

**13. HEARINGS PANEL REPORT ON THE PROPOSED HAREWOOD ROAD CYCLE LANE EXTENSION AND THE CHRISTCHURCH CITY COUNCIL TRAFFIC AND PARKING AMENDMENT (HAREWOOD ROAD) BYLAW 2009**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Author:</b>	Special Vehicle Lanes Hearings Panel

**PURPOSE OF REPORT**

1. The purpose of this report is to present the Hearings Panel recommendations on the proposed Harewood Road cycle lane extension and seek the Council's approval to adopt the Christchurch City Council Traffic and Parking Amendment (Harewood Road) Bylaw 2009 as an amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008.
2. The report also contains a number of recommendations to implement parking restrictions associated with the proposed Harewood Road (Nunweek Boulevard to Highsted Road) cycle lane extension, if the proposal is approved.

**EXECUTIVE SUMMARY**

3. This proposal creates cycle lanes on Harewood Road between Highsted Road and Nunweek Boulevard as part of a scheme to address pedestrian and cycle safