



FENDALTON/WAIMAIRI COMMUNITY BOARD

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE

AGENDA

MONDAY 28 AUGUST 2006

AT 8.00 AM

**MEETING ROOM 1
CHRISTCHURCH CITY COUNCIL FENDALTON
CNR JEFFREYS AND CLYDE ROADS**

1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 Mr Bob McCreanor

Mr Bob McCreanor has been granted speaking rights to address the Committee regarding traffic safety concerns at the intersection of Breens Road and Harewood Road.

3. CORRESPONDENCE

3.1 Wooldridge Road Footpath

Attached, for members information is a memo on Wooldridge Road footpath.

4. BREENS/GARDINERS/HAREWOOD INTERSECTION - SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Melissa Renganathan, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to update the Fendalton/Waimairi Community Board on the Breens/Gardiners/Harewood Intersection project. This project was initiated by a survey done at Breens Intermediate School as part of a cycle bubble project.

EXECUTIVE SUMMARY

2. The principal aim of the Bubble Cycle project is to investigate, and where possible, implement improvements to road safety for school children cycling to and from school. The Breens/Harewood/Gardiners intersection was the area identified by most student cyclists as intimidating.
3. Residents at this intersection have also expressed concern over its safety and requested that it be signalised.
4. The Community Board was advised through a seminar in August 2005 of the Project Team's intention to carry out an initial issues identification survey. This survey would allow the project team to identify all practicable options for assessment and to consider the needs and concerns of all stakeholders and users of the intersection before a recommendation is made.
5. An initial issues consultation survey was sent to the residents around the intersection in August 2005. The survey requested residents highlight key issues on each street at the intersection. (A summary of consultation feedback can be found in Attachment 1.)
6. Safety at the intersection was identified as a key issue by residents along all three streets. Traffic volume and traffic speed were identified as key issues for Breens Road and Harewood Road. Pedestrian safety in terms of road crossing was identified as a key issue for Harewood Road.
7. The project team took this feedback into consideration when preparing options for the intersection. Options investigated included differences in lane configuration, relocation of the existing pedestrian islands and traffic signals. The only option that would enhance pedestrian and cycle safety however would be signalisation of the intersection.

4. Cont'd

8. The Benefit to Cost Ratio (BCR) for signalisation is 3.8. An application for Land Transport New Zealand (LTNZ) funding would therefore be appropriate for this project. It is important to note however that the First Year Rate of Return (FYRR) for the project is -20%, which means that any benefits associated with the project in the 2007/2008 financial year are outweighed by the project costs. The FYRR does not become positive until the 2011/2012 financial year. This may result in LTNZ placing a lower priority on funding for this project.
9. Investigations into network issues and funding sources associated with the options continue. A report to the Board will be forwarded later this year.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The estimated total cost for this project is \$ 422,000, inclusive of all consultation, design, and project management. The 2006/07 Capital Programme budget is \$102,000.

STAFF RECOMMENDATION

It is recommended that the Board receive this report for information only.

4. Cont'd

BACKGROUND ON BREENS/GARDINERS/HAREWOOD INTERSECTION PROJECT

11. The principal aim of the Bubble Cycle project is to investigate, and where possible, implement improvements to road safety for school children cycling to and from school. Results from the Breens Intermediate Cycle Bubble survey have identified several areas that student cyclists find intimidating, the Breens/Harewood/Gardiners intersection was the most common area identified. One hundred and sixty-seven (out of 200) surveys were completed, 92 students indicated that they cycle to school and another 22 indicated that if they could choose to cycle to school they would.
12. Over the years, residents at this intersection have also expressed concern over its safety and requested that it be signalised.
13. Harewood Road is a major arterial route, Gardiners Road is a minor arterial and Breens Road a collector. At present, signalisation of the Breens/Harewood/Gardiners intersection ranks very low compared to other City projects. The Benefit to Cost Ratio (BCR) for signalisation is 3.8. An application for Land Transport New Zealand (LTNZ) funding would therefore be appropriate for this project. It is important to note however that the First Year Rate of Return (FYRR) for the project is -20%, which means that any benefits associated with the project in the 2007/2008 financial year are outweighed by the project costs. The FYRR does not become positive until the 2011/2012 financial year. This may result in LTNZ placing a lower priority on funding for this project.
14. The Land Transport New Zealand Crash Analysis System shows there have been a total of nine reported accidents in the five year period between 2000 and 2004 within a 50m radius of the Breens/Gardiners/Harewood intersection. Five of these crashes occurred in 2000 and 2001. None of the crashes involved cyclists or pedestrians.
15. Three crashes resulted in minor injuries while the other six crashes were non-injury. Five of the crashes involved vehicles crossing Harewood Road and colliding with through traffic on Harewood Road. Four of these five crashes involved vehicles crossing from Gardiners Road to Breens Road.
16. The other four crashes were dissimilar in nature ranging from collisions involving turning vehicles at the intersection, to a collision with a parked car and losing control on a straight section of road.
17. A report completed by Beca Carter Hollings & Ferner Ltd in September 2002 for Christchurch City Council indicated that 14 crashes had been observed within 50m of the intersection between 1997 and 2001. This suggests that the observed crash rate at the intersection has decreased significantly since 2002. Given that no improvement works have occurred in this period, it is likely that all road users including cyclists and pedestrians have become more watchful when entering the intersection in response to the risk they perceive with the intersection.
18. Based on the previous knowledge of residents' issues held by Council Officers and the Board, the Team suggested to the Community Board that other options could be further identified and investigated. An initial issues identification questionnaire was delivered to the Breens Intermediate School and the community immediately around the intersection requesting general information on the intersection and area around it.
19. The principal aim of the project is to improve the pedestrian and cycle safety through the Breens Road/Harewood Road/Gardiners Road intersection.

The objectives for the project are as follows:

- Improve safety for pedestrians and cyclists
- Decrease vehicle speeds
- Create an environment which encourages drivers to comply with the stop signs at Breens and Gardiners roads
- Minimise congestion associated with children being dropped off and picked up from school

4. Cont'd

CONSULTATION

20. The Community Board was advised through a seminar in August 2005 of the Project Team's intention to carry out an initial issues identification survey. This survey would allow the project team to identify all practicable options for assessment and to consider the needs and concerns of all stakeholders and users of the intersection before a recommendation is made.
21. Thirty responses were received from residents around the intersection during the initial issues consultation (refer to Attachment 1 for summary of feedback). Safety at the intersection was identified as a key issue by residents along all three streets. Traffic volume and traffic speed were identified as key issues for Breens Road and Harewood Road. Pedestrian safety in terms of road crossing was identified as a key issue for Harewood Road.
22. The majority of respondents suggested that the intersection needed to have some form of traffic control (roundabout or traffic lights) to control vehicle turning into and out of Breens Road and Gardiners Road from Harewood Road and to control speeding on Harewood Road. Most respondents noted that road rules were not adhered to by many drivers when negotiating this intersection.
23. Other issues highlighted were pedestrian and cyclist safety issues with regards to crossing Harewood Road and the perceived number of accidents and "near-misses". One resident expressed concern regarding the safety of their property and pedestrians in the vicinity following an accident some years ago that destroyed the front fence. The resident requested that bollards be installed. Bollards are required to be frangible in the road environment (i.e. collapse on impact) therefore this solution would not provide the protection intended. Bollards are sometimes installed in locations where the aim is to deter traffic taking short cuts through pedestrian areas, not where the concern is accident related (accidents are unpredictable events).
24. Respondents were informed that feedback received would result in further consultation depending upon options proposed by the project team.

OPTIONS

25. Four options were assessed as part of the Breen-Gardiners- Harewood Intersection project. A roundabout was not considered suitable for this location as it would be required to be a very large radius and multilane, this would not enhance cyclist and pedestrian safety and may in fact worsen the situation.
 - (a) **Option 1:** Maintenance of the status quo.

