road are seeking a speed limit of 40 kilometres per hour on the road
- The Board expressed its regret at the recent passing of Latanoa Vakata who was very active in the community.
- The Board praised the actions of two local youths who rescued the occupant of a car that had entered Westlake lake.

Meeting concluded at 10.07am.

CONFIRMED THIS 2ND DAY OF JULY 2019

**KAROLIN POTTER
CHAIRPERSON**

7. Poulson Street - Proposed No Stopping Restrictions

Reference: 19/492012

Presenter(s): Privinn Mwene – Traffic Engineer

1. Purpose of Report

- 1.1 The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to approve No stopping restrictions on Poulson Street as shown on Attachment A.

2. Executive Summary

- 2.1 This report was staff generated in response to a request from a local resident who had concerns relating to the pedestrian crossing facilities being blocked by parked vehicles.
- 2.2 These measures have been requested to:
 - To ensure that pedestrians can use the provided crossing facilities without being blocked.
 - To stop vehicles parking too close to driveways and increase visibility for the vehicles backing out the driveways.

3. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves under clause 7 of the Christchurch Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on Poulson Street as shown by broken yellow lines on the attached drawing TG133747, Issue.1 dated 02/04/2019 attached to the agenda for this meeting.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
3. Approve that these resolutions take effect when parking road marking that evidence the restrictions described in the staff report are in place.

4. Key Points

- 4.1 These recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Pedestrians especially disabled can use the available crossing facilities without the inconvenience of the crossing points being blocked by parked vehicles.
 - Visibility for vehicles exiting driveways is increased.
 - 4.3.2 The disadvantages of this option include:
 - Removes two car parking spaces.

5. Context/Background

Issue

- 5.1 Safety concerns have been identified/raised at the Poulson Street (as shown on Attachment A) due to parked vehicles blocking the crossing facilities for the pedestrians.

Strategic Alignment

- 5.2 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 5.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 5.4 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Decision Making Authority

- 5.5 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 1.1 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 5.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Assessment of Significance and Engagement

- 5.7 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.8 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 5.9 The community engagement and consultation outlined in this report reflect the assessment

Context

- 5.10 A customer who uses the pedestrian facilities at the area initiated the investigation.
- 5.11 The original street upgrade plan shows no stopping restrictions for this section of the road, when works were undertaken these were not installed as per the drawings.
- 5.12 This section of the road has two pedestrian crossing points and are almost blocked by cars parking in the area. This causes an inconvenience and safety issue for pedestrians wanting to use the facilities.
- 5.13 Staff consider that providing the No stopping restrictions will improve pedestrian safety at this location especially those who use wheelchairs and will improve the visibility for the vehicles exiting the driveways.

6. Options Analysis

Options Considered

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install No Stopping Restrictions (preferred option)

- Option 2 - Do Nothing

6.2 No other options were considered.

Options Descriptions

6.3 **Option One: Preferred Option:** Install No Stopping Restrictions

6.4 **Option Description:** Install No Stopping restrictions in accordance with **Attachment A**.

6.4.1 Option Advantages

- Meets appropriate sight distance standards.
- Addresses resident's concerns over vehicles blocking the pedestrian crossing points and parking close to the driveways.
- Improves accessibility in the area.

6.4.2 Option Disadvantages

- Displaces parking to other locations.

6.5 **Option Two:** Do Nothing

6.5.1 **Option Description:** Do not Install No Stopping Restrictions.

6.5.2 Option Advantages

- Retains unrestricted parking spaces.

6.5.3 Option Disadvantages

- Does not resolve the safety concerns at this location.

Analysis Criteria

6.6 Options within this report have been assessed by their contribution to the following issues:

- Parked vehicles obstructing the pedestrian cross points and driveways

7. Community Views and Preferences

- 7.1 Affected property owners and residents were advised of the recommended option by consultation letters on 8th of April 2019 and the property owners and residents were given two weeks to reply.
- 7.2 One reply was received from the property owner adjacent to the proposed location. The reply was in favour of the proposal.
- 7.3 The Team Leader Parking Compliance supports the preferred option.
- 7.4 The do nothing option is inconsistent with community requests to improve safety at this location.
- 7.5 No resident or property owner was against this proposal.

8. Legal Implications

- 8.1 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

9. Next Steps

- 9.1 Approval is required by the Waihoru/Spreydon-Cashmere Community Board.
- 9.2 If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.

10. Options Matrix

Issue Specific Criteria			
Criteria		Option 1 - Install No Stopping Restrictions	Option 2 – Do Nothing
Financial Implications	Cost to Implement	\$39.27 for the installation of traffic controls, plus \$750 for consultation and the preparation of this report	\$750 for consultation and the preparation of this report
	Maintenance/Ongoing	Covered under the area maintenance contract and effect will be minimal to the overall asset.	\$0
	Funding Source	Traffic Operations Budget.	Existing staff budgets
	Impact on Rates	No impact	No impact
Accessibility Impacts		Improves accessibility by stopping from blocking the pedestrian crossing points.	No impact
Obstruction to driveways		Significant Improvement	No impact

Attachments

No.	Title	Page
A ↓	Poulson Street - Proposed No Stopping Restrictions	18

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Author	Privinn Mwene - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport



POULSON STREET

DICKENS STREET

EMERSON STREET

Proposed No Stopping Restriction



Poulson Street
Proposed No Stopping Restriction
For Board Approval

Attachment A

Original Plan Size: A4

ISSUE.1 02/04/2019
TG133747 MJR

8. Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements

Reference: 19/352779

Presenter(s): Brendan Bisley, Senior Project Manager

1. Purpose of Report

- 1.1 The purpose of this report is to seek the Community Board's approval of the changes to Lincoln Road and Moorhouse Avenue that sit under their delegation, and a recommendation to Council regarding approval of the special vehicle lanes (bus lanes), the 30km/h speed restriction and new pedestrian traffic signals proposed along with a recommendation to the parking Restrictions Committee for the parking and stopping restrictions on Moorhouse Avenue from Selwyn Street to Grove Road.

2. Executive Summary

- 2.1 Lincoln Road is a strategic corridor for the south-west part of Christchurch. The road is a major arterial that provides an important function to move people and goods between the CBD and the suburbs of Addington, Spreydon, Hoon Hay, Hillmorton and Halswell. The south west is predicted to have another 30,000 residents in the next 20 years and this will increase traffic on Lincoln Road by approximately 50% unless these residents are attracted to alternative modes.
 - 2.2 Lincoln Road is one of the high frequency bus routes with buses scheduled every 15 minutes and has both the orange line and a short section of the 120 route along the corridor. During the morning and evening peak hours, the corridor experiences significant congestion and this impacts on the reliability of the bus services as they are stuck in slow moving traffic with over 20 minutes of variability in the travel time for the services. This unreliability makes the use of Passenger Transport less attractive for users and makes it hard to increase the bus frequency as they cannot get through the congestion in the peak hours.
 - 2.3 As part of the installation of bus lanes, Council has an opportunity to improve the street amenity in the village through the planting of street trees, installation of cobblestones in the high pedestrian areas and to add an additional signalised pedestrian crossing to improve safety for pedestrians.
 - 2.4 Bus lanes are proposed to operate along Lincoln Road between 7am to 9am and 4pm to 6pm Monday to Friday between Moorhouse Avenue and Whiteleigh Avenue. This was shown in the initial consultation plan and as a result of changes following consultation, staff are proposing that the bus lane should operate between 4pm and 6pm on south side of Moorhouse Avenue between Selwyn Street and Lincoln Road which is a change from the consulted scheme option. The bus lanes will save approximately 6 ½ minutes in the evening peak and 4 ½ minutes in the morning peak by allowing the buses to bypass the congestion. This is the average time saving for the buses in the peak hours. Outside of these hours, the bus lane is available for on street parking outside businesses, along with a wider space for cyclists using Lincoln Road.
-

3. Staff Recommendations

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve the scheme design, subject to any resource consent required, for the section of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue and Moorhouse Avenue between Selwyn Street and Lincoln Road as detailed in Attachment A and recommend to Council approval of the Special Vehicle Lanes (bus lanes), the 30km/h speed restriction on Lincoln Road and installation of the new pedestrian traffic signals outside No 332 Lincoln Road.
2. Make the following resolutions relying on its powers under the Christchurch City Council Traffic and parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

Recommend that the Council approves the following Part A resolutions, as detailed in Attachment A:

Existing Moorhouse Avenue – Selwyn Street and Grove Road - Traffic Controls

3. Approves that the special vehicle lanes on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Controls

4. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 87 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
5. Approves that a special vehicle lane for the use of westbound buses and cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 87 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 142 metres as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
6. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 229 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road western kerb line, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
7. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, located between the left turn lane and the leftmost straight ahead lane, commencing at a point 103 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

8. Approves that the one way section on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

9. Approves that Grove Road be one way north to south from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres, as detailed on **Attachment A**, in accordance with Clause 16 of the Christchurch City Council Traffic and Parking Bylaw 2017. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

10. Approves that the existing traffic signals, special vehicle lanes, shared pedestrian/ cycle pathway and speed limit on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

Lincoln Rd - Speed limit

11. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 50 km /h on Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 202 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.
12. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 30 km /h on Lincoln Road commencing at a point 202 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 632 metres as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.
13. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 to set the speed limit at 50 km /h on Lincoln Road commencing at a point 834 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue as detailed on **Attachment A**. This speed limit is to be added to the Council's Register of Speed limits.

Lincoln Road - Intersection Control

14. Approves that the intersection of Harman Street and Lincoln Road, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment A**.
15. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 104 metres southwest of its intersection with Dickens Street, as detailed on **Attachment A**.
16. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road,

located at a point 82 metres southwest of its intersection with Parlane Street, as detailed on **Attachment A**.

Lincoln Road - Special Vehicle Lane

17. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 38 metres, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
18. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at a point 38 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Harman Street, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
19. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 532 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
20. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at a point 532 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue, as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
21. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 111 metres as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
22. Approves that a special vehicle lane for the use of north-eastbound buses and cycles only, be established on the northwest side of Lincoln Road, commencing at a point 111 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 452 metres, as detailed on **Attachment A**. This special vehicle lane is to apply Monday to Friday, 7:00am to 9:00am. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw

2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

23. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at a point 563 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Moorhouse Avenue as detailed on **Attachment A**. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council's Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Approves the following Part C resolutions, as detailed in Attachment A:

New Moorhouse Avenue – Grove to Lincoln Road - Traffic Control

24. Approves that the pathway on the south side of Moorhouse Avenue commencing at its intersection with Grove Road western kerb line, and extending in a westerly direction for a distance of 13 metres, as detailed on Attachment A, be resolved as a shared pedestrian / westbound cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

25. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

26. Approves the road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue, from its intersection with Selwyn Street to its intersection with Grove Road as detailed on **Attachment A**.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

27. Approves that the existing road layout including road markings and kerb alignments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

28. Approves the road markings, kerb alignments and road surface treatments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres as detailed on **Attachment A**.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

29. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Lincoln Road, from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.
30. Approves that a Give Way control on Hazeldean Road at its intersection with Lincoln Road be revoked.
31. Approves that a Give Way control on Clarence Street South at its intersection with Lincoln Road be revoked.
32. Approves that a Stop control on Spencer Street at its intersection with Lincoln Road be revoked.

Lincoln Road - Shared Path

33. Approves that the pathway on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly direction for a distance of 26 metres, as detailed on Attachment A, be resolved as a westbound then south-westbound shared pedestrian / cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

34. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington and Whiteleigh Avenue as detailed on **Attachment A**.

35. Approves that the right turn movement from Lincoln Road northeast approach into Dickens Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.
36. Approves that the right turn movement from Lincoln Road northeast approach into Spencer Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Parking and Stopping Restrictions

37. Approves that all parking and stopping restrictions on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly to its intersection with Barrington Street be revoked.
38. Approves that all parking and stopping restrictions on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue and extending in a north-easterly direction to its intersection with Moorhouse Avenue be revoked.

Moorhouse Avenue to Hazeldean Road

39. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Hazeldean Road.

Hazeldean Road to Harman Street

40. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 13 metres.
41. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 13 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 17 metres.
42. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 30 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction to its intersection with Harman Street.

Harman Street to Dickens Street

43. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 44 metres.
44. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 44 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
45. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 55 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Dickens Street.

Dickens Street to Parlane Street

46. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Dickens Street, and extending in a south-westerly direction for a distance of seven metres.

47. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point seven metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 18 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
48. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 25 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 45.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
49. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 70.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 30 metres.
50. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 100.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 14 metres.
51. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 114.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 15 metres.
52. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 129.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
53. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 135 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of nine metres.
54. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 144.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
55. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 156.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres.
56. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
57. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 179.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction to its intersection with Parlane Street.

Parlane Street to Spencer Street

58. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Parlane Street, and extending in a south-westerly for a distance of 18 metres.
59. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 18 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 13.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
60. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 31 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.
61. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 39 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 23 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
62. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 62 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 29 metres.
63. Approves that the parking of vehicles be restricted to a maximum period of 30 minutes on the southeast side of Lincoln Road, commencing at point 91 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
64. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 103 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 10 metres.
65. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 113 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 19 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
66. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 132 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 22 metres.
67. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 154 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.
68. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 26 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

69. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 188 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction to its intersection with Spencer Street.

Spencer Street to Barrington Street

70. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 10 metres.
71. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 10 metres southwest of its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 41 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
72. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction to its intersection with Barrington Street.

Whiteleigh Avenue to Clarence Street South

73. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 104 metres.
74. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 104 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 67 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
75. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 171 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Clarence Street South.

Clarence Street South to Wise Street

76. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 14 metres.
77. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 14 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 23 metres.
78. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 33 metres.
79. Approves that a Loading Zone for Goods Vehicles Only be created on the northwest side of Lincoln Road and restricted to a maximum period of 10 minutes commencing at a point 70 metres northeast of its intersection with Clarence Street South, and extending in north-easterly direction for a distance of eight metres.
80. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 78 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of six metres.

81. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 84 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
82. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 95 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction to its intersection with Wise Street.

Wise Street to Bernard Street

83. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Wise Street, and extending in a north-easterly direction for a distance of six metres.
84. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point six metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 83 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
85. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 89 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 42 metres.
86. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 131 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 38 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.
87. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 169 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction to its intersection with Bernard Street.

Bernard Street to Moorhouse Avenue

88. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 20 metres.
89. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 20 metres northeast of its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 16.5 metres.
90. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection Bernard Street, and extending in a north-easterly direction to its intersection with Moorhouse Avenue.

New Hazeldean Road – Lincoln Road to South-eastern Extent – Traffic Controls

91. Approves that a Give Way control be placed against Hazeldean Road at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

92. Approves that the existing road layout out including road markings, kerb alignments and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

93. Approves the road markings, kerb alignments, traffic island and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres as detailed on **Attachment A**.
94. Approves that a Give Way control be placed against Dickens Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

95. Approves that all parking and stopping restrictions on the northeast side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 47 metres be revoked.
96. Approves that all parking and stopping restrictions on the southwest side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 13 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

97. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.
98. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Dickens Street, commencing at point 13 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 34 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
99. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.

Existing Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

100. Approves that the existing road layout including the road markings, kerb alignment and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

101. Approves the road markings, kerb alignments and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres as detailed on **Attachment A**.
102. Approves that a Give Way control be placed against Parlane Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

103. Approves that all parking and stopping restrictions on the northeast side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 57 metres be revoked.
104. Approves that all parking and stopping restrictions on the southwest side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 50 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

105. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
106. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 49 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
107. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
108. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 31 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

109. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

110. Approves the road markings, kerb alignments, traffic island and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres as detailed on **Attachment A**.
111. Approves that a Give Way control be placed against Spencer Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

112. Approves that all parking and stopping restrictions on the northeast side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 67 metres be revoked.
113. Approves that all parking and stopping restrictions on the southwest side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 42 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

114. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
115. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Spencer Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 59 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
116. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 20 metres.

117. Approves that the parking of vehicles be restricted to 90 degree angle parking and further restricted to a maximum period of 60 minutes on the south-western side of Spencer Street, commencing at point 20 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 22 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Clarence Street South– Lincoln Road to North-western Extent – Traffic Controls

118. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent – Traffic Controls

119. Approves the road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres as detailed on **Attachment A**.
120. Approves that a Give Way control be placed against Clarence Street South Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

121. Approves that all parking and stopping restrictions on the northeast side of Clarence Street South Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 36 metres be revoked.
122. Approves that all parking and stopping restrictions on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

123. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 23 metres.
124. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Clarence Street South, commencing at point 23 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
125. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
126. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Clarence Street South, commencing at point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 61 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Wise Street – Lincoln Road to North-western Extent – Traffic Controls

127. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres be revoked.

New Wise Street – Lincoln Road to North-western Extent – Traffic Controls

128. Approves the road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres as detailed on **Attachment A**.
129. Approves that a Give Way control be placed against Wise Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

130. Approves that all parking and stopping restrictions on the northeast side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 80 metres be revoked.
131. Approves that all parking and stopping restrictions on the southwest side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 62 metres be revoked.

New Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

132. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 80 metres.
133. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 10 metres.
134. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Wise Street, commencing at point 10 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 52 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

135. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres be revoked.

New Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

136. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres as detailed on **Attachment A**.
137. Approves that a Give Way control be placed against Bernard Street at its intersection with Lincoln Road as detailed on **Attachment A**.

Existing Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

138. Approves that all parking and stopping restrictions on the northeast side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 51 metres be revoked.
139. Approves that all parking and stopping restrictions on the southwest side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 56 metres be revoked.

New Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

140. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.
141. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Bernard Street, commencing at a point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 43 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
142. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 14 metres.
143. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Bernard Street, commencing at a point 14 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 42 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.
144. Recommend to that the parking Restrictions Subcommittee approve the following resolutions:

Recommends the Parking Restrictions Subcommittee approve the following parking and stopping restriction resolutions:

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

145. Approves that all parking and stopping restrictions on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street and extending in a westerly direction to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

146. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 105 metres.
147. Approves that a Bus Stop be installed on the south side of Moorhouse Avenue commencing at a point 105 metres west of its intersection with Selwyn Street and extending in a westerly direction for a distance of 18 metres.
148. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 123 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 36 metres.
149. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
150. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.
151. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 177.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 42 metres.

152. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
153. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.
154. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 230 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road.

4. Context/Background

Issue

- 4.1 Lincoln Road is part of the Orange Line bus route which is one of the high frequency Passenger Transport corridors across the city. Due to the traffic congestion on Moorhouse Avenue and Lincoln Road in peak hours, the bus services experience a high degree of variability in terms of travel time reliability which makes the use of Passenger Transport services less attractive for users in both the morning and evening.
- 4.2 The southwest of Christchurch is a key growth area and an additional 8,000 vehicles per day are expected to use Lincoln Road due to population growth. These extra vehicles will increase the congestion on the corridor significantly, and increase its duration, further degrading the reliability of the bus services.
- 4.3 Installation of peak hour bus lanes allows the buses to bypass the queued vehicles associated with the current and future congestion, improving reliability for passengers trying to get to work or home, while having less impact on the retail area in Addington than full time bus lanes. The bus lanes will attract more users to travel by bus, slowing the growth of private vehicles using the corridor, reducing the congestion for those that need to use private vehicles.
- 4.4 Addington Village has poor connectivity for pedestrians. There are limited facilities for pedestrians to safely cross Lincoln Road and with the high traffic volumes, pedestrians are observed to cross to half way and stand in the middle of the roadway while they wait for a gap to cross from there to the other side.
- 4.5 The proposed new traffic signals outside #332 Lincoln Road will allow pedestrians to cross safely.

Strategic Alignment

- 4.6 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.6.1 Activity: Public Transport Infrastructure
 - Level of Service: 10.4.3.0 Improve the reliability of passenger transport journey time - 0.85

Decision Making Authority

- 4.7 Decisions associated with this report are being made under the Christchurch City Council Traffic and Parking Bylaws as well as part 21 of the Local Government Act 1974.

Previous Decisions

- 4.8 This project has had no previous decisions related to the implementation of bus lanes on Lincoln Road.

Assessment of Significance and Engagement

- 4.9 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.10 The level of significance was determined by the wider communities interest in the proposal and the benefits that can be generated by installing bus lanes.
- 4.11 The community engagement and consultation outlined in this report reflect this assessment.

Project Description

- 4.12 Lincoln Road is a major arterial, and is the key link to the southwest growth area in the city, which is expected to attract another 30,000 residents to live in the area. Lincoln Road passes through one of the oldest parts of the city, with a strip retail area that has undergone some rejuvenation post-earthquakes, along with construction of new office blocks. This mix of use generates conflict between different users. There is a need to move vehicles along the corridor especially in the peak hours with retailers wanting to have customers stop at their businesses, and workers and residents trying to get in and out of side streets along Lincoln Road.
- 4.13 The corridor is one of the key high frequency routes in the city and has recorded ongoing passenger growth since the earthquakes.
- 4.14 The Christchurch Transport Strategic Plan (CTSP) adopted in 2012, includes an action to invest in quality public transport, infrastructure and priority measures, to support the recovery and future development of the public transport system. The primary objective is to provide an attractive and efficient public transport system that ensures journey time reliability, good connectivity with other modes, and reduces the number of commuter trips by car.
- 4.15 On this section of Lincoln Road there are two bus services, the Orange Line which currently runs on a 15 minute frequency, and the 120 line also uses a section of Moorhouse Avenue and a short section of Lincoln Road. Other express services to Rolleston and Lincoln are able to use Lincoln Road as a route if they are quicker than alternatives.
- 4.16 Bus journey times on Moorhouse Avenue and Lincoln Road vary day to day making services unreliable for passengers. This project seeks to address this by, making journey times more reliable so people can choose to use public transport confidently in the understanding they can make their journey on time, especially in peak times when people need to get to work or get home.
- 4.17 With the congestion on Lincoln Road, traffic speeds are typically under 15km/h in the peak hours. This results in traffic backing up on Lincoln Road and this queue extends onto Moorhouse Avenue, past Selwyn Street in the evening peak. Buses using Lincoln Road are caught in this congestion so have unreliable travel times, which are made slower by the need to stop and pickup and drop off passengers. In the morning peak, bus variability can be greater than 20 minutes for a passenger catching the same bus on different days, which makes it difficult to be able to plan work activities or meetings early as they cannot rely in getting to work at a set time.
- 4.18 In relation to pedestrians, there are poor crossing facilities between Wise Street and Harman Road. As a result, pedestrians cross to the centre of the road and stand on the centreline while waiting for a gap in traffic in the opposing flow. This exposes them to a high risk of being hit by vehicles, especially given the high volumes along the route.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Peak hour bus lanes (inbound and outbound)
 - Peak hour bus lane (inbound)
 - Peak hour bus lane (outbound)
- 5.2 The following options were considered but ruled out

- Central median with trees and only a single traffic lane in each direction – this option was not considered further as all of the on street parking needed to be removed permanently on one side of Lincoln Road and there was no improvement for bus journey times or reliability as there was only a single traffic lane and buses needed to remain in the general traffic stream.
- A variable lane option to provide 3 traffic lanes, with the centre lane able to be swapped so in the morning there are two inbound lanes and in the afternoon, two outbound lanes – This option was not considered further due to the complexity of the infrastructure needed to make the variable lanes safe and easy to understand for motorists using the facility and entering from the side roads. This option also impacted on the available on street parking permanently as 3 lanes are always operating.
- A do nothing option which would retain the status quo. This was not pursued as the increasing congestion along the corridor from population growth in the south west, will result in longer journey times for buses, the peak periods will extend as traffic builds and takes longer to travel along Lincoln Road and the pedestrian safety will be further compromised from the extra congestion.

Option Descriptions

Key features of all options considered

- 5.3 The following points detail key features and advantages of all the options that have been considered.
- 5.4 Vehicle travel time along Lincoln Road is unaffected by the installation of the bus lanes. Modelling shows a slight improvement as vehicles are not delayed by buses pulling in to drop off and pick up passengers and then re-joining the traffic stream.
- 5.5 Bus lanes can be used by taxis, motorbikes and cycles as well as buses when they are operating. This will reduce the costs for taxi customers using their services in the peak hours through reduced journey times and improves cyclist's safety by not having parked cars with doors opening in the peak hours.
- 5.6 The proposed right turning restrictions will improve safety for cyclists by removing vehicles turning through a line of queued vehicles, and reduce delays for traffic using Lincoln Road which are often seen being held up by a vehicle that has pulled out of a side street while the traffic is stationary, and sits across the live lane while they wait for a gap in the opposing traffic. The restrictions will reduce the amount of rat running that is undertaken through the residential section of Addington Village to avoid congestion.
- 5.7 On street parking for businesses is retained when the bus lanes are not operating and high turnover parking is provided in the side streets for when the bus lanes are operating. The high turnover car parks in the side streets will improve parking availability in the area for businesses even when the bus lanes are not operating.
- 5.8 The new signalised pedestrian crossing outside #334 Lincoln Road provides a safe pedestrian facility mid-way between the existing signalised crossings at Harman Street and outside #296 Lincoln Road.
- 5.9 The proposed 30km/h speed limit will improve safety for pedestrians by slowing vehicles travelling through the Village at all times of the week. Currently travel speeds are lower than 30km/h in the peak hours due to the congestion (these can be less than 15km/h at times), but out of peak hours, vehicle speeds are closer to the posted 50km/h limit. Addington Village has a number of popular bars, café's, restaurants and eateries, so there are high numbers of patrons crossing the road in the evenings and weekends as well as during the weekdays.

- 5.10 When the bus lanes are not operating, cyclists are provided with a 2.2m width between the parked vehicles and the traffic lane. The current marked cycleway is only 1.5m so the additional 0.7m of width will make it safer and more comfortable for cyclists by providing more room if car doors are opened.
- 5.11 Street trees are being provided, where space is available between underground services, to provide more amenity along the street.
- 5.12 The footpaths adjacent to the main retail area between Wise Street and Clarence Street are being replaced with new pavers to enhance the areas amenity.
- 5.13 Thresholds are being installed at key intersections to reinforce the separation between the retail activity on Lincoln Road and the residential nature of the side streets. It also improves pedestrian safety by slowing vehicles as they enter and exit the side streets.

Option 1 (Preferred Option): Peak hour bus lanes (inbound and outbound)

- 5.14 **Option Description:** This option is as per the drawings in Attachment A. This scheme proposes the installation of peak hour bus lanes on the inbound and outbound sides of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue. The inbound bus lanes will operate between 7am and 9am Monday to Friday and the outbound bus lanes will operate between 4pm and 6pm Monday to Friday. A short section of the outbound bus lane between Moorhouse Avenue and the railway line will operate 24 hours a day, 7 days a week. This area has no on street parking currently so does not impact any businesses.
- 5.15 An outbound bus lane is proposed on Moorhouse Avenue between Selwyn Street and Lincoln Road. This will operate between 4pm to 6pm Monday to Friday.
- 5.16 A 30km/h speed restriction is proposed to be installed on Lincoln Road between Whiteleigh Avenue and Moorhouse Avenue. This reduces vehicle speeds which will improve pedestrian safety in the retail area.
- 5.17 A new signalised pedestrian crossing is proposed to be installed outside #332 Lincoln Road. This is approximately half way between the signalised crossing at Harman Street and outside #296 Lincoln Road (North and South Gourmet).

i. Option Advantages

- 5.18 The bus lanes improve bus journey times and bus reliability in both the morning and evening peaks making them more attractive as an option for commuters. The average time saving for buses will be 4 ½ minutes in the morning peak and 6 ½ minutes in the evening peak. The two minute increase in time savings in the afternoon peak is due to the section of bus lane on Moorhouse Avenue between Selwyn Street and Lincoln Road in the outbound direction.
- 5.19 The amended design for Moorhouse Avenue allows this section to operate as a part time bus lane, minimising impact on the businesses by allowing for some indented carparks for use during the hours the bus lane isn't operating. This change addresses the concerns raised by the businesses during the consultation phase.
- 5.20 With the inbound bus lane operating between 7am and 9am, the loss of the on street car parks on the inbound side of Lincoln Road is prior to the majority of the businesses being open so will have minimal impact on customers being able to park.
- 5.21 With the outbound bus lane only operating between 4pm to 6pm in the evening, the restaurants, cafés and bars on the outbound side of the road will have customer parking outside their businesses from 6pm. From 4pm to 6pm the high turnover car parks are being provided in the adjacent side streets to provide carparks close to the retailers.

ii. Option Disadvantages

- 5.22 While the bus lanes are operating, there is no on street parking directly outside the businesses along that side of Lincoln Road and Moorhouse Avenue during those hours.
- 5.23 For the businesses on Moorhouse Avenue, there are a reduced number of available car parks when the bus lane is not operating. To accommodate the carparks, the design moves the existing kerb to create more width to accommodate two parking bays. This achieves 6 carparks. The costs of providing the car parks is high with the two parking bays estimated to cost \$120,000 to construct.
- 5.24 Right turning restrictions at Spencer Street and Dickens Street will require some traffic to use an alternative routes.

Option 2: Peak Hour Bus lane (Inbound)

- 5.25 **Option Description:** This option would provide a part time (7am to 9am Monday to Friday) inbound bus lane on Lincoln Road between Whiteleigh Avenue and Moorhouse Avenue only. The new signalised crossing outside #332 Lincoln Road, the street trees, side road turn restrictions and footpath paving be installed as per the preferred option.

iii. Option Advantages

- 5.26 Having an inbound bus lane only, would save an average 4 minutes in the morning peak giving passengers better reliability for arrival time at work in the mornings.
- 5.27 The loss of the on street car parks is prior to the majority of the businesses being open so will have minimal impact on customers being able to park.
- 5.28 The businesses on the outbound side of Lincoln Road will not be affected in the evening peak.
- 5.29 There would not be a bus lane on Moorhouse Avenue which means the parking is unaffected outside the businesses.

iv. Option Disadvantages

- 5.30 Bus passengers will still experience a high degree of variability in the evening peak which will make the buses a less attractive option for commuters who are heading home after work. The evening peak provides the highest time savings so the improvements to the morning reliability may not be sufficient to attract new users as they will still retain a high degree of variability in the evening.
- 5.31 Cyclists do not get improved facilities in the outbound direction and will continue to be squeezed between the parked vehicles and the traffic stream.

Option 3: Peak Hour Bus lane (Outbound)

- 5.32 **Option Description:** This option would provide a part time (4pm to 6pm Monday to Friday) outbound bus lane on the southeast side of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue and on the south side of Moorhouse Avenue between Selwyn Street and Grove Road. The new signalised crossing outside #332 Lincoln Road, the street trees, side road turn restrictions and footpath paving be installed as per the preferred option.

v. Option Advantages

- 5.33 Having an outbound bus lane only, would save an average 6 ½ minutes in the evening peak giving passengers better reliability for arrival time when heading home after work. The savings are due to the buses being able to bypass the congestion along Lincoln Road.

