

**FENDALTON/WAIMAIRI COMMUNITY BOARD
AGENDA**

WEDNESDAY 5 AUGUST 2009

**DIRECTLY AFTER THE COMMUNITY SERVICES
COMMITTEE MEETING**

**IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Community Board: Val Carter (Chairperson), Cheryl Colley (Deputy Chairperson), Sally Buck, Faimeh Burke, Jamie Gough, Mike Wall and Andrew Yoon.

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**PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
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1. APOLOGIES

Cheryl Colley.

2. CONFIRMATION OF MEETING MINUTES – 14 JULY 2009

The minutes of the Board's ordinary meeting of Tuesday 14 July 2009 are **attached**.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting be confirmed.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

Nil.

7. BRIEFINGS

Nil.

8. COMMUNITY BOARD ADVISER'S UPDATE

8.1 Board Submission – Draft Surface Water Strategy

This is an opportunity for the Board to approve its submission on the Council's Draft Surface Water Strategy. The Board's draft submission has been discussed informally by members and will be circulated at the meeting.

9. ELECTED MEMBERS' INFORMATION EXCHANGE

10. QUESTIONS UNDER STANDING ORDERS

5. 8. 2009

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ATTACHMENT TO CLAUSE 2

13. 8. 2009

**FENDALTON/WAIMAIRI COMMUNITY BOARD
14 JULY 2009**

**Minutes of a meeting of the Fendalton/Waimairi Community Board,
held on Tuesday 14 July 2009 at 4pm
in the Boardroom, Fendalton Service Centre, corner Jeffreys and Clyde Roads.**

PRESENT: Val Carter (Chairperson), Cheryl Colley, Jamie Gough, Mike Wall and Andrew Yoon.

APOLOGIES: Apologies for absence were received and accepted from Sally Buck and Faimeh Burke.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. THE PROPOSED HAREWOOD ROAD CYCLE LANE AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (HAREWOOD ROAD) BYLAW 2009

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Jennie Hamilton, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that a Special Consultative Procedure be commenced for the establishment of a cycle lane on both sides of Harewood Road, between Highsted Road and Nunweek Boulevard, and the amendment of the Christchurch City Council Traffic and Parking Bylaw 2008.

EXECUTIVE SUMMARY

2. The proposal originates from the Breens Intermediate School Cycle Bubble project to investigate and, where possible, implement improvements to road safety for children cycling to and from school. As a result of these investigations a Special Vehicle Lane (Cycle Lane) is proposed on both sides of Harewood Road between Highsted Road and Nunweek Boulevard as part of a more comprehensive scheme to improve safety at the intersection of Harewood Road with Breens Road and Gardiners Road. The proposed cycle lane will link with an existing lane between Farrington Avenue and Highsted Road. Traffic lanes will be reduced from two to one in each direction between Nunweek Boulevard and Highsted Road.
3. In order to establish a cycle lane it will be necessary to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw) which came into force on 1 July 2008. Under the Council's bylaw making powers in section 72(1) (kb) of the Transport Act 1962, a special vehicle lane can only be created by specifying the road on which the lane is on in a bylaw. To ensure that the proposed cycle lane can be enforced it needs to be specified by inclusion in Schedule 2 of the Bylaw, and following a special consultative procedure for making amendments to the Bylaw.

1 Cont'd

4. Harewood Road is a "major arterial road" with an average daily traffic count (Monday-Thursday) of approximately 17,400 vehicles at Highsted Road, dropping to about 12,100 vehicles at Crofton Road. Proposed roading projects are not expected to limit its capacity. The Council plans to build a roundabout at the Sawyers Arms Road and Gardiners Road intersection, while the New Zealand Transport Agency (NZTA) is proposing to widen Russley Road to four lanes. A flyover at the Memorial Avenue intersection is being considered as part of the Russley Road project. One option is to have a left-in left-out arrangement onto Wairakei Road but no decision has yet been made by NZTA. The Council's network transport planners advise that even if both proposals proceed, a single traffic lane in each direction along this section of Harewood Road will have the capacity to cope with any increase in traffic volumes in the project area for at least the next 20 years.
5. The New Zealand Transport Agency Crash Analysis System shows that 37 vehicle crashes were recorded on Harewood Road between Highsted Road and Nunweek Boulevard in the five year period between January 2003 and December 2007, an average of 7.4 crashes per annum.
6. While at peak periods (one and a half hours) up to 27 cyclists travel along Harewood Road, it is anticipated that the proposed cycle lanes will encourage more cyclists to use this route. In a 2005 survey, some Breens Intermediate School pupils indicated they felt that cycling on Harewood Road was a moderate to serious problem. One accident involving a cycle has been registered within 50 metres of the Breens-Gardiners-Harewood intersection in the last 10 years.
7. The length of road within this safety project has adjacent land uses split between recreational reserve, retail, and residential. Customers of the retail areas at Bishopdale Mall, Highsted Road corner and the Trafford Street corner predominantly use the Mall parking area, an off-street parking lot and the on-street parking in Trafford Street respectively.
8. The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch. Enhancing the physical environment is a key method of achieving the Strategy's objectives. (The Council's Full Cycle Network Plan includes Harewood Road and Breens Road.)
9. Provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes. Priority (of provision) is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.
10. Opportunities are also taken to co-ordinate cycle lane construction with other road network improvement projects such as road reconstructions, kerb and channel renewal, safety improvements etc to create a network of continuous routes for existing use and anticipated future growth.
11. **Attachment 1** is the Statement of Proposal (including the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009) and **Attachment 2** is the Summary of Information, as required under the Local Government Act 2002, for formal approval by the Council.
12. The process for making the Amendment Bylaw (which will amend Schedule 2 of the Traffic and Parking Bylaw 2008) is as follows:
 - (a) The Council resolves that the Amendment Bylaw is the most appropriate way to address the perceived problems (which are identified above), the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act (see recommendations below);
 - (b) The Council approves the Statement of Proposal and Summary of Information, publicises it to enable public submissions and appoints a hearings panel to hear submissions (see recommendations below);

1 Cont'd

- (c) The special consultative procedure will be from Monday, 31 August 2009 to Friday, 2 October 2009;
- (d) If any submitters wish to be heard, hearings will take place during the week 2 to 6 November 2009;
- (e) The Council will then receive a report from the hearings panel to consider the recommendations of the panel, and adopt the Amendment Bylaw (**Attachment 1**). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

- 13. Funding is provided in the Transport and Greenspace Capital Work Programme as follows:
 - (a) Breens Intermediate Cycle Bubble:
 - (i) 2008/09: \$236,000 (\$180,000 carried forward to 2009/10);
 - (b) The funding for this project covers all costs from design and consultation through to construction and implementation.

Do the Recommendations of this Report Align with the draft 2009-2019 Long Term Council Community Plan (LTCCP) budgets?

- 14. The recommendations of this report align with the draft 2009-2019 LTCCP budgets.

LEGAL CONSIDERATIONS/SECTION 155

- 15. Section 155 of the Local Government Act 2002 requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

- 16. The proposed Harewood Lane cycle lane project (between Nunweek Boulevard and Highsted Road) is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.
- 17. The following four options were considered to improve safety at the Breens Road-Harewood Road-Gardiners Road intersection.

OPTION 1

- 18. Involves reducing the number of through-lanes on each side of Harewood Road from two to one. This is achieved through the painting of chevron marking alongside the median island to effectively reduce the road width available to vehicles and provide space for the introduction of cycle lanes.
- 19. Benefits of this option are:
 - (a) Cycle lanes will improve safety for cyclists, traffic crossing Harewood Road only has to find a gap in one through lane in each direction, while the storage area in the centre of the intersection allows a staged crossing for cars;
 - (b) Speeds on Harewood Road may reduce through the reduction in available road width;
 - (c) Pedestrian crossing facilities are located closer to the intersection and are therefore more likely to be used by pedestrians.

1 Cont'd

20. Possible disadvantages of this option are:

- (a) The scheme may see a reduction in capacity of Harewood Road by removing one of the through lanes (although traffic counts along Harewood Road show that one through lane would be sufficient to accommodate traffic volumes for at least 20 years)
- (b) The overall crossing width of Harewood Road does not change.