Retention of the existing uncontrolled intersection.
 - (b) **Option 2:** Reduction of through lanes on Harewood Road from two to one.
26. This option reduces the number of through lanes from two to one on Harewood Road, through the painting of chevron marking alongside the median island to increase the width of non-trafficable area. It is also proposed to have chevron marking installed between the right turn lane and through lane to increase the storage area provided in the centre of the intersection.
27. It is also proposed to relocate the existing pedestrian refuges closer to the intersection and to mark cycle lanes on Harewood Road. It is proposed to reduce the kerb radii on the southeast and to place no stopping lines around all quadrants of the intersection.
 - (c) **Option 3:** The installation of kerb build outs and reduction in kerb radii at the intersection.
28. This option involves the installation of kerb build-out and a reduction in kerb radii at the intersection. The two through lanes and a right turn lane on Harewood Road will be retained. It is proposed to widen the existing central median island adjacent the right turn lanes onto Harewood Road to allow the pedestrian island to be relocated closer to the intersection. Cycles lanes will be marked on the approach and departure of the intersection on Harewood Road.

4. Cont'd

(d) **Option 4:** Installation of traffic signals at the intersection.

- 29. This option retains two through lanes and right turn lanes on Harewood Road and with road widening could also provide for a separate left turn lanes. The Breens Road and Gardiners Road approaches will be modified to provide an exclusive and opposing right turn lane and a shared through and left turning lane. The pedestrian island on both Breens and Gardiners Roads would need to be removed.
- 30. The central median island adjacent to the right turn lanes will have to be widened to accommodate the traffic signal poles, while the central median away from the intersection will be reduced in width to accommodate the additional traffic lane and cycle lane.
- 31. Kerb build-outs and reduced kerb radii will be provided on all quadrants of the intersection. It is proposed to mark cycle lanes on all approaches to the intersection. No stopping will be marked around all quadrants of the intersection and outside the kerb build-outs.

ASSESSMENT OF OPTIONS

- 32. Option 1- The option to maintain the status quo essentially means to do no capital works at this intersection. This would retain the road environment in its existing condition. However this option continues to be considered as a solution if the alternative options can not meet the project objectives and budget.
- 33. Option 2 does not meet all of the project objectives. Although it increases the safety for pedestrians and cyclists and decreases vehicles speeds, this option does not increase compliance with Stop controls on Breens Road and Gardiner Road. It also does not minimise congestion associated with school drop offs and picks up.
- 34. Option 3 does not meet all of the project objectives. Although it increases the safety for pedestrians and cyclists, decreases vehicles speeds and minimises congestion associated with school drop offs and picks up, this option does not increase compliance with Stop controls on Breens Road and Gardiner Road.
- 35. Option 4 has the potential to improve the safety of pedestrians and cyclists more than option 3 would but also has the potential to create problems with turning vehicles conflicting with parallel crossing pedestrians. The signalisation would cost approximately \$422,000 against a cycleway budget of \$102,000. The option may also delay through traffic on Harewood Road, the effect of this on the surrounding network is being quantified. On street parking will be reduced and noise in the vicinity increased due to acceleration and deceleration movements.
- 36. Investigations into network issues, funding sources and timing continue. A report to the Board will be forwarded later this year.

5. MEMORIAL/ROYDVALE INTERSECTION - SAFETY IMPROVEMENTS

General Manager responsible:	General Manager Jane Parfitt
Officer responsible:	Transport and Greenspace Manager
Author:	Brian Boddy, DDI 941-8013

PURPOSE OF REPORT

- 1. The purpose of this report is to:
 - a) Seek the Board's recommendation to the Council to approve the Memorial Avenue/Roydvale Avenue Intersection Safety Improvement Project to proceed to tender and construction; and
 - b) Seek the Council's approval for resolutions for new traffic restrictions associated with the Memorial Avenue/Roydvale Avenue Intersection Safety Improvement Project.

5. Cont'd

EXECUTIVE SUMMARY

2. A 2001 Crash Reduction Study highlighted safety concerns at the intersection of Memorial Avenue and Roydvale Avenue. As a result budget was set aside to address the issues raised in the study. This Intersection Safety Improvement Project is on the Christchurch City Council's Capital Works Programme for construction in the 2006/07 financial year.
3. Memorial Avenue is a major arterial road carrying an average of 17,000 vehicles/day and Roydvale Avenue a collector road carrying an average of 7,200 vehicles/day measured in 2003.
4. The Project Consultation Leader has consulted with the affected residents, property owners, businesses, local schools, and other interested parties. Feedback from the community (summarised in Attachment 3) on the initial concept plan (Attachment 1) was considered carefully by the project team. Following consultation minor modifications have been made to produce the final plan (Attachment 2). This is the preferred option as it satisfies the aims and objectives of the project and has majority community support.
5. The proposed option will improve the safety and efficiency of the Memorial Avenue/Roydvale Avenue intersection, by upgrading the existing traffic signals to latest standard, providing right turn only lanes on Roydvale Avenue and improving cycle facilities. Although, eighteen on streets car parks will need to be removed on the northern leg of Roydvale Avenue, these parks have been unable to be accommodated by other options while achieving the project objectives.
6. The project team recognises that the project does not fulfil all the concerns raised during consultation. However, the team is confident that the proposed option meets the aims and objectives of the project in an effective and efficient manner.