- 5.34 This improved reliability of bus travel time in the evening peak may make the use of passenger transport more attractive.
- 5.35 The businesses on the inbound side of Lincoln Road will have no changes to the on street parking.

vi. Option Disadvantages

- 5.36 Bus passengers will still experience a high degree of variability in the morning peak which will make the buses a less attractive option for commuters. The morning peak is important for commuters trying to get certainty around arrival time at their place of work. This may reduce the attractiveness of bus services for users and reduce the increase in bus patronage on the corridor.
- 5.37 The bus lane on Moorhouse Avenue permanently reduces the available parking for the businesses adjacent. The creation of the parking bays adds \$120,000 to the project cost for 6 carparks.
- 5.38 Business on the south east side will have no on street parking outside their businesses between 4pm and 6pm Monday to Friday.

Analysis Criteria

- 5.39 This project was initiated to meet the following key objectives:
- 5.40 Strategic aim to encourage higher use of public transport and other modes to reduce congestion on this corridor and improve journey time reliability and reduce delays along Lincoln Road.
- 5.41 Address the intersection and corridor safety issues and lower risks for general traffic, pedestrians and cyclists.
- 5.42 To support the potential implementation of higher frequency bus services, and prioritise bus movements along the corridor.
- 5.43 Enhance pedestrian connectivity in Addington Village. Respect and strengthen the existing neighbourhood and town centre with improved walking and safer crossing facilities with pedestrian scale environments and public spaces.
- 5.44 The options were assessed against these objectives.

Options Considerations

- 5.45 The three options considered address the project objectives, but Option 1 maximises the improvements for PT services and passengers by providing PT lanes in both the morning and evening peaks.
- 5.46 The options that were not considered in detail were not proceeded with as they did not provide any improvement for PT services which is the core objective for the project.

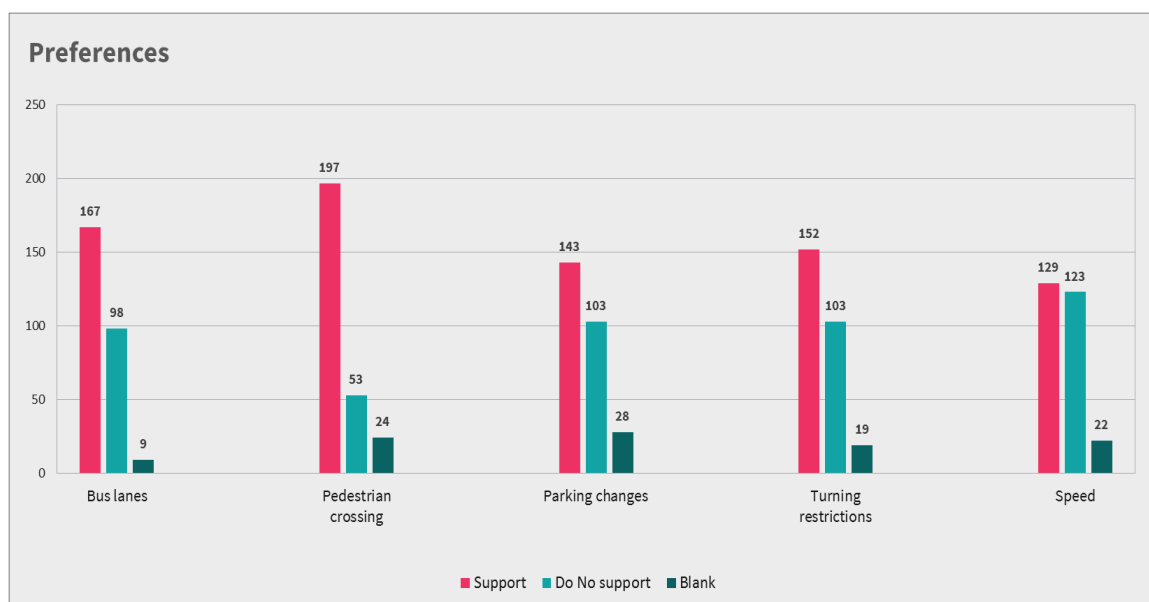
6. Community Views and Preferences

- 6.1 Consultation was open for six weeks from 23 October to 4 December 2018.
- 6.2 Flyers were delivered to 2500 businesses and residences in the area. They were also sent to 985 absentee owners as well as Beckenham Service Centre, Hornby Service Centre, Linwood Service Centre, Riccarton Service Centre, Spreydon Community Library and Te Hāpua: Halswell Centre. In addition, 111 key stakeholders were sent the consultation flyer.

- 6.3 The consultation was promoted through print advertising and social media. Channels used were Facebook, Neighbourly, Instagram and the Council's website. The number of posts on each medium and some information on the reach of each medium is detailed below:

Facebook	
Number of CCC wall posts	1
Number of targeted posts	6
Groups targeted	Halswell Community Group, Addington Community
People reached	27,326+
Neighbourly	
Number of wall posts	1
Number of targeted posts	6
Number of Christchurch residents on Neighbourly	63064
Instagram	
Number of wall posts	757 average
Instagram Poll	69% of those that took the poll were in favour of the proposed changes, while 31% were not
Website	
Total page view	3,676
Unique page views	3,007
Average time on page	4min 36sec
Bounce rate	82%
Main Referrer	Facebook mobile, Direct, Google

- 6.4 A poster was displayed on the bus interchange plasma screen advertising the consultation on the project was underway, as well as on ECan's Twitter page, and on their Facebook page. ECan also included it in their metro newsletter which gets emailed to people with a metro card. This was undertaken so bus users who benefit from the proposed bus lanes, but don't live in the area covered by the delivery of the consultation material, were aware of the proposal.
- 6.5 Council staff stood in the bus exchange for two evenings early in the consultation period and gave copies of the consultation material to bus passengers that use the Orange line services to Halswell.
- 6.6 Posters advising of the consultation were placed along Lincoln Road, in the bus stops and in the Orange Line buses. In addition we advertised in the Southern View and Western News.
- 6.7 Five drop in sessions were provided for the residents and business owners, four at the Addington Coffee Co-op and one at St Marys Church. Presentations were also given to two residents associations and staff attended the Addington Fair.
- 6.8 274 submissions on the project were received from residents, businesses and stakeholders. Nine additional submissions were received but not included as they were anonymous so we had no way of verifying if they were duplicates of already received submissions.
- 6.9 The consultation leaflet asked submitters if they supported or did not support five key aspects of the proposed scheme. These five were the bus lanes, the new pedestrian crossing, the parking changes on Lincoln Road, Moorhouse Avenue and side streets, the turning restrictions on the side streets along Lincoln Road and the 30km/h speed limit change. The results of submissions on these five aspects is summarised below:



- 6.10 Submitters provided written responses that detailed the reasons they supported or didn't support the key changes and these have been grouped into pie charts for each and are shown in the Attachment B.
- 6.11 Due to the changes to the kerb alignment to accommodate the bus lanes there is insufficient width to retain the trumpeter sculpture at its current location on the corner of Lincoln Road and Parlane Street. Council also asked submitters what was their preferred location for the relocation of the sculpture for three potential locations it could be accommodated. The submitters votes are shown below:

Option 1 (by the railway line on Lincoln Road)	Option 2 (near the bus stop by Hazaldeen Road)	Option 3 (cnr of Harman/Lincoln Road)	No' of submitters that gave no preference in their submission
44	50	39	141

- 6.12 The Board will receive the full submissions a week before the meeting date. The redacted submissions with addresses removed will be available on the consultation page; <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/184> when the meeting agenda is available.

1.1

7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision
- 7.2 This report has not been reviewed and approved by the Legal Services Unit

8. Risks

- 8.1 Lincoln Road is the primary route for traffic coming from the South west growth area. Traffic volume is predicted to grow by approximately 50% over the next 20 years. If alternatives modes are not encouraged via infrastructure such as bus lanes which assist both buses and cyclists, this will result in increasing congestion, increasing travel time and longer peak periods with traffic running local roads to try and avoid the delays.

- 8.2 Without the proposed bus lanes, Council will not meet its objectives for use of alternative modes and its commitments to its partners on The Greater Christchurch Public Transport Joint Committee.
- 8.3 The proposed bus lanes need to be implemented as designed to achieve good continuity for the bus journey. Removing sections of the bus lanes along the route will result in their overall effectiveness being reduced and could lead to buses not using them as there would be no gain in time if they need to constantly re-join the traffic flow to get around parked vehicles in sections where the bus lane has been deleted. Buses would need to wait until traffic allowed them to re-join the traffic stream and in highly congested traffic such as Lincoln Road this can often lead to significant delays for the buses. This is already evident when buses are observed trying to re-join the traffic stream when they pull in to pick up or drop off passengers currently.

9. Next Steps

- 9.1 If the project is approved, detailed design would commence with construction planned to commence in early 2020. Construction works are estimated to take 6 months but work would be done in stages and would not be outside an individual business for more than 6-8 weeks.
- 9.2 The asphalt and road marking, including the coloured surfacing, would be done at night to minimise impacts on the businesses along the route.

10. Options Matrix

Issue Specific Criteria				
Criteria		Option 1 – Inbound and outbound peak hour bus lanes	Option 2 – Inbound only peak hour bus lanes	Option 3 – Outbound only peak hour bus lanes
Financial Implications	Cost to Implement	\$4 million (estimate)	\$3.5 million (estimate)	\$3.5 million (estimate)
	Maintenance/ Ongoing	This project is expected to add \$41,000 per year to the annual maintenance costs and needs to be accounted for in planning for the next round of area maintenance contracts and associated budgets. The increase is related to the new road markings (annual renewal) and coloured surfacing which needs replacing every 8 years, associated with the bus lanes.	This projected is expected to add \$21,300 per year to the annual maintenance costs and needs to be accounted for in planning for the next round of area maintenance contracts and associated budgets. The increase is related to the new road markings (annual renewal) and coloured surfacing which needs replacing every 8 years, associated with the bus lanes.	This projected is expected to add \$21,300 per year to the annual maintenance costs and needs to be accounted for in planning for the next round of area maintenance contracts and associated budgets. The increase is related to the new road markings (annual renewal) and coloured surfacing which needs replacing every 8 years, associated with the bus lanes.
	Funding Source	FY18-28 LTP \$2.85 million (CPMS38572) \$1.38 million (CPMS17112)	FY18-28 LTP \$2.85 million (CPMS38572) \$1.38 million (CPMS17112)	FY18-28 LTP \$2.85 million (CPMS38572) \$1.38 million (CPMS17112)
	Impact on Rates	Nil	Nil	Nil
Criteria 1 Climate Change Impacts		This option reduces vehicle emissions by encouraging more residents to use PT services and makes cycling safer.	This option will reduce emissions but may not attract as many PT users	This option will reduce emissions but may not attract as many PT users
Criteria 2 Accessibility Impacts		A new signalised crossing is planned and upgrades to side road intersection and the Whiteleigh/Barrington/Lincoln	A new signalised crossing is planned and upgrades to side road intersection and the Whiteleigh/Barrington/Lincoln	A new signalised crossing is planned and upgrades to side road intersection and the Whiteleigh/Barrington/Lincoln

	intersection to provide tactile pavers and other infrastructure	intersection to provide tactile pavers and other infrastructure	intersection to provide tactile pavers and other infrastructure
Criteria 3 Future Generation Impacts	This option provides long term choices regarding commuting options for residents either via Public Transport or cycle.	This option provides long term choices regarding commuting options for residents either via Public Transport or cycle.	This option provides long term choices regarding commuting options for residents either via Public Transport or cycle.

Statutory Criteria			
Criteria	Option 1 - Inbound and outbound peak hour bus lanes	Option 2 - Inbound only peak hour bus lanes	Option 3 - Outbound only peak hour bus lanes
Impact on Mana Whenua	This option does not involve a significant decision in relation to ancestral land or a body of water or other element of intrinsic value, therefore the decision does not specifically impact Ngāi Tahu, their culture and traditions.	This option does not involve a significant decision in relation to ancestral land or a body of water or other element of intrinsic value, therefore the decision does not specifically impact Ngāi Tahu, their culture and traditions.	This option does not involve a significant decision in relation to ancestral land or a body of water or other element of intrinsic value, therefore the decision does not specifically impact Ngāi Tahu, their culture and traditions.
Alignment to Council Plans & Policies	This option is consistent with Councils Plans and Policies and provides improvements to the reliability of public transport.	This option is consistent with Councils Plans and Policies and provides improvements to the reliability of public transport, but less than Option 1	This option is consistent with Councils Plans and Policies and provides improvements to the reliability of public transport, but less than Option 1

Attachments

No.	Title	Page
A ↓	Lincoln Road plans for approval	48
B ↓	Consultation charts	52

Confirmation of Statutory Compliance

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

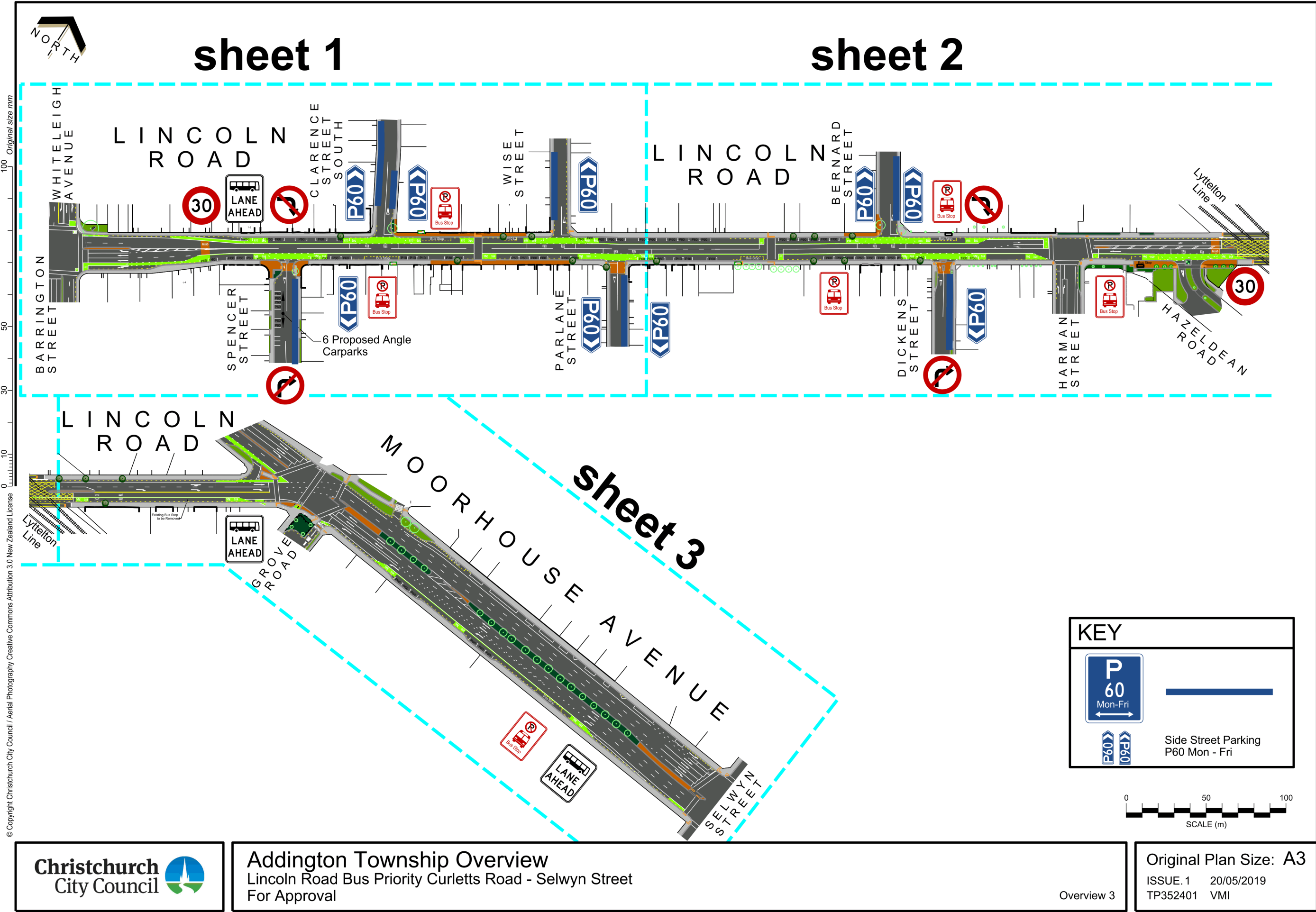
(a) This report contains:

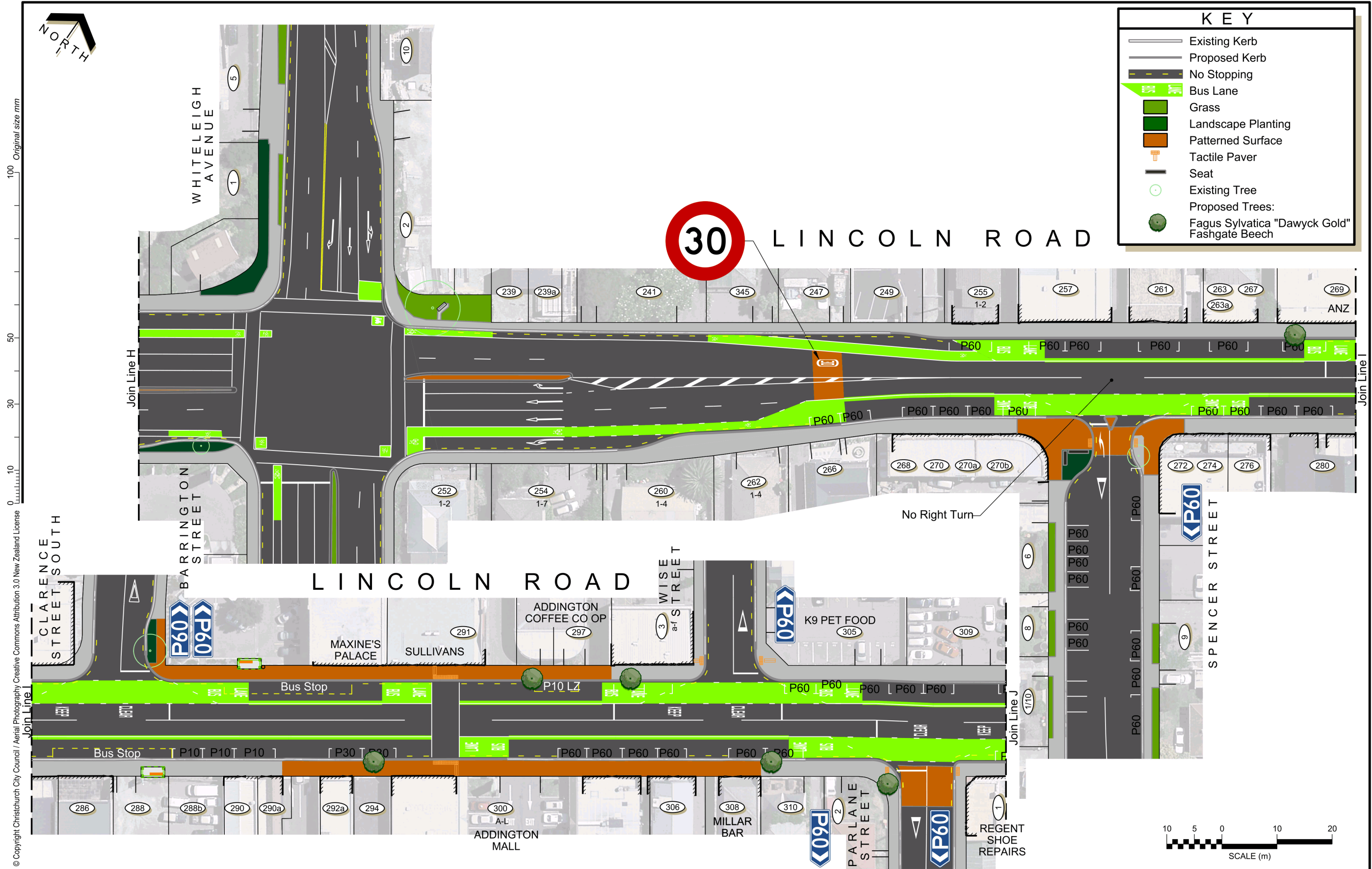
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

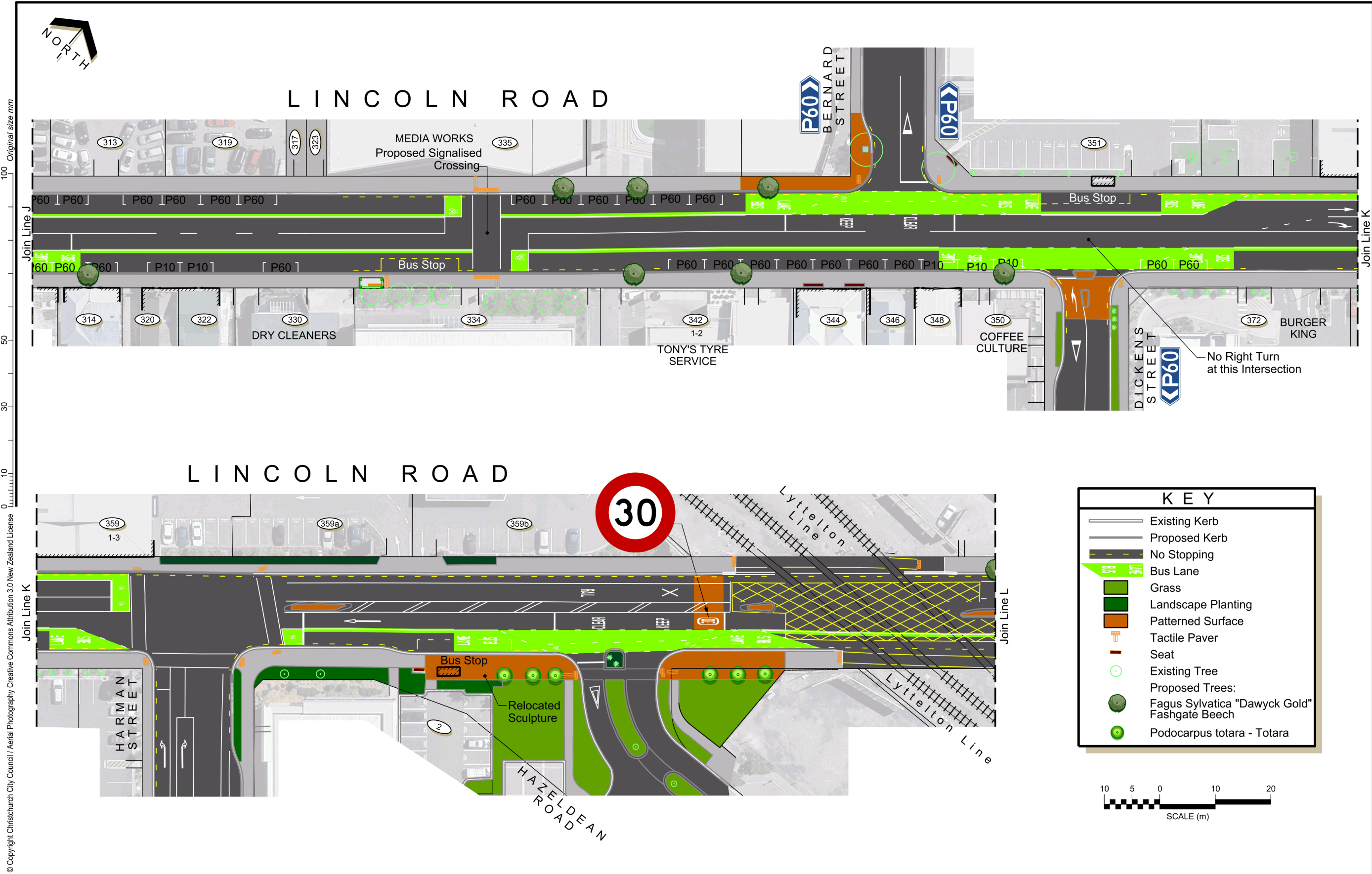
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

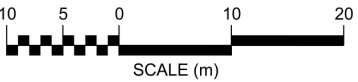
Signatories

Authors	Brendan Bisley - Senior Project Manager Samantha Sharland - Engagement Advisor
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services









Drop in sessions

Resident focused:

6pm, Tuesday 30 October
Addington Coffee Co-op
297 Lincoln Road, Addington

Business focused:

6pm, Thursday 1 November
Addington Coffee Co-op
297 Lincoln Road, Addington

11am to 1pm, Wednesday 7
November
Manuka Cottage at St Mary's
Church,
21 Church Square, Addington

6pm, Wednesday 21 November
Addington Coffee Co-op
297 Lincoln Road, Addington

We sent this invite out to
stakeholders and we advertised
them on our Facebook page,
Twitter, Instagram and on
Neighbourly.

We also attended the Addington
Fair, which sparked a few
conversations about the project.



Advertising

This was used on the bus interchange plasma screen, on ECan's Twitter page, and on their Facebook page. ECan also included it in their metro newsletter which gets emailed to people with a metro card.

We stood in the bus exchange for two evenings and spoke to bus users on this route.



We put posters along Lincoln Road, in the bus stops and in the Orange Line buses.

In addition we advertised in the Southern View and Western News.

Social Media summary

Performance broken down by platform



Facebook

- Number of CCC wall posts: 1
- Number of targeted posts: 6
- People reached: 27,326+
- Groups targeted: Halswell Community Group, Addington Community



Neighbourly

- Number of wall posts: 1
- Number of targeted posts: 6
- Number of Christchurch residents on Neighbourly: 63,064



Instagram

- 757 people, on average, saw this story
- Instagram Poll; 69% of those that took the poll were in favour of the proposed changes, while 31% were not



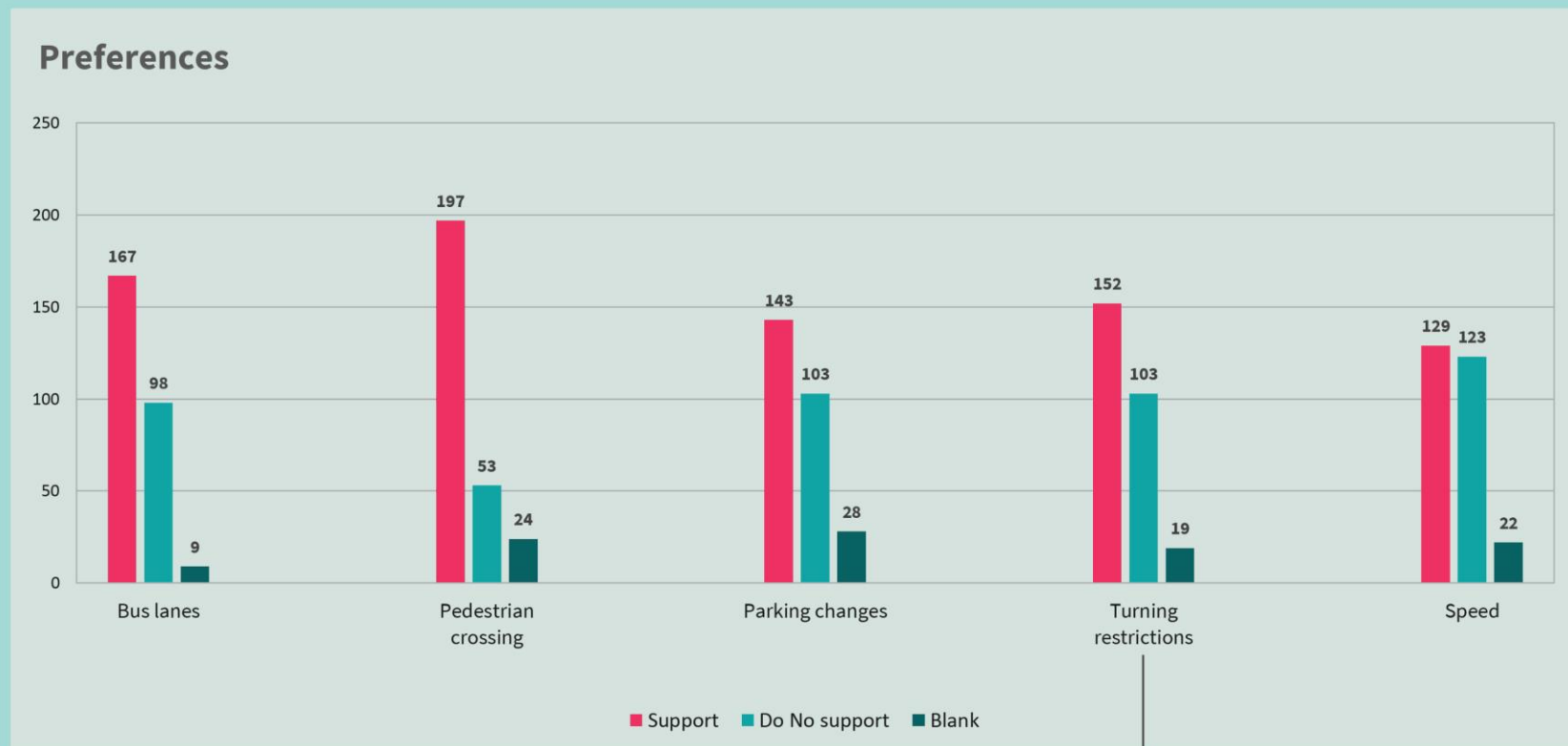
Website

- Total page views: 3,676
- Unique page views: 3,007
- Average time on page: 4min 36sec
- Bounce rate: 82%
- Main Referrer: Facebook mobile, Direct, Google