OPTION 2

21. Involves the installation of traffic signals at the intersection. This option retains two through-lanes (one shared with left turning traffic) and a right-turn lane on Harewood Road. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed. The option involves widening the existing central median island adjacent to the right-turn lanes on Harewood Road to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate two through-traffic lanes, a cycle lane and parking lane in each direction. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build-outs.

22. Benefits of this option are:

- (a) Controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles and creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections;
- (b) Cycle lanes marked on all approaches to the intersection will improve safety for cyclists and pedestrians have a signalised crossing facility.

23. Possible disadvantages of this option are:

- (a) Nose-to-tail vehicle crashes are likely to increase at the intersection;
- (b) Through traffic on Harewood Road is delayed;
- (c) The overall crossing width of Harewood Road for traffic does not change;
- (d) There is a reduction in the amount of parking in the vicinity of the intersection;
- (e) Increased noise associated with additional acceleration and deceleration movements;
- (f) The construction cost is expected to considerably exceed the allocated budget.

OPTION 3

24. Involves the installation of traffic signals at the intersection, retaining two through lanes and a right-turn lane on Harewood Road and a separate left-turning lane. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right-turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed and central median island adjacent the right-turn lanes on Harewood Road widened to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate the additional traffic lane and cycle lane. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build-outs.

1. Cont'd

25. Benefits of this option are:

- (a) Controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles;
- (b) Creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections;
- (c) The separate left turn lane reduces delays for through traffic on Harewood Road;
- (d) Cycle lanes marked on all approaches to the intersection improve safety for cyclists;
- (e) Pedestrians have a signalised crossing facility.

26. Possible disadvantages of this option are:

- (a) Nose-to-tail vehicle crashes are likely to increase at the intersection;
- (b) Through traffic on Harewood Road is delayed and the overall crossing width of the road increases in order to accommodate the additional traffic lane;
- (c) There is also increased noise associated with additional acceleration and deceleration movements;
- (d) A reduction in the amount of parking near the intersection;
- (e) The construction cost is expected to considerably exceed the allocated budget.

OPTION 4

27. Involves the installation of kerb build-outs and reduction in kerb radii at the intersection, retaining two through-lanes and a right-turn lane on Harewood Road. Changes to the configuration of the Breens and Gardiners Road approaches are not proposed as part of this option. The existing central median island adjacent to the right-turning lanes on Harewood Road is widened so that the pedestrian refuge can be located closer to the intersection. Cycle lanes are marked on the approach and departure of the intersection on Harewood Road.

28. Benefits of this option are:

- (a) The marked cycle lanes on Harewood Road improve safety for cyclists;
- (b) Kerb build-outs reduce the carriageway width and crossing distance for pedestrians;
- (c) Vehicle speeds on Harewood Road may slightly decrease;
- (d) Associated no stopping will improve visibility for traffic entering the intersection from Breens Road and Gardiners Road.

29. Possible disadvantages of this option are:

- (a) A reduction in the amount of parking in the vicinity of the intersection;
- (b) Increased visibility may reduce compliance at the stop signs on Breens Road and Gardiners Road;
- (c) The crossing width of Harewood Road for pedestrians does not change.

1. Cont'd

PREFERRED OPTION

30. Option 1 is the preferred option as it best meets project objectives for the following reasons:
- (a) Replacement of the vehicle lane with a cycle lane in each direction on Harewood Road between Nunweek Boulevard and Highsted Road improves the level of service and safety for cyclists;
 - (b) Pedestrian safety is improved by new pedestrian facilities closer to the Breens Road intersection, widening of the median island, and new kerb build-outs on the eastern and western quadrants of the intersection which reduce the crossing distance;
 - (c) Widening the central islands provides an area for vehicles attempting to turn right from either Breens Road or Gardiners Road into Harewood Road to wait until there is an appropriate space to pull into. This will reduce the risk of crashes;
 - (d) Removing one traffic lane reduces the road width available to vehicles and will assist in reducing vehicle speeds;
 - (e) Larger stop signs are likely to improve compliance at stop controls on Breens Road and Gardiners Road;
 - (f) Funding is available from the 2009/10 Breens Intermediate Cycle Bubble budget and work can be co-ordinated with proposed resurfacing which is also scheduled for the 2010 calendar year;
 - (g) This option creates a Special Vehicle Lane. Under the Transport Act 1962, Special Vehicle Lanes must be specified in a Bylaw. The Local Government Act 2002 prescribes that any alterations or additions to a bylaw may only be undertaken using the Special Consultative Procedure.

APPROPRIATE FORM OF BYLAW

31. The form in which the proposed Amendment Bylaw has been drafted is considered appropriate in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008.
32. If a greater level of detail was specified then, if any changes were made to the road in the future which required the alteration of the special vehicle lane, then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult.

NEW ZEALAND BILL OF RIGHTS ACT (NZBORA) 1990

33. The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

1. Cont'd

LEGAL REQUIREMENTS OF A SPECIAL CONSULTATIVE PROCEDURE

34. The special consultative procedure under the Act requires that the Council prepares a statement of proposal that must include:

“(a) *as the case may be,—*

- (i) a draft of the bylaw as proposed to be made or amended; or*
- (ii) a statement that the bylaw is to be revoked; and*
- (iii) the reasons for the proposal; and*
- (iv) a report on any relevant determinations by the local authority under section 155.”*

35. The Act also requires the Council to determine the form of a summary of information. Section 89(c) requires that it be distributed, "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*" Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.

36. The proposed Amendment Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets and any absentee owners identified within the distribution area. The Summary of Information will also be sent to other relevant stakeholders, including the Spokes, Taxi Federation, transport groups, and any resident groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and selected Council service centres and libraries.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

37. Yes.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

38. Yes.

ALIGNMENT WITH STRATEGIES

39. The proposed cycle lane is aligned to the following strategies:

- (a) The City Council's Cycle Strategy 2004;
- (b) New Zealand Land Transport Strategy;
- (c) National Walking and Cycling Strategy;
- (d) Metro Strategy;
- (e) Sustainable Energy Strategy;
- (f) Physical Recreation and Sport Strategy;
- (g) Road Safety Strategy.

CONSULTATION FULFILMENT

40. Internal consultation has taken place between relevant units. Details of the proposed Harewood Road Cycle Lane project were presented as a seminar to the Fendalton/Waimairi Community Board on 3 June 2009. The statutory special consultative procedure will follow the adoption of the recommendations of this report.

1. Cont'd

STAFF RECOMMENDATION

That the Council:

- (a) Resolve that the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009, amending the Christchurch City Council Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Harewood Road, is the most appropriate way to address the identified issues.
- (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.
- (c) Resolve that Council commence a special consultative procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009) and the Summary of Information be adopted for consultation and made available for public inspection at selected Council Service Centres, Council libraries and on the Council's website.
- (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets as shown on the distribution plan within the summary of information, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups including Spokes, Taxi Federation, Transport Groups, and any resident groups in the distribution area.
- (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
- (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Harewood Road) Bylaw 2009.

BOARD RECOMMENDATION

That the staff recommendations be adopted.

BACKGROUND

41. This project was initiated in 2005 by a survey undertaken at Breens Intermediate School as part of a Cycle Bubble project. The principal aim was to improve the safety of children cycling to and from school. Several student cyclists identified the Breens-Harewood-Gardiners intersection as the most intimidating part of their journey to school.
42. An Initial Issues Survey of residents in the vicinity of the intersection of Harewood Road, Breens Road and Gardiners Road in 2005 identified safety as a key issue. Traffic volume and traffic speed were identified as key concerns for Breens Road and Harewood Road. Pedestrian safety in terms of road crossing was a key issue for Harewood Road.
43. The Fendalton/Waimairi Works, Traffic and Environment Committee supported the introduction of traffic signals at its meeting on 26 August 2006. However, the Council's project team advised that the cost of traffic signals would be approximately \$422,000, well in excess of the budget for a cycleway. In addition, the provisions of signals at this intersection fell below the priority threshold. Staff were asked to continue their investigations and consider these in relation to the Gardiners Road-Sawyers Arms Road intersection.