FINANCIAL AND LEGAL CONSIDERATIONS

7. This safety improvement project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2006/2007 financial year. The estimated total cost for this project is \$237,300 and there is budget allocation in the 2065/2007 capital programme for this work to occur.
8. Without the approval of the resolutions for the traffic restrictions associated with this project, the restrictions will not be enforceable upon implementation.
9. The Community Board does not have delegated authority to approve the design, tender and construction of the Project - such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council".

STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Recommend that Council approve this safety improvement project for design, tender and construction as shown in Attachment 2.
2. Secondly that the Board approve the following resolutions for new traffic restrictions.

Removal of existing no-stopping:

- a. That the existing no-stopping restriction on the north-east side of Memorial Avenue commencing at its intersection with Roydvale Avenue and extending 45m in a north-westerly direction be revoked.
- b. That the existing no-stopping restriction on the north-west side of Roydvale Avenue commencing at its intersection with Memorial Avenue and extending 18m in a north-easterly direction be revoked.

5. Cont'd

- c. That the existing no-stopping restriction on the south-east side of Roydvale Avenue commencing at its intersection with Memorial Avenue and extending 47m in a north-easterly direction be revoked.
- d. That the existing no-stopping restriction on the south-east side of Roydvale Avenue commencing at its intersection with Winslow Street and extending 15m in a south-westerly direction be revoked.

Installation of new no stopping:

- e. That the stopping of vehicles be prohibited at any time on the north-east side of Memorial Avenue commencing at its intersection with Roydvale Avenue and extending 52m in a north-westerly direction.
- f. That the stopping of vehicles be prohibited at any time on the north-west side of Roydvale Avenue commencing at its intersection with Memorial Avenue and extending 113m in a north- easterly direction to Sir Pickering Drive.
- g. That the stopping of vehicles be prohibited at any time on the south-east side of Roydvale Avenue commencing at its intersection with Memorial Avenue and extending 86m in a north-easterly direction to Winslow Street.

5. Cont'd

BACKGROUND

10. This project was initiated by a 2001 Crash Reduction Study which highlighted safety concerns at the above intersection. Requests had also been received from the public for a pedestrian facility from the north side of Memorial Avenue to Burnside Park.
11. The existing intersection is an important part of the roading network in the City. This intersection caters for approximately 22,000 vehicles per day, and is the main route into the city for visitors arriving at the airport. Memorial Avenue is a major arterial road carrying an average of 17,000 vehicles/day and Roydvale Avenue a collector road carrying an average of 7,200 vehicles/day measured in 2003. The intersection currently has a number of issues in terms of safety that the proposed project seeks to address.
12. The Land Transport New Zealand (LTNZ) Crash Analysis System shows there have been ten crashes (three minor injury and seven non injury) recorded at the intersection of Memorial Avenue/Roydvale Avenue for the five year period between 1999 and 2003 on the LTNZ Crash Analysis System. The majority of the crashes involved right turn movements.
13. The aim of the project is to:
 - Reduce the number of crashes at this intersection.
14. The objectives of the project are to:
 - Improve the visibility of the traffic signals
 - Improve pedestrian crossing facilities at the intersection
 - Improve traffic safety for all road users
 - Provide cycle facilities
 - Maintain existing on-street parking levels where appropriate.
15. There are a number of bus routes along Memorial and Roydvale Avenue, they are:-
 - Bus route No. 3 Avonhead / Sumner travels along Roydvale Avenue through the Memorial Avenue intersection.
 - Bus route No. 19 Burnside / Spreydon travels along Roydvale Avenue between Teesdale Street and Sir William Pickering Drive.
 - Bus route A to the airport travels along Memorial Avenue through the Roydvale Avenue intersection.

This project has several bus stops and a bus shelters near the intersection. These existing bus stops and bus shelters have been retained in the proposal.
16. The Memorial Avenue/Roydvale Avenue intersection street lighting has recently been upgraded to modern standards.

CONSULTATION

17. The initial concept plan and consultation plan for this Safety Improvement Project for the intersection of Memorial Avenue and Roydvale Avenue was presented at a seminar meeting of the Fendalton/Waimairi Community Board on the 14 March 2006.
18. The aim of the consultation was to provide interested and affected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised, albeit, within a project that has set engineering requirements. It was also proposed that one on one consultation was undertaken with business operators within the proposed area that are directly affected by the proposal.
19. Following the Community Board seminar, a newsletter was distributed to interested and affected parties. The newsletter incorporated the plan shown in Attachment 1; this plan indicated the proposal to removal some on-street parking on both sides of Roydvale Avenue between Memorial Avenue and Winslow Street. Those properties that were directly affected by the proposed reduction in on-street parking were visited by the Consultation Leader. Both businesses accepted the removal of on-street parking as it will be beneficial for traffic safety and efficient traffic movement.
20. Feedback to the proposal from the community identified that 89% gave their general support. A summary of the feedback to this consultation can be seen in Attachment 3.

5. Cont'd

21. The main issue related to the desire to incorporate right turn phases from Memorial Avenue and Roydvale Avenue. The Council has a policy on the installation of right turn phases. In general, the decision to install a right turn phase is based on the history of crashes occurring at the intersection, the efficiency of the intersection as a whole and the efficiency of the roading network. Each signalised intersection is assessed on a regular basis (at least five yearly) to determine the appropriate phasing, signal timings, coordination strategies and crash reduction works. The number and type of right turn crashes at this intersection does not justify the installation of a right turn phase signal. Details of the assessment are included below.
22. The assessment of intersection efficiency is based on the critical morning, business and evening peak hours. It is not feasible to design a roading network for the peak quarter hour period and therefore higher delays in these peaks (8.15 - 8.30, 3.00 - 3.15, 5.15 - 5.30) must be expected. The addition of a right turn to the phasing sequence of an intersection reduces operational efficiency and increases delay to other movements. It is because of this that there needs to be a strong case to justify an exclusive phase. In observations made on site during the peak periods, the maximum queue was 12 vehicles in the morning peak and seven vehicles during the afternoon peak, all of which were able to make the right-turn within a single cycle of the signals.
23. Therefore the right turn phase is not justified. The assessment shows that it fails to meet the criteria for installation and delays to right turn vehicles in the peak periods are acceptable.
24. A request for cycle lanes on the Roydvale Avenue approaches could not be accommodated as the road would require widening and the cost of relocating services in this location was very high. The cost to accommodate cycle planes added significant cost to the project which could not be accommodated within the budget. This cost issue is the same reason that the request for provide a separate left turn lane on the Roydvale Avenue southern approach, instead of a shared left and straight through lane, could not be accommodated.
25. Changes that were made to the plan as result of consultation include:
 - Removal of the parking spaces blocking the left turn lane from Roydvale Avenue north and therefore the no-stopping restriction is continuous from Memorial Avenue to Winslow Street. The management of the affected computer business on the corner of Winslow and Roydvale Avenue accepts this alteration as in the best interests of the community.
 - Extension of the no stopping lines from Sir William Pickering Drive to Memorial Avenue as the parked cars in this area often impede the right turners into Winslow Street. The adjacent property owner has been notified and accepts the change.
 - Set back of the right turn lanes on Roydvale Avenue to allow larger vehicles to make left turns off Memorial Avenue
 - Slight kerb alignment changes on the south east corner to accommodate bigger vehicle turning movements.