Preferences

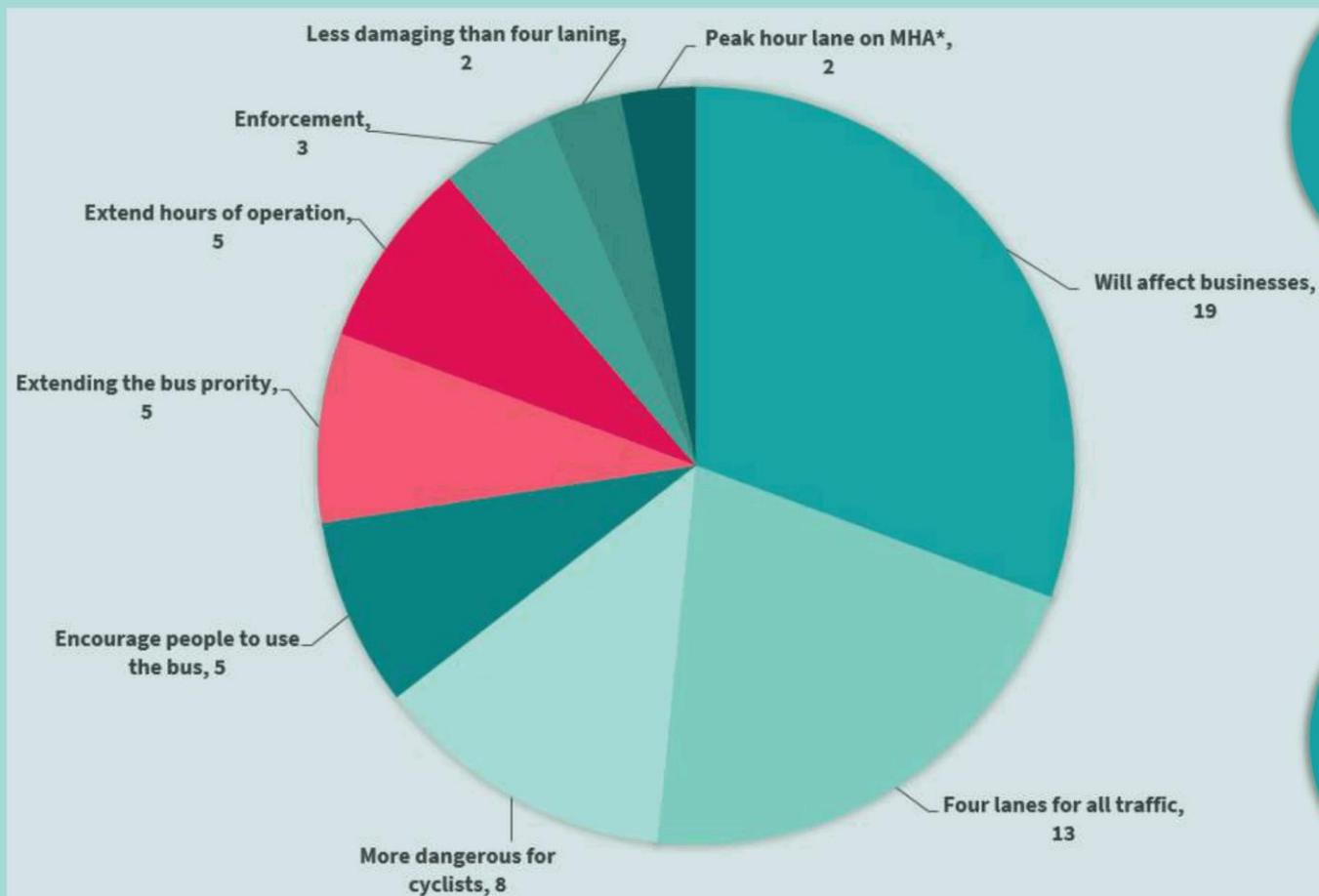
We received 275 submissions

Please be aware that the numbers will not add up to the total submissions as some people commented on multiple options.



Turning restriction streets; Spencer Street, Dickens Street and Wise Street.

Bus lanes – peak hours



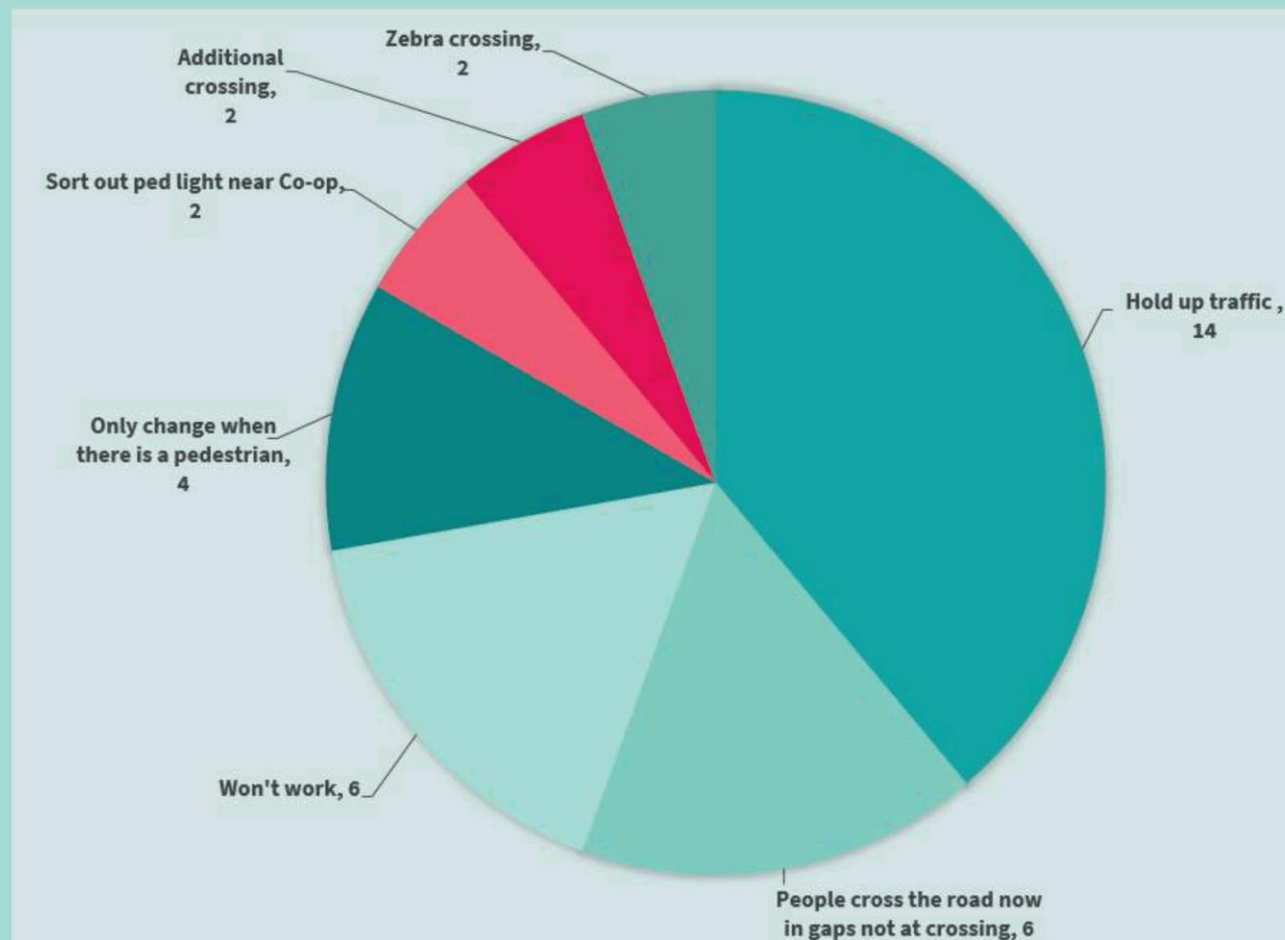
*MHA – Moorhouse Avenue

Buses need priority. They carry numbers of people and should be able to pull out and stop without getting tangled with cars. It makes sense.

Traffic is terrible during peak hour times. We need to put in more lanes for all vehicles not just buses

A great idea to move more people down a congestion corridor and facilitate future growth to southwest of city.

Pedestrian crossing

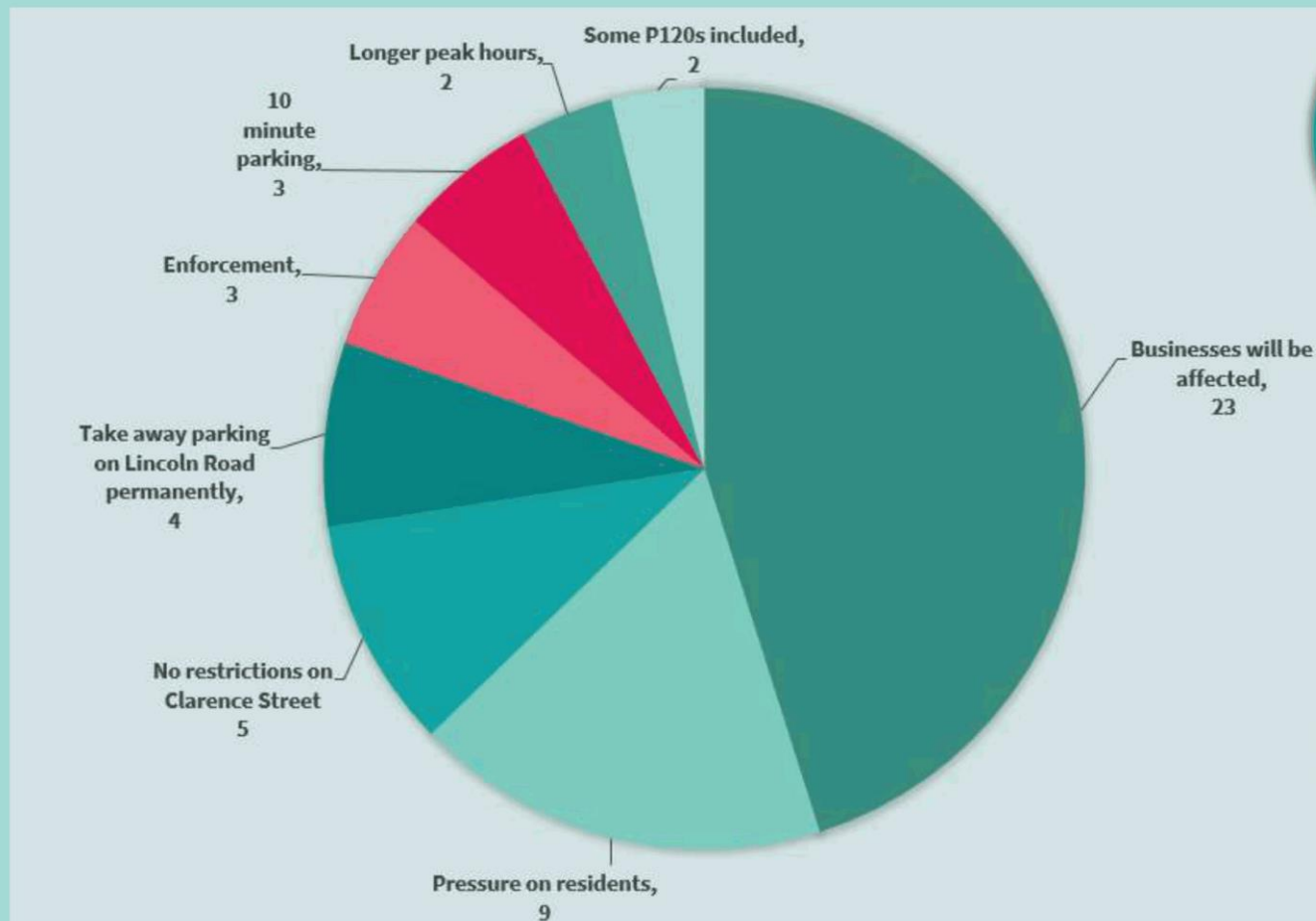


Lincoln road is a 'pinch point' yet is a major arterial. Rather than a pedestrian crossing that will impede traffic flows 'an overpass' walkway or an underpass would be more effective and safer.

Good idea, there are a lot of people who need to cross the road around this area, due to increased office space etc., particularly during peak times, this would make things safer for pedestrians, motorists and cyclists

This will be of great benefit for pedestrians - including those using buses or parking on side streets accessing businesses

Parking changes

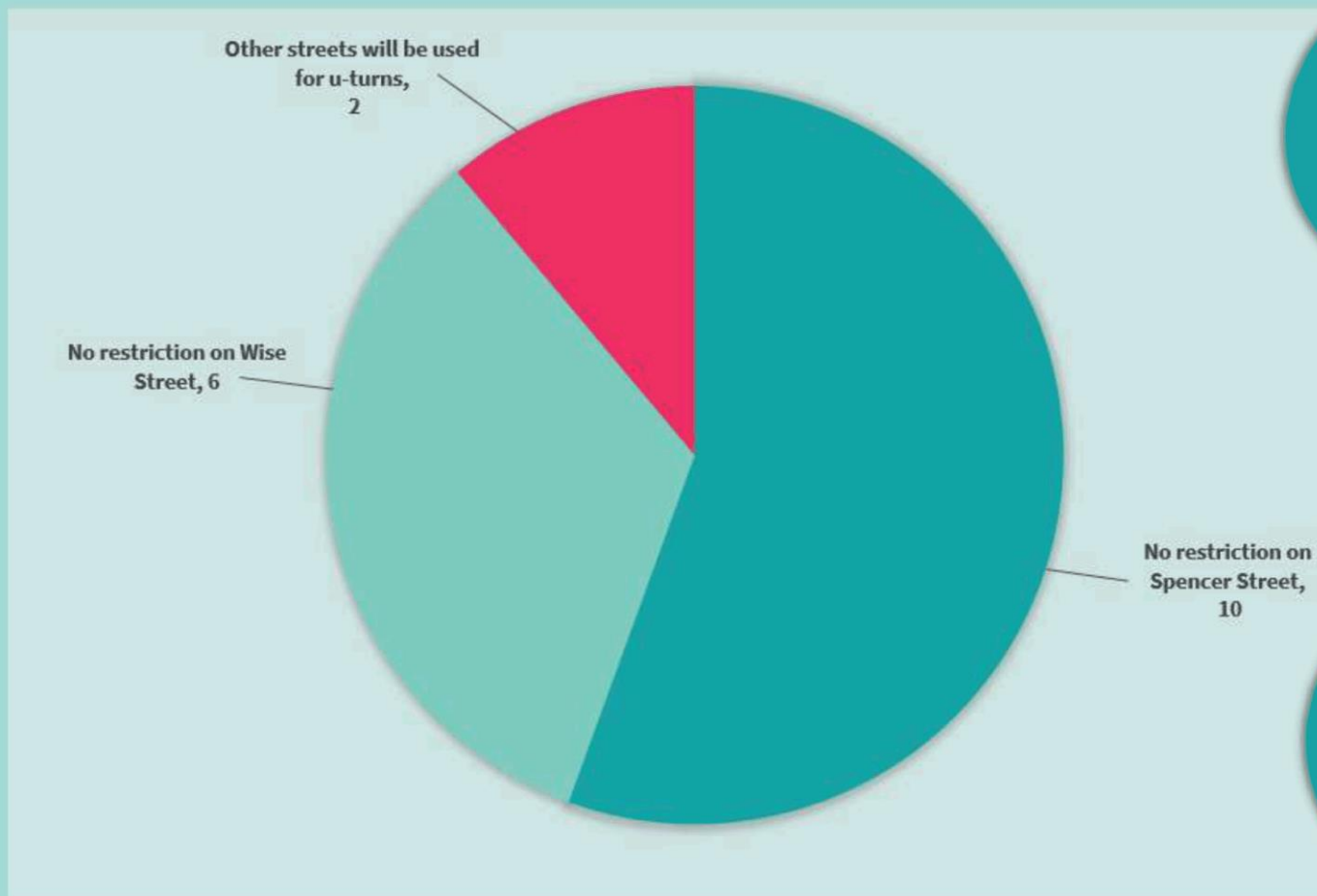


Lincoln Rd businesses will be affected. Casual passer by business will slow down. Access to ATM's will be limited to side streets that are currently full of Lincoln Rd day time employees.

Fantastic. These roads are already being used by office workers for spill over parking. office worker parking annoys locals and makes it hard to get out of their tight cottage lots.

There should be no parking on such a busy roads as it blocks the traffic and dramatically impacts the situation on the road for everyone except those who parked there

Turning restrictions

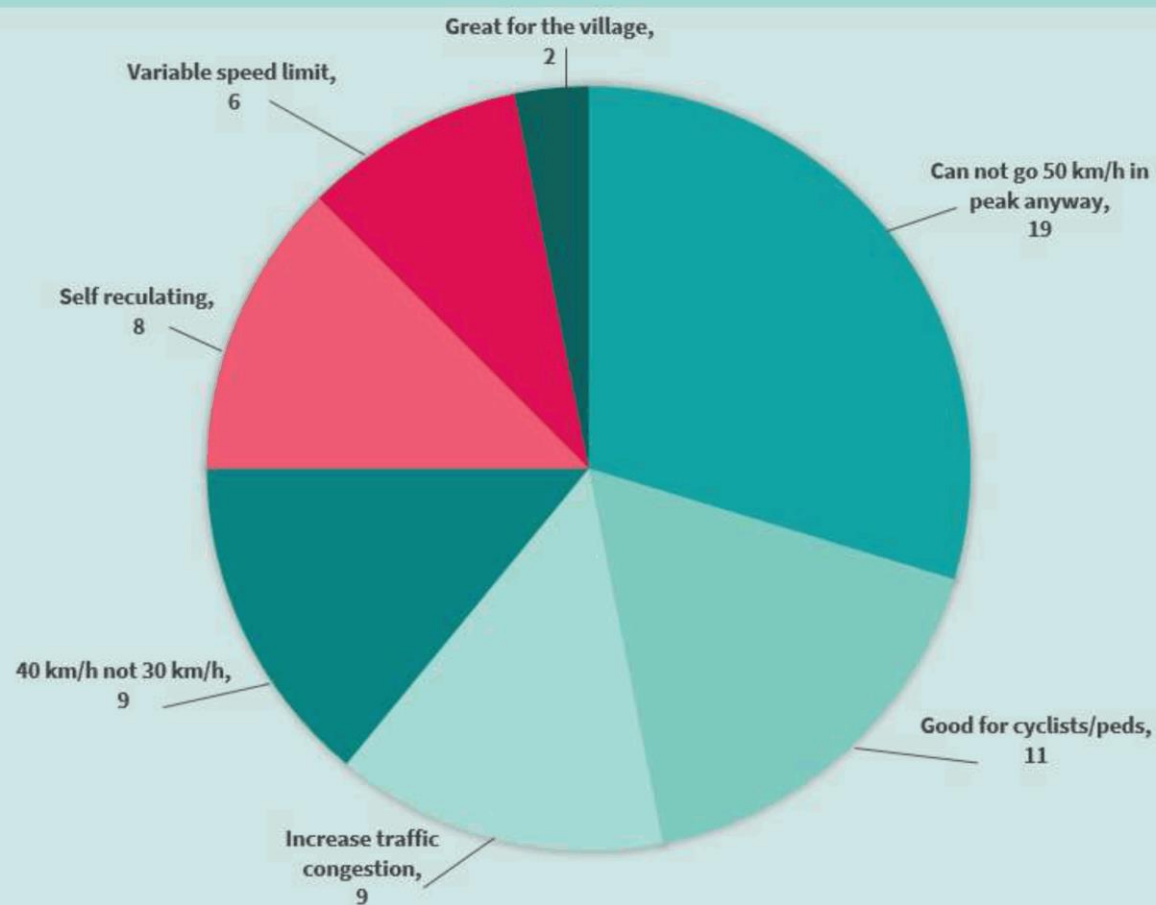


As the manager of the St John Community Store I am concerned about the no right turn into Spencer St. This will make our donations very difficult.

Wise Street left only will not work for trucks and trucks come in all the time. Both on and off of Wise Street left only will make it impossible for trucks to enter or exit Wise.

I support the right-turn bans at side-streets - I have seen many crashes and near misses where vehicles have turned right into cyclists and pedestrians. Right-turn bans will make it much safer.

Speed



Always good. safer for pedestrians and cyclists. Besides the vast number of cars in that section don't move much faster than 30 anyway.

Absolutely support this speed reduction as a local resident. It won't slow peak traffic down at all, and will greatly increase the amenity of the mall by making the area more pedestrian friendly.

Too slow. It will cause a huge back-up of traffic at times. Very few motorists keep to the city limit - I am often passed in the 30k limit by others travelling at +4-kph

Sculpture

History

- The Addington Brass Band was established in 1883 with workers from the Addington Rail Workshops.
- Surviving a recess through two world wars and several name changes, Addington Brass is still an integral part of the Christchurch community.



Addington Workshops Brass Band 1883

Artwork

- 'Addington Worker in Tune' was created by artist Judith Streat to reflect the history and heritage in the area.
- Using railway sleepers and tracks, the sculpture represents the rail workers and it pays tribute to the workers brass band.
- The sculpture will be relocated from Parlane Street to the bus stop near Hazeldean Road.



'Addington Worker in Tune'

Moorhouse Avenue

Impacted Businesses

- Value Cars Warehouse
- Super Sport
- Paul Kelly Motors

Submission Comments on Moorhouse Avenue

- The businesses would prefer no bus lane as they don't see Moorhouse Avenue as congested the majority of the time, but would potentially accept a peak hour bus lane as a compromise.
- The loss of parking increases the impact from other Council roading works such as the Little River MCR which already removed car parking in the area.
- New residential developments nearby that have no onsite carparks will remove some of the currently available on street parking used by businesses.
- The carparks on Moorhouse are used by Netball players and other sporting activities in the weekends, they are not just used by businesses. There are alternatives for buses to use Harman Road to avoid the congestion on Moorhouse Avenue
- The proposed works required to implement the plan will further hurt business and residents alike in the area by slowing traffic and removing parking.



Consultation changes

1. Sculpture to be installed near Hazeldean Road
2. Turning restrictions removed at Wise Street
3. 'Keep Clear' boxes installed at all intersections that allow for right turns to improve safety and visibility
4. Parking bays are included on Moorhouse Avenue to allow the bus lane to operate part time rather than 24/7
5. Loading zone installed outside 297 Lincoln Road to cater for businesses in the area
6. The bus stop outside 342 Lincoln Road relocated to outside 334 Lincoln Road. This is to address existing safety concerns from users of the laneway and people accessing the Jailhouse Backpackers accommodation.



Lincoln Road bus stop relocation

9. Elected Members' Information Exchange

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