THE OBJECTIVES

44. The primary (must do) objectives for the project are as follows:
 - (a) To increase safety for pedestrians and cyclists;

1 Cont'd

- (b) To decrease vehicle speeds;
 - (c) To increase compliance with stop controls on Breens Road and Gardiners Road;
 - (d) To complete the project within the allocated budget;
 - (e) To complete the project within the 2009/10 financial year.
45. Key features of the proposed Harewood Road Cycle Lane extension and Breens-Gardiners-Harewood intersection safety improvements are as follows:
- (a) Reduction of traffic lanes on Harewood Road from two to one in each direction by painting chevron markings alongside the median island;
 - (b) Widening of the central median at the intersection to improve pedestrian crossing facilities;
 - (c) Existing pedestrian refuges on Harewood Road relocated closer to the Breens-Gardiners-Harewood intersection;
 - (d) New kerb build-outs on the eastern and western quadrants of the intersection to reduce the crossing distance;
 - (e) The marking of cycle lanes, 1.8 metres wide, on both sides of Harewood Road between Highsted Road and Nunweek Boulevard;
 - (f) No stopping lines at the intersection;
 - (g) Existing stop signs on Breens Road and Gardiners Road replaced with larger stop signs;
 - (h) Installation of tactile pavers in the median and pedestrian crossing points at the Breens-Gardiner-Harewood intersection;
 - (i) Construction of a kerb build-out at the junction of Harewood Road and Crofton Road to remove the informal left turn slip from Crofton Road.

THE PREFERRED OPTION

- 46. Commence the special consultative procedure to make the recommended amendments to the Bylaw.

2. PLANNING ISSUES ON MEMORIAL AVENUE AND FENDALTON ROAD

General Manager responsible:	General Manager Strategy and Planning, DDI 941 8281
Officer responsible:	Team Leader District Plan Team 2
Author:	Julia Forsyth, Senior Planner, Strategy and Planning

PURPOSE OF REPORT

- 1. The purpose of this report is to enable the Board to make a formal recommendation to the Council that a new project be included in the District Plan work programme for the 2009-10 financial year.
- 2. The project is to initiate a review of the planning provisions relating to Memorial Avenue and Fendalton Road, with a view to better maintaining and enhancing the character and amenity of this key access to the City.

EXECUTIVE SUMMARY

- 3. The Board is concerned recent developments, and in particular signs, have adversely affected the character of Memorial Avenue and Fendalton Road. It believes that the special memorial nature of Memorial Avenue, and the function of Memorial Avenue/Fendalton Road as a major entry to the City may be insufficiently recognised and protected in the District Plan.

2 Cont'd

4. The provisions relating to Memorial Avenue/Fendalton Road in the District Plan are less robust than those in the previous Transitional (Waimairi) Plan. In a recent seminar, planning staff discussed with the Board some ways in which it would be possible to strengthen the District Plan provisions, should Council decide to do so.
5. Following the seminar, the Board informally requested that staff provide a report to the Board to enable the Board to consider making a formal recommendation to the Council on this matter.

FINANCIAL IMPLICATIONS

6. A review and subsequent plan change would cost between \$50,000 and \$100,000 (excluding any Environment Court appeals).

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. There is no specific provision within the LTCCP for this project.

LEGAL CONSIDERATIONS

8. The legal processes are governed by the Resource Management Act. These include public notification, submissions, reporting, hearing, decisions, and possible appeals.

Have you considered the legal implications of the issue under consideration?

9. Yes

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Generally aligned with the Activity Management Plan for the District Plan

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. A prioritised work programme, matched to staff capacity and availability, to be presented for Council approval annually by 30 June for the following financial year.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Not applicable.

CONSULTATION FULFILMENT

13. Consultation is not required at this stage.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Receive the information in this report; and
- (b) Consider recommending to the Council that a new project be considered in the District Plan work programme for the 2009-10 financial year to initiate a review of the planning provisions relating to Memorial Avenue and Fendalton Road, with a view to better maintaining and enhancing the character and amenity of this key access to the City.

2 Cont'd

BOARD RECOMMENDATION

That the Council approve inclusion of a new project in the District Plan work programme for the 2009/10 financial year to initiate a review of the planning provisions relating to Memorial Avenue and Fendalton Road, with a view to better maintaining and enhancing the character and amenity of this key access to the city.

BACKGROUND (THE ISSUES)

14. The Board has expressed concern that some recent development, and in particular signs, have adversely affected the character of Memorial Avenue and Fendalton Road. It believes that the special memorial nature of Memorial Avenue, and the function of Memorial Avenue/Fendalton Road as a major entry to the City may be insufficiently recognised and protected in the District Plan.
15. The table shown in **Attachment 1** summarises the planning provisions from the Transitional (Waimairi) Plan and the current District Plan which are specific to the residential zoning along Memorial Avenue and Fendalton Road. The key difference is the status of non-residential (commercial) activities. Under the Transitional Plan, they were the equivalent to non-complying; under the District Plan they are discretionary.
16. There are several ways in which it would be feasible to amend the District Plan provisions to provide more protection for the amenity of Memorial Avenue/Fendalton Road. Any plan change would be reliant on having sufficient supporting evidence, and it would take some investigation for staff to know which option was most likely to result in a justifiable set of provisions which could (if necessary) withstand a challenge in the Environment Court. Some of the options are -
 - (a) Raise the status of signs larger than 0.5m² from restricted discretionary to discretionary or non-complying and considering introducing particular assessment criteria for Memorial Avenue/Fendalton Road frontage.
 - (b) Raise the status of non-residential activities fronting Memorial Avenue/Fendalton Road from discretionary to non-complying. This would set a higher threshold and make the establishment of new commercial activities and the expansion of existing commercial activities more difficult.
 - (c) Introduce a special sub-zone (for example a Special Amenity Area or Urban Conservation Area) with its own set of additional rules. This would focus on the nature of the development proposed, rather than necessarily separating residential from commercial development. Based on experience with the current Special Amenity Areas (SAMs) a plan change of this type would have to be carefully thought through. The SAMs provisions have not provided the degree of protection that was expected, and are currently under review.
17. At present, reviewing the provisions for Memorial Avenue/Fendalton Road is not on the District Plan work programme. The work programme has some 70 plus items (including Banks Peninsula Plan projects). The work programme for the 2009/10 financial year was received by the Regulatory and Planning Committee at its meeting on 4 June, and will be further considered by the Committee early in the 2009/10 financial year. The existing potential work programme is already larger than staff capacity and further prioritisation is required. The urgency and importance of the issues discussed in this report would need to be considered against other District Plan projects.

PART B – REPORTS FOR INFORMATION

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. PRESENTATION OF PETITIONS

Nil.

5. CORRESPONDENCE

5.1 CHRISTCHURCH BEAUTIFYING SOCIETY

Correspondence from the Christchurch Beautifying Society was received regarding a request for a meeting to discuss a new initiative identified by its Streets and Garden Awards Committee.

The Board **received** the correspondence and noted that staff would be exploring the possibility of a Combined Board Seminar to discuss the proposed initiative.

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update from the Community Board Adviser on forthcoming Board related activity over the coming weeks. In particular the following was noted:

7.1 AORANGI SCHOOL SUBMISSION

The Board discussed its recent informal meeting with Michael Deaker, a Ministry of Education appointed independent facilitator, in regards to the future of Aorangi School. The Board **decided** to forward a letter to Mr Deaker to reiterate the Board's strong support for the school.

8. ELECTED MEMBERS' INFORMATION EXCHANGE

8.1 **Mobile Library** – the Board noted the current consultation on the Mobile Library Service Review and agreed to prepare a Board submission at its next Community Services Committee meeting.

8.2 **Graffiti Office** – the Board noted that there was likely to be a presentation to an upcoming Combined Board Seminar from the Graffiti Office staff but it requested that staff also be invited to a Community Services Committee meeting in the near future to update members on matters specific to the Fendalton/Waimairi ward.

9. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING MINUTES – BOARD MEETING OF 1 JULY 2009

The Board **resolved** that the minutes of its ordinary meeting of Wednesday 1 July 2009, be confirmed.

11. NOTICES OF MOTION

11.1 HARTLEY AVENUE STREET RENEWAL PROJECT

The following Notice of Motion was submitted under Standing Order 3.10 by resolution of the Fendalton/Waimairi Community Board at its meeting of 16 June 2009.

“That subject to Standing Order 3.9.15 (Revocation or alteration of resolutions), the Board reconsider its decision made on 19 May 2009 regarding the Hartley Avenue Street Renewal Project, specifically in regard to the number of road narrowings in the section between Normans Road and the Halton Street intersection.”

BOARD CONSIDERATION

The Board received information from staff regarding the results of further consultation with Hartley Avenue residents with respect to the preferred number of road narrowings. Given the lack of clear direction from the consultation (17 supported one narrowing; 17 supported two) the Board decided to revoke that part of its 19 May 2009 resolution relating only to road narrowings, and to adopt the original staff recommendation on the matter, that being for two narrowings.

The Board **resolved**:

- (a) To approve the Hartley Avenue plans TP313201 and TP313202, as attached to the 27 April 2009 Works, Traffic and Environment Committee agenda, for final design, tender and construction, noting that this includes two road narrowings between Normans Road and the Halton Street intersection. (The associated Hawthorne Street plan TP308801 was approved at the 19 May 2009 Board meeting.)
- (b) To note that all associated parking restrictions approved by the Board at its meeting on 19 May 2009 and detailed in the original staff recommendation in the 27 April 2009 Works, Traffic and Environment Committee agenda, remain as approved and are to take effect following completion of construction.

(Note: 1. The Board noted that staff undertook to use the minimum amount of signage permitted for the road narrowings.

2. Board members thanked the Project Team for their excellent work, analysis and robust advice to the Board during consideration of this project.)

12. WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE – REPORT OF 24 JUNE 2009 MEETING

The Committee Chairperson presented the report of the meeting on Wednesday 24 June 2009 and the Board **resolved** to adopt the Committee recommendations as follows:

12.1 TREE REMOVAL REQUEST OUTSIDE 16 RUGBY STREET

The Board **resolved**:

- (a) To approve the removal of both silver birch trees outside number 16 Rugby Street and that one tree, of an appropriate species, be planted to serve as a replacement.
- (b) That the cost of the removal and replacement be borne by the applicant Mr Atherfold.

(Note: The Board agreed that staff would select an appropriate species of tree to replace the silver birch trees being removed from outside 16 Rugby Street.)

12.2 CORINGA RESERVE PLAYGROUND UPGRADE

The Board **resolved** to approve the final plan, as attached to the report in the Works, Traffic and Environment Committee agenda, for the Coringa Reserve Playground Upgrade Project to proceed to detailed design and construction.

5. 8. 2009

- 16 -

12. Cont'd

12.3 PLANNING ISSUES ON MEMORIAL AVENUE AND FENDALTON ROAD

This item is dealt with in Clause 2 (Part A - Matters Requiring a Council Decision) of these minutes.

The meeting concluded at 4.40pm.

CONFIRMED THIS 5TH DAY OF AUGUST 2009

**VAL CARTER
CHAIRPERSON**

**STATEMENT OF PROPOSAL FOR
THE PROPOSED HAREWOOD ROAD CYCLE LANE EXTENSION AND THE CHRISTCHURCH
CITY COUNCIL TRAFFIC AND PARKING AMENDMENT(HAREWOOD ROAD) BYLAW 2009**

1. DETAILS OF THE PROPOSAL

The Council proposes to reduce the number of traffic lanes and install a cycle lane on both sides of Harewood Road between Highsted Road and Nunweek Boulevard and to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 ("the Bylaw") by extending the existing Harewood Road cycle lane in Schedule 2 of that Bylaw.

2. REASONS FOR THE PROPOSAL

Under s72 (1)(kb) of the Transport Act 1962 the Council has power to create a special vehicle lane (which under the Land Transport Rules includes a cycle lane) by way of a bylaw. It is proposed that the extension to the Harewood Road cycle lane (from Highsted Road to Nunweek Park Boulevard) be established through an amendment to Schedule 2 of the Traffic & Parking Bylaw 2008. Under s86 of the Local Government Act 2002 if the Council is to amend a bylaw then it must be by way of a Special Consultative Procedure.

Harewood Road is a "major arterial road" with an average annual daily traffic count of just over 12,000 vehicles near the Breens Road, Harewood Road and Gardiners Road intersection. In the last 10 years there has been one reported cycle accident in this section of Harewood Road. However there were 37 reported vehicle crashes between 2003 and 2007, including eight at the intersection.

In response to safety concerns for children crossing Harewood Road while going to and from Breens Intermediate School, the Council proposes to improve pedestrian and cycle facilities at the Breens-Gardiners-Harewood intersection. This proposal involves reducing the number of traffic lanes on Harewood Road from two to one in order to provide a wider central median at the Breens Road intersection to construct improved pedestrian crossing facilities. This will also provide a better refuge area for vehicles crossing Harewood Road. The reduction in traffic lanes in Harewood Road provides the opportunity to install a cycle lane on both sides of Harewood Road which requires an amendment to the Second Schedule of the Traffic and Parking Bylaw 2008 by amending the description of the Harewood Road cycle lane in the Second Schedule of that Bylaw.

The Council's proposal is in accordance with its Cycling Strategy 2004, New Zealand Land Transport Strategy and the National Walking and Cycling Strategy, which seeks to increase the numbers, enjoyment and safety of both cyclists and pedestrians, as well as promoting sustainable modes of transport.

The Council's Cycling Strategy 2004 aims to create a cycle friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The Strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch and that enhancing the physical environment is a key method towards achieving the Strategy objectives.

The provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on road and off road cycle routes and the priority of provision is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

The proposed Harewood Road cycle lane project is identified as part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

The project also supports the Council's Metropolitan Christchurch Transport Statement towards increasing levels of sustainable transport modes in the city.

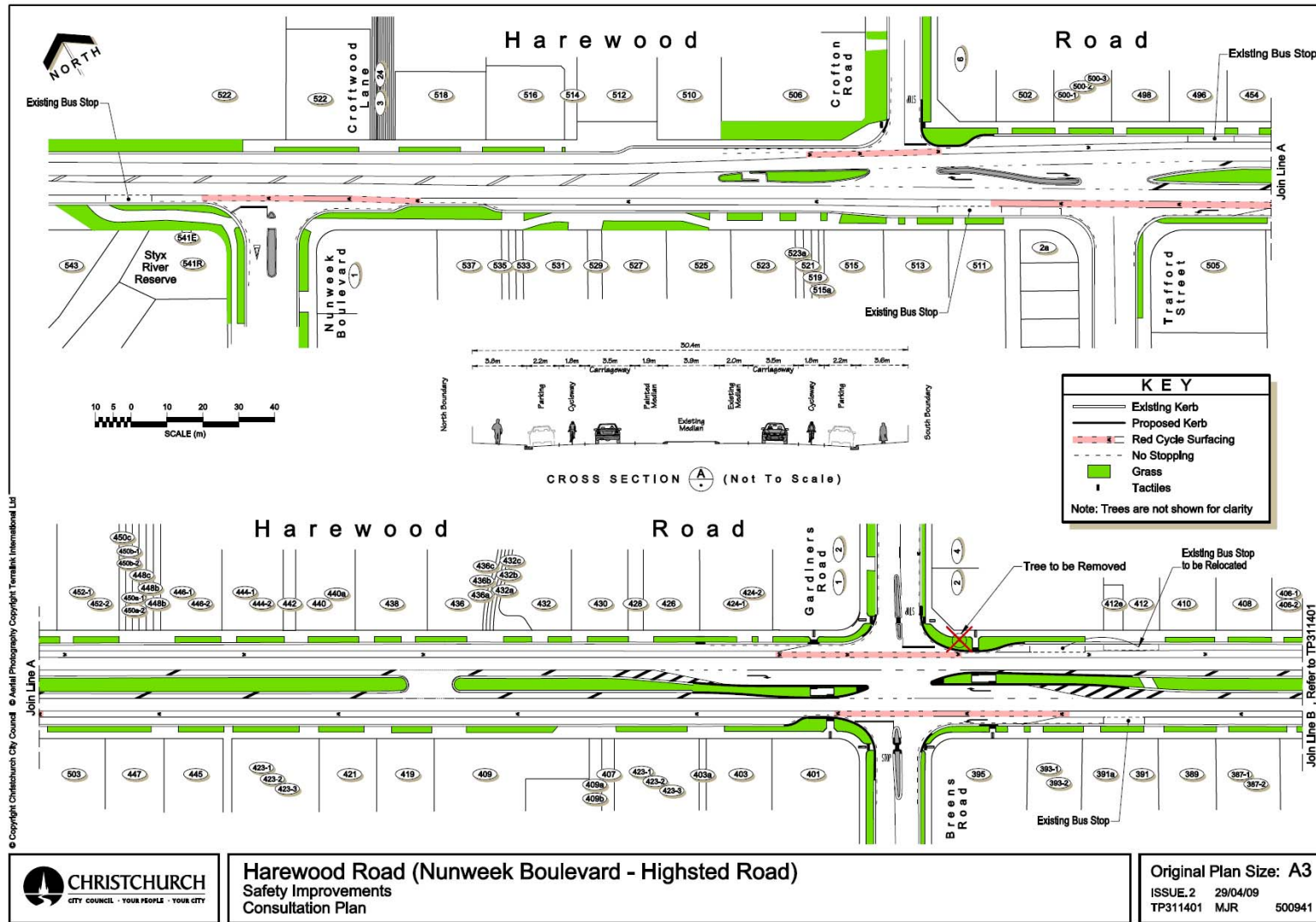
The primary (must do) objectives for the project are as follows:

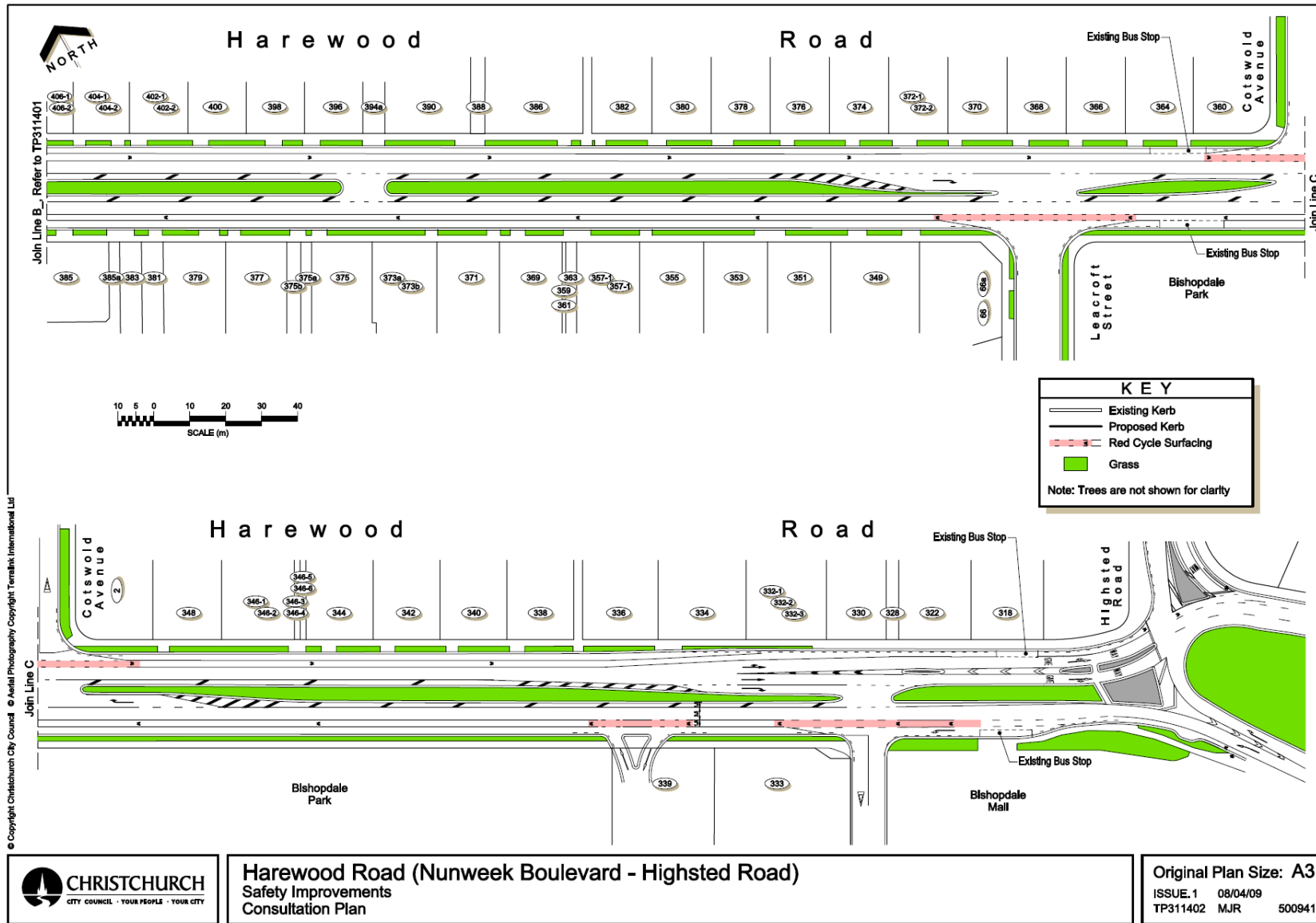
- (a) To increase safety for pedestrians and cyclists;
- (b) To decrease vehicle speeds;
- (c) To increase compliance with stop controls on Breens Road and Gardiners Road;
- (d) To complete the project within the allocated budget;
- (e) To complete the project within the 2009/10 financial year.

Key features of the proposed Harewood Road cycle lane extension and Breens-Gardiners-Harewood intersection safety improvements:

- (a) Reduction of traffic lanes on Harewood Road from two to one in each direction by painting chevron markings alongside the median island;
- (b) Widening of the central median at the Breens-Gardiners-Harewood intersection to improve pedestrian crossing facilities;
- (c) Existing pedestrian facilities on Harewood Road will be relocated closer to the intersection;
- (d) New kerb build-outs on the eastern and western quadrants of the intersection to reduce the crossing distance;
- (e) The marking of cycle lanes, 1.8 metres wide, on both sides of Harewood Road between Highsted Road and Nunweek Boulevard;
- (f) No stopping lines at the intersection;
- (g) Existing stop signs on Breens Road and Gardiners Road replaced with larger stop signs;
- (h) Installation of tactile pavers in the median and pedestrian crossing points at the Breens-Gardiner-Harewood intersection;
- (i) Construction of a kerb build-out at the junction of Harewood Road and Crofton Road to remove the informal left turn slip from Crofton Road.

The attached plan shows the proposed cycle lane.





2. SECTION 155 CONSIDERATIONS

Section 155 of the Act requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

The proposed most appropriate way to address the intersection safety problem is to reduce the number of traffic lanes on Harewood Road to provide the required crossing facilities at the Breens Road intersection. This provides the opportunity to install an extension of the cycle lane in Harewood Road (so that it will also run between Highsted Road and Nunweek Boulevard) which would become part of Christchurch's Primary Cycle Network within the Council's full Cycle Network Plan for Christchurch. The proposed project supports the Council's Vision in the Cycling Strategy towards helping Christchurch to be a cycle friendly city and specifically assists in the targets of increasing cycling and making it safe to cycle.

The following four options were considered by the Council in relation to improving traffic safety on Harewood Road at its intersection with Breens and Gardiners Roads:

Option 1 involves reducing the number of through lanes on each side of Harewood Road from two to one. This is achieved through the painting of chevron marking alongside the median island to effectively reduce the road width available to vehicles and provide space for the introduction of cycle lanes.

The benefits of this option are: cycle lanes will improve safety for cyclists; traffic crossing Harewood Road only has to find a gap in one through lane in each direction, while the storage area in the centre of the intersection allows a staged crossing for cars. Speeds on Harewood Road may reduce through the reduction in available road width. Pedestrian crossing facilities are located closer to the intersection and are therefore more likely to be used by pedestrians.

Possible disadvantages of this option are: the scheme may see a reduction in capacity of Harewood Road by removing one of the through lanes (although traffic counts along Harewood Road show that one through lane would be sufficient to accommodate traffic volumes for at least 20 years); and the overall crossing width of Harewood Road does not change.