OPTIONS

26. **Option 1.** Retain the status quo.
27. **Option 2.** This option was the recommended layout from the 2001 Crash Reduction Study. It proposed the removal of the ends of the medians on Memorial Avenue to better align the right turn lanes. It also removed the left turn slip lane on Memorial Avenue east approach into Roydvale Avenue and reduced the kerb radius on the south east corner of the intersection.
28. **Option 3.** This option also proposed the removal of the median islands to better align the right turn lanes on Memorial Avenue. It also had a realigned slip lane and increased splitter island size on the Memorial Avenue east approach. There are cycle lanes on Memorial Avenue approaches and road widening on the north west corner.
29. **Option 4.** This preferred option has kerb widening on the approaches of Memorial Avenue and Roydvale Avenue. There is kerb build outs on the departures from the intersection for the installation of overhead traffic signal mast arms for Memorial Avenue traffic approach. The median island on the Memorial Avenue east approach will be trimmed back for the pedestrian cross walk. All kerb alterations have been checked to make sure they accommodate the movements of truck 'B' trains. There are coloured cycle facilities on all approaches.

5. Cont'd

ASSESSMENT OF OPTIONS

30. **Option 1.** The option to maintain the status quo essentially means to do no capital works at this intersection of Memorial Avenue and Roydvale Avenue. This would retain the road environment in its existing condition. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, such as the road safety, pedestrian and cycle safety strategies. Therefore, it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system, whilst providing for all modes of transportation would not happen.
31. **Option 2** does not meet the aims and objectives of safer facilities for cyclists as it has no provision for cycle facilities at the intersection. The project team was unsure about removing the median island at the right turn bay as this does form part of the traffic delineation through the intersection and provides a site for the traffic signal poles. This would also introduce another style of right turn treatment along Memorial Avenue and is not a consistent route treatment.
32. **Option 3.** This option does not meet the aims and objectives as the project team was unsure about removing the median island at the right turn bay as this does form part of the traffic delineation through the intersection. This would introduce another style of right turn treatment along Memorial Avenue and is not a consistent route treatment. It also requires land to be purchased for the proposed re-alignment of the slip lane and splitter island.

PREFERRED OPTION ASSESSMENT

33. **Option 4** is preferred option; this option provides the best safety improvement as shown in Attachment 2 for all road users with the following features and meets all the project objectives.
 - The installation of full height poles and overhead signals on mast arms will provide safety benefit, as signal visibility is greatly enhanced.
 - Pedestrian safety will be improved by the provision of signalised pedestrian crossings on the Memorial Avenue east approach and Roydvale Avenue south approach. A proposed grit path along the Burnside Park will be joined onto the existing footpath at the south corner of the intersection. There will be tactile paving at the signalised crossings for the partially sighted.
 - To improve cycle safety road cycle facilities are provided on both sides of the road on all approaches to the intersection. This is achieved by adding cycle lanes to the Memorial Avenue and cycle stop boxes on the Roydvale Avenue approaches to the intersection. The use of a red coloured surface at the approaches to the intersections highlight conflict areas where motorists may be required to cross the cycle lane.
 - Improved traffic safety and traffic flow is achieved by the provision of right turn only lanes by the removal of on-street parking along Roydvale Avenue adjacent to the intersection. A total reduction of 18 on-street car parks is required to achieve this.
 - The proposal reduces some of the 'right turn against through vehicle' crashes on Memorial Avenue.

6. HARAKEKE CLUSTER KERB AND CHANNEL RENEWAL

Michelle Flanagan, Consultation Leader, Transport and City Streets Unit will be in attendance to update the Committee on the outcomes of the consultation process and the way forward with the street renewals in the cluster in view of changes to the kerb and channel renewal programme (see attached memo and plan).

7. AVONHEAD PARK CHANGING PAVILION UPGRADE – CONSULTATION PLAN

Rod Whearty, Parks and Waterways Area Advocate will be in attendance to present the plan for consultation and seek the Committee's feedback.

8. AMENDMENT TO THE CHRISTCHURCH CITY TRAFFIC AND PARKING BYLAW 2001

Members are invited to identify areas in the Fendalton/Waimairi area which could be added to the Ninth Schedule.

At a recent Joint Forum of the Shirley/Papanui and Fendalton/Waimairi Community Boards the following roads were identified:

- Pound Road
- Ryans Road
- Savills Road
- Guys Road
- Chattertons Road
- Miners Road
- McLean Island Road
- Coutts Island Road

Please refer to attached minutes and correspondence.