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Corporate Plan Output: Transport Planning	

The purpose of this report is to inform the Council on progress regarding the design for the reconstruction of Fendalton Road, including the initial results of the rough order Benefit Cost analysis which has been undertaken, and to confirm the issues and objectives relating to the project. This report has also been submitted to the Fendalton/Waimairi Community Board for information and input.

### BACKGROUND

The length of Fendalton Road from Heathfield Avenue to Clyde Road has been identified by the Asset Management section of City Streets Unit as needing upgrading due to the deterioration in the asset. The required upgrading includes the reconstruction of the carriageway and the replacement of the existing deep kerb and channel and footpaths.

Fendalton Road is classified in the Transitional and Proposed City Plans as a major arterial road in the city wide roading network. A road widening designation is included in both Plans to enable the road to be upgraded to major arterial standard. The majority of the designated land has been purchased by the Council with financial assistance from Transfund. The funding has been provided anticipating that the reconstruction of Fendalton Road will include widening to full major arterial standards with the attendant improvement in efficiency and safety providing a B/C over the cut off mark, which currently stands at 4.0.

The section of Fendalton Road from the railway to Heathfield Road was reconstructed with two lanes in 1993 recognising the future need for four lanes. The opportunity is therefore being taken at this time by staff to review the widening of this section of road in conjunction with the section from Heathfield Avenue to Clyde Road.

There has always been considerable interest in any work carried out on Fendalton Road due in large part to the quality of the landscaping along this road and it's importance as an entrance way to the City for visitors. It is therefore recognised that any work undertaken along Fendalton Road will need to be undertaken sympathetically with the existing landscaping, particularly the stands of mature trees, and recognising any opportunities to provide further appropriate landscaping along the route.

## **CITY PLAN REQUIREMENTS**

Fendalton Road is classified as a major arterial road in the roading hierarchy and acts as one of the major gateways to the City, being the main route for tourists to and from Christchurch International Airport. Major arterial roads are identified in the City Plan as “...*the dominant elements of the roading network connecting the major localities of the region, both within and beyond the main urban area, and link to the most important external localities ... Major arterial roads cater especially for longer trips and generally link to other arterial roads and collector roads. They will be constructed and managed to minimise their local access function.*”

The City Plan also contains rules regarding the basic layout of the various elements of the roading network in the Special Purpose (Road) Zone. The minimum standards for a major arterial road to be reconstructed are that it has four traffic lanes, cycle facilities, parking, footpaths and a solid median. This is a development standard in the Plan and non-compliance with the rule is likely to require a notified resource consent.

There are also rules in the Special Purpose (Road) Zone which restrict the amount of pruning on trees and prevent the removal of any trees along Fendalton Road without a resource consent. Again these rules are development standards which are likely to require a notified consent for non-compliance. Additional to the restrictions in the Road Zone rules there are also rules in Section 10 – Heritage and Amenity of the Plan which control work undertaken within 10 metres of the base of a notable tree. There are a number of notable trees identified in the City Plan along this section of Fendalton Road, particularly in the vicinity of St Barnabas Church, where careful consideration needs to be given not only to the width and alignment of the road but also to the construction methods to be used.

## **ON-STREET LANDSCAPING**

An area of public concern regarding the reconstruction of Fendalton Road has always been the retention of the large trees along the road which are recognised as contributing in large part to the amenity of the road. In 1986 the consulting firm Boffa Miskell were employed by the Council to undertake a tree survey along Fendalton Road. The results of this survey were then used to assist with the redesign of the road to provide for four lanes with minimal impact on the planting identified as being of high quality. This survey has recently been updated by Boffa Miskell for the Council and the results will be used as part of the base plan for this project.

## **PUBLIC CONSULTATION**

A list of issues associated with the reconstruction of Fendalton Road have been identified by staff of City Streets and Environmental Planning and Policy Units and from these a series of objectives have also been identified. These issues have been discussed with the Works and Traffic Safety Committee of the Fendalton/Waimairi Community Board and the Board's continued input will be sought with regard to local issues, recognising that the City wide importance of Fendalton Road will require a broader perspective to be taken regarding some issues.

The issues and objectives (attached) have been prepared to provide a structured approach to public consultation and to the redesign of the road.

With the previous high public interest in the reconstruction of the road it is important for the Council to provide for full public consultation on the issues, both local and city wide, and also to the eventual road design. This process will require the recognition by all parties that not all the objectives will be fully achieved and the weighting of each will need to be carefully considered to achieve the best overall result. The process needs to include all affected parties, not only local people, but also affected businesses and road users. Although local input is obviously important in any design it must be remembered that Fendalton Road is a major arterial and it is essential the city wide issues are given appropriate weighting.

It is proposed that the following process of public consultation be undertaken:

1. Report issues and objectives to City Services and Community Board;
2. Postal drop of issues and objectives to local residents and other affected parties for initial feedback;
3. Public workshop with local residents to discuss issues;
4. Workshop with other affected parties to discuss issues (important to capture views of all road users here);
5. Report results to City Services Committee and Community Board;
6. Feedback to those involved in workshops;
7. Initial road design taking account of local and global issues;
8. Design to City Services and Community Board;
9. Postal drop to all parties of initial design for comments;
10. Redesign of road taking on board public comments;
11. Final postal drop to affected parties.

A full public consultation process will not ensure that all the parties involved are totally satisfied with the resultant design but it will ensure that all concerns have been considered in the design process.

## **BENEFIT COST ANALYSIS**

A rough order benefit cost analysis has been undertaken by City Streets staff to ascertain whether the project will achieve the current cut off for funding assistance of 4.0, as a project must be submitted to Transfund by December 1999 to gain funding for the 2000/01 financial year. Initial calculations indicate a B/C of between 3 and 4. The more detailed B/C analysis currently being worked on is likely to show higher benefits are achievable as several factors have not yet been taken into account.

## **CONCLUSIONS**

The reconstruction of Fendalton Road is planned to be undertaken starting in the 2000/01 financial year. Although the rough order analysis indicates a B/C ratio of 4 or more has not yet been achieved it is still felt to be appropriate that the project remain budgeted for construction until December when the detailed B/C ratio will be known. With this in mind it is also seen to be appropriate that the public consultation process be initiated anticipating the work will proceed as currently programmed.

Note: The above report was considered by the Fendalton/Waimairi Community Board's Works and Traffic Safety Committee at a meeting on 30 September 1999 at which the Chairman of the City Services Committee was in attendance.

Members undertook a wide ranging discussion focusing on such aspects as median widths and plantings, on street parking and landscape retention and enhancement. These would be key matters to be addressed during the consultation process.

The need to consider the length of the road from the railway line through to Clyde Road was endorsed.

The development of several design options as a basis for consultation with the community was requested and it was **agreed** that these should initially be considered at a joint seminar of the City Services Committee and the Fendalton/Waimairi Community Board when available along with further consideration of the issues and objectives as set out in the report.

It was decided that the existing aesthetic and landscape values of Fendalton Road be retained and enhanced through the road's reconstruction in recognition of its special status as the primary entry road into the central city from the airport and the strong reinforcement that the road continues to provide in enhancing the garden city image.

**Recommendation:**

1. That the issues and objectives be affirmed.
2. That the City Streets Unit expedite the planning work on the four laning of Fendalton Road for the whole of the section between the railway and Clyde Road so that work can be undertaken as one project and that the budget changes required be reported back to the Committee.
3. That the existing aesthetic and landscape values of Fendalton Road be retained and enhanced through the road's reconstruction in recognition of its special status as the primary entry road into the central city from the airport and the strong reinforcement that the road continues to provide in enhancing the garden city image.
4. That consideration be given to budgeting for the additional funding required by way of substitution.