Option 2 involves the installation of traffic signals at the intersection. This option retains two through lanes (one shared with left turning traffic) and a right turn lane on Harewood Road. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed. The option involves widening the existing central median island adjacent to the right turn lanes on Harewood Road to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate two through traffic lanes, a cycle lane and parking lane in each direction. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build-outs.

Benefits of this option are: controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles and creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections. Cycle lanes marked on all approaches to the intersection will improve safety for cyclists and pedestrians have a signalised crossing facility.

Possible disadvantages of this option are: nose-to-tail vehicle crashes are likely to increase at the intersection; through traffic on Harewood Road is delayed; and the overall crossing width of

Harewood Road for traffic does not change. There is a reduction in the amount of parking in the vicinity of the intersection; increased noise associated with additional acceleration and deceleration movements and the construction cost is expected to considerably exceed the allocated budget.

Option 3 involves the installation of traffic signals at the intersection, retaining two through lanes and a right turn lane on Harewood Road and a separate left turning lane. The Breens Road and Gardiners Road approaches are modified to provide an exclusive and opposing right turn lane and a shared through and left turning lane. The physical island on both Breens Road and Gardiners Road would need to be removed and central median island adjacent the right turn lanes on Harewood Road widened to accommodate traffic signal poles. The existing central median away from the intersection is reduced in width to accommodate the additional traffic lane and cycle lane. Kerb build-outs and reduced kerb radii are provided on all quadrants of the intersection to reduce pedestrian crossing distances and vehicle turning speeds. Cycle lanes are marked on all approaches to the intersection. No stopping is marked around all quadrants of the intersection and outside the kerb build- outs.

Benefits of this option are: controlling the intersection with traffic signals makes crossing Harewood Road from Breens Road and Gardiners Road easier for motor vehicles; creates downstream gaps on Harewood Road, which reduces delays at nearby priority-controlled intersections; and the separate left turn lane reduces delays for through traffic on Harewood Road. Cycle lanes marked on all approaches to the intersection improve safety for cyclists and pedestrians have a signalised crossing facility.

Possible disadvantages of this option are: nose-to-tail crashes are likely to increase at the intersection; through traffic on Harewood Road is delayed and the overall crossing width of the road increases in order to accommodate the additional traffic lane. There is also increased noise associated with additional acceleration and deceleration movements and a reduction in the amount of parking near the intersection. In addition, the construction cost is expected to considerably exceed the allocated budget.

Option 4 involves the installation of kerb build-outs and reduction in kerb radii at the intersection, retaining two through lanes and a right turn lane on Harewood Road. Changes to the configuration of the Breens and Gardiners Road approaches are not proposed as part of this option. The existing central median island adjacent to the right turning lanes on Harewood Road is widened so that the pedestrian refuge can be located closer to the intersection. Cycle lanes are marked on the approach and departure of the intersection on Harewood Road.

Benefits of this option are: the marked cycle lanes on Harewood Road improve safety for cyclists; kerb build-outs reduce the carriageway width and crossing distance for pedestrians; vehicle speeds on Harewood Road may slightly decrease; and associated no stopping will improve visibility for traffic entering the intersection from Breens Road and Gardiners Road.

The perceived shortfalls are: a reduction in the amount of parking in the vicinity of the intersection; increased visibility may reduce compliance at the stop signs on Breens Road and Gardiners Road; and the crossing width of Harewood Road for traffic does not change.

PREFERRED OPTION

Option 1 is the preferred option as it best meets the project objectives for the following reasons:

- (a) Replacement of the vehicle lane with a cycle lane in each direction on Harewood Road between Nunweek Boulevard and Highsted Road improves the level of service and safety for cyclists;
- (b) Pedestrian safety is improved by new pedestrian refuges closer to the Breens Road intersection, widening of the median island, and new kerb build-outs on the eastern and western quadrants of the intersection which reduce the crossing distance.

- (c) Widening the central islands provides an area for vehicles attempting to turn right from either Breens Road or Gardiners Road into Harewood Road to wait until there is an appropriate space to pull into. This will reduce the risk of crashes;
- (d) Removing one traffic lane reduces the road width available to vehicles and will assist in reducing vehicle speeds;
- (e) Larger stop signs are likely to improve compliance at stop controls on Breens Road and Gardiners Road;
- (f) Funding is available from the 2009/10 Breens Intermediate Cycle Bubble budget and work can be co-ordinated with proposed resurfacing which is also scheduled for the 2010 calendar year.

In addition:

- I. This option is aligned to and meets the objectives in the Cycle Strategy, sustainable transport modes and provides additional safety benefits for all road users in this section of Harewood Road.
- II. This option creates a Special Vehicle Lane. Under the Transport Act 1962, Special Vehicle Lanes must be specified in a Bylaw. The Local Government Act 2002 prescribes that any alterations or additions to a Bylaw may only be undertaken using the Special Consultative Procedure.
- III. The Councils intention is to make an amendment bylaw which amends Schedule 2 of the Traffic and Parking Bylaw 2008 to allow a marked cycle lane on Harewood Road between Highsted Road and Nunweek Boulevard.
- IV. There is no other way of creating a legally enforceable cycle lane on the road; therefore the bylaw amendment is the most appropriate way of addressing this problem.

Option 2 and 3 are not preferred as the construction cost is expected to considerably exceed the allocated budget. Option 4 is not preferred because the cycle lane only extends through the Breens-Gardiners-Harewood intersection and does not reduce the crossing distances across Harewood Road for pedestrians.

Appropriate form of bylaw

The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate, in specifying the road where the special vehicle lane will be, and the approximate location in the road. If a greater level of detail was specified then if any changes were made to the road in the future, which required the alteration of the special vehicle lane, and then each time that happened the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement more difficult.

New Zealand Bill of Rights Act (NZBORA) 1990

The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

3. PROPOSED AMENDMENT (HAREWOOD ROAD) BYLAW

The amendments proposed to the Christchurch City Council Traffic and Parking Bylaw 2008 are set out in the attached Christchurch City Council Traffic and Parking Amendment (Harewood Road) Bylaw 2009.

4. CONSULTATION PROCESS

The consultation process will be as follows:

- (a) The Council has resolved on the matters in section 155 of the Local Government Act 2002 and has approved this statement of proposal and summary of information, which will be publicised, and has appointed a hearings panel to hear any submissions;
- (b) The special consultative procedure will be from Monday 31 August 2009 to Friday 2 October 2009
- (c) If any submitters wish to be heard then the hearing of submissions will take place during the week of 2-6 November 2009.
- (d) The Council will receive a report from the hearings panel, will consider the recommendations of the panel and make a final determination on the amendments to the bylaw.

5. COPIES OF RELEVANT DOCUMENTS AND PERIOD FOR CONSULTATION

Attachment A to this Statement of Proposal is the proposed amendment bylaw (amending Schedule 2 of the Traffic and Parking Bylaw 2008).

The special consultative procedure for this proposal will be from **Monday 31 August 2009 to Friday 2 October 2009**. Local residents and other interested people can discuss the project with City Council staff **between 4.00pm and 6.30pm on Wednesday 9 September 2009 in Breens Intermediate School hall, 85 Breens Road, Bishopdale.**

Written submissions should be submitted either through:

- Council's website ("Have Your Say"), or
- Sent by email to cyclelane@ccc.govt.nz (please write 'Harewood Road' in subject line), or
- Posted to: Freepost 178, Harewood Road consultation, Christchurch City Council, PO Box 237, Christchurch 8140.

The Christchurch City Council Traffic & Parking Bylaw 2008 is available on the Council web page <http://www.ccc.govt.nz/Bylaws/>. The summary of information and this statement of proposal are available as follows

- The "Have your Say" link on the following Council web page www.ccc.govt.nz, or
- Bishopdale Library, Fendalton Library and Service Centre, Papanui Library and Service Centre, or
- Ringing the Council on 941 8999.

Report On Section 155 Of The Local Government Act 2002

Appropriate way to address problem

The Council has the power under the Transport Act 1962 to create special vehicle lanes (which includes cycle lanes) but it must do so by specifying the road on which the lane is on in a bylaw. Under section 155 of the Local Government Act 2002 the Council has considered a number of options and has determined that making an Amendment Bylaw to add this cycle lane to the second schedule of the Traffic and Parking Bylaw 2008 is the most appropriate way to address the perceived problems of cycle safety on Harewood Road and the need to increase the number of cyclists using Harewood Road to align with the Cycle Strategy 2004, NZ Land Transport Strategy and the National Walking and Cycling Strategy and also means there will be a legally enforceable cycle lane.

Appropriate form of bylaw

The form in which the Amendment Bylaw is drafted is considered appropriate. It is recommended that the bylaw wording specify the road where the special vehicle lane will be, as well the approximate location in the road.

New Zealand Bill of Rights Act 1990

The Council has determined this Amendment Bylaw is consistent with the New Zealand Bill of Rights Act.

Proposed Draft Amendment (Harewood Road) Bylaw

The full Amendment Bylaw is included in the Statement of Proposal but the proposed amendment made to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 is as follows :

Road Name	Location	Special Vehicle Lanes	
			Cycle Lane
Harewood Road	On the north east side in a south easterly direction		
	Nunweek Boulevard – Farrington Avenue		X
	On the south west side in a north westerly direction		
	Farrington Avenue - Nunweek Boulevard		X

Draft Amendment Bylaw and Copies of Documents

The full text of the Proposed Harewood Road cycle lane and Christchurch City Council Traffic and Parking Amendment (Harewood Avenue) Bylaw 2009 is attached to the Statement of Proposal, which is available (together with this summary of information):

- Through the "Have your Say" link on the Council website www.ccc.govt.nz, or
- From Council Service Centres and Libraries, or
- By ringing the Council on 941 8999.

If you would like any further information or assistance regarding this project, please contact the consultation leader shown in the panel below

haveyoursay
www.ccc.govt.nz/haveyoursay

Attention: Jennie Hamilton
Consultation Leader - Transport
Christchurch City Council
PO Box 237
Christchurch Mail Centre
Christchurch 8140



July 2009

have your say

Christchurch City Council
Proposed Harewood Road Cycle Lane Extension

Summary of Information for the Statement of Proposal for the Proposed Harewood Road Cycle Lane Extension and the Christchurch City Council Traffic and Parking Amendment (Harewood Road) Bylaw 2009

Detail and Reasons for the Proposal:

The Council proposes to install a cycle lane on both sides of Harewood Road from Nunweek Boulevard to Highsted Road, and to amend the Second Schedule of the Traffic and Parking Bylaw 2008. This will provide a continuous cycle lane from Farrington Avenue to Nunweek Boulevard.

The Council's proposal is in accordance with its Cycling Strategy 2004, New Zealand Land Transport Strategy and the National Walking and Cycling Strategy which seeks to increase the numbers, enjoyment and safety of cyclists as well as promoting sustainable modes of transport.

Providing dedicated and marked cycle lanes as part of the road layout for Harewood Avenue between Nunweek Boulevard to Highsted Road for increased safety of the cyclists is the Council's preferred option as part of a more comprehensive scheme to improve safety at the Breens-Gardiners-Harewood intersection.

The cycle lane will link with an existing cycle lane on Harewood Road from Highsted Road to Farrington Avenue.

The primary objective for the project is to improve safety for pedestrians and cyclists and decrease vehicle speeds.

The proposal must also increase compliance with stop controls on Breens Road and Gardiners Road; and be completed within budget in the 2009/10 financial year.



haveyoursay
www.ccc.govt.nz/haveyoursay

Period For Consultation

The special consultative procedure for this proposal will be from **Monday 31 August 2009 to Friday 2 October 2009**.

Project Information Drop In Session

Local residents and other interested people will be able to discuss the proposal with City Council staff at a project information drop-in session

- Breens Intermediate School hall, 85 Breens Road, Bishopdale, **Wednesday 9 September 2009, between 4.00pm and 6.30pm**

You can submit in the following ways:

- return the enclosed freepost form
- visit the website at www.ccc.govt.nz/HaveYourSay
- email cyclelane@ccc.govt.nz (please write Harewood Road in the subject line)

The Christchurch City Council Traffic and Parking Bylaw 2008 is available on the Council website <http://www.ccc.govt.nz/Bylaws/>.

You can view the Proposal and this Summary of Information

- online at www.govt.nz/HaveYourSay
- Bishopdale Library, Fendalton Library and Service Centre, and Papanui Library and Service Centre, or Council Service Centres and Libraries, or
- by ringing Council on 941 8999

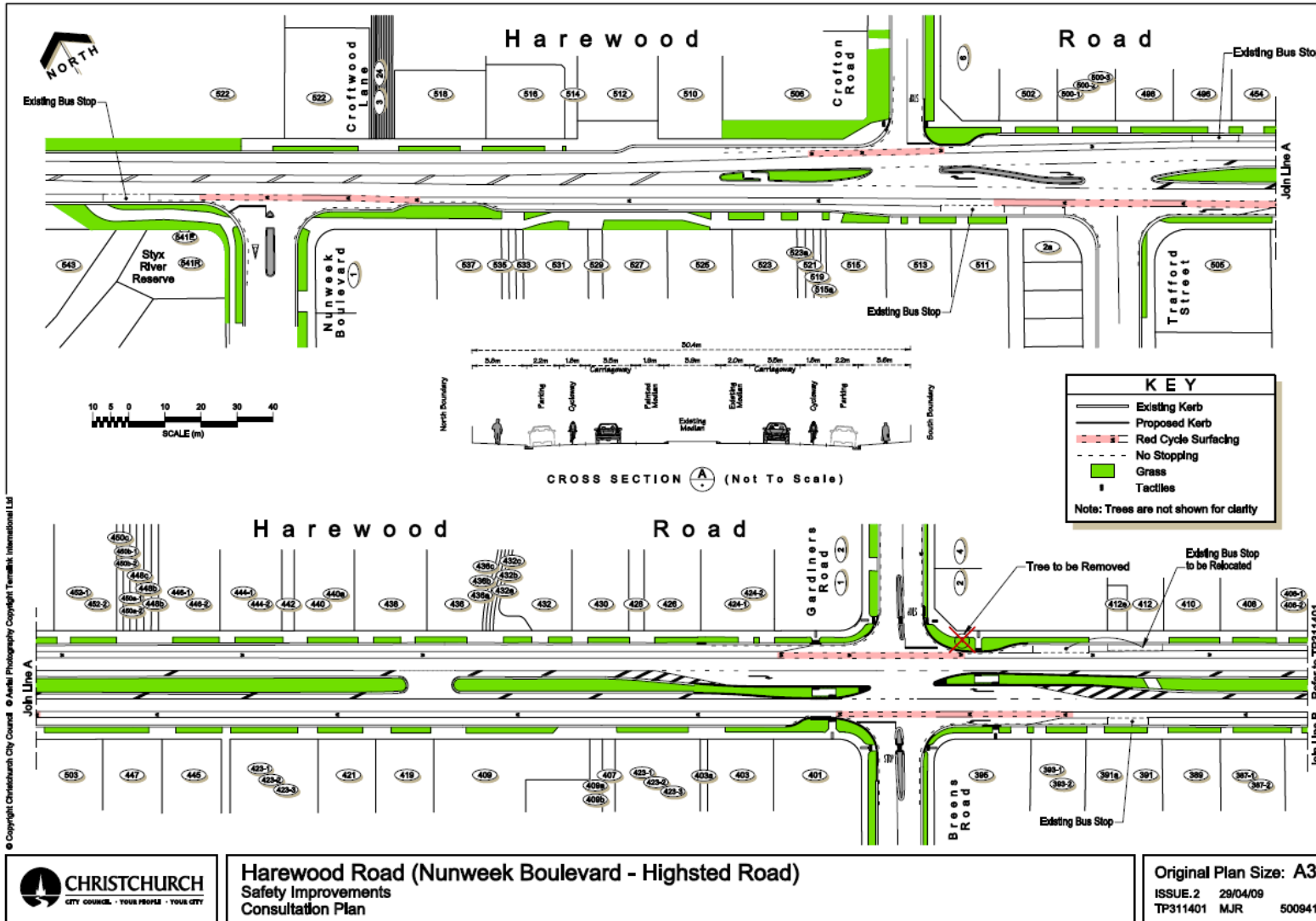
Key features of the proposed Harewood Road Cycle Lane extension are as follows:

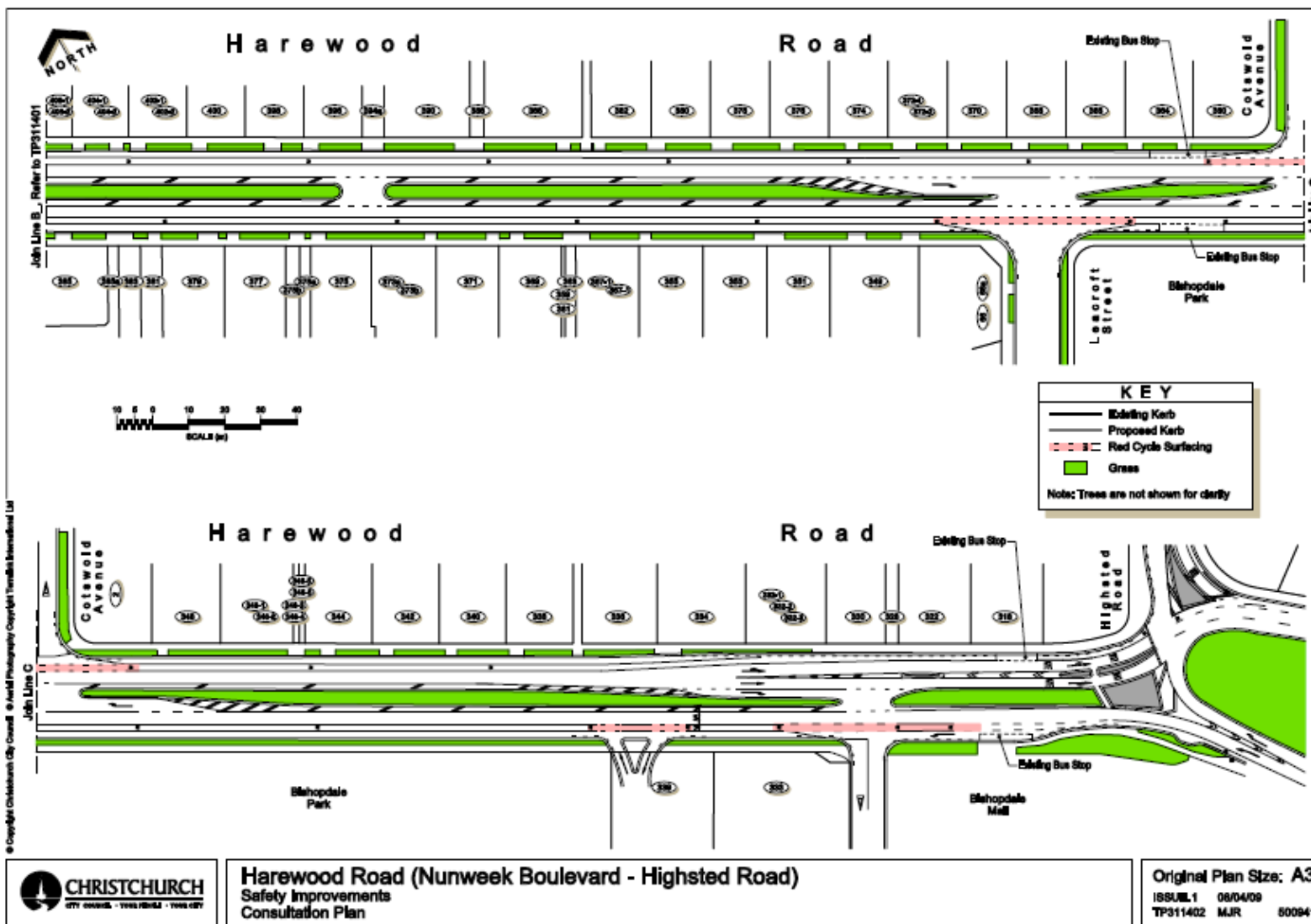
- Reduction of traffic lanes on Harewood Road from two to one in each direction by painting chevron markings alongside the median island;
- Widening of the central median at the intersection to improve pedestrian crossing facilities;
- Existing pedestrian refuges on Harewood Road will be relocated closer to the Breens-Gardiners-Harewood intersection;
- New kerb build-outs on the eastern and western quadrants of the intersection to reduce the crossing distance;
- The marking of cycle lanes, 1.8 metres wide, on both sides of Harewood Road between Highsted Road and Nunweek Boulevard;
- No stopping lines at the intersection;
- Existing stop signs on Breens Road and Gardiners Road replaced with larger stop signs;
- Installation of tactile pavers in the median and pedestrian crossing points at the Breens-Gardiners-Harewood intersection;
- Construction of a kerb build-out at the junction of Harewood Road and Crofton Road to remove the informal left turn slip from Crofton Road.

See diagrams attached providing further information on the location of the cycle lane and other features.

Locality Map









www.ccc.govt.nz/haveyoursay

Proposed Harewood Road Cycle Lane and amendment to Schedule 2 Traffic and Parking Bylaw 2008

Submission Form

Please read before completing your submission

The public consultation period is from Monday 31 August to Friday 2 October 2009. A public hearing process will follow.

It will help us if in your submission you:

- refer to the specific page(s); clause and section in the document.
- clearly state what action you think the Council should take and why that should be done.
- type or use black ink for your submission.

Please note: We are legally required to make all written or electronic submissions available to the public and to Councillors. This includes the name and address of the submitter. (Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987). If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council Support Team, telephone 941 8999.

No anonymous submissions will be accepted. Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation, please state this and your role within that organisation. Submissions must be received (NOT postmarked) at the Tuam Street Civic Offices no later than 5pm on Friday 2 October 2009. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 163-173 Tuam Street.

You may send us your submission:

On the internet

You may enter your submission using the form provided on the Council's website at www.ccc.govt.nz/HaveYourSay. Please follow all the instructions on the website.

By email

Please email your submission to cyclelane@ccc.govt.nz. Please make sure that your full name and address is included with your submission and you put 'Harewood Road' in the subject line.

Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box. The hearings will be held during the week of Monday 2 November 2009. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

I do NOT wish to discuss my submission at the hearing, and ask that this written submission be considered OR **I wish to discuss the main points in my written submission at the hearings to be held during the week of Monday 2 November 2009.**

Are you completing this submission:

For yourself On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent?

My submission refers to:

Page No(s) Clause(s) and section(s)

Your Name
.....

Organisation name (if applicable)
.....

Organisation role (if applicable)
.....

Contact Address
.....

Post Code:

Phone No (day) Phone No (evening)

Email (if applicable)

Signature Date

TABLE: Summary of Planning Provisions for Residential Zoning on Memorial Avenue and Fendalton Road

Residential Zone Provisions	Explanation	Transitional (Waimairi) Plan	City Plan
Predominant Uses / Permitted Activities	<i>Considered appropriate for the zone, as long as activity complies with standard conditions.</i>	<ul style="list-style-type: none"> Residential Home occupations Elderly persons housing (<7 units) Signs up to 0.5m² for elderly persons housing and home occupations 	<ul style="list-style-type: none"> Residential (including elderly persons housing) Other activities up to 40m² in area, where one person resides on-site. One full time employee can reside off-site Signs up to 0.5m², which relate to the activity on the site
Conditional Uses / Discretionary Activities	<i>Generally appropriate for the zone, but not on all sites, and likely to require conditions to mitigate any adverse effects on other uses in the zone.</i>	<ul style="list-style-type: none"> Multiple residential units on a site, elderly person housing (7+ units) Signs up to 1m² for elderly persons housing 	<ul style="list-style-type: none"> Other activities with greater area, or more employees than above Signs greater than 0.5m² (restricted discretionary)
Specified Departures /Non-complying Activities	<i>Considered inappropriate for the zone. Onus on applicant to prove otherwise</i>	<ul style="list-style-type: none"> Any other activities not covered above All signs other than those above 	<ul style="list-style-type: none"> Signs which do not relate to the activity on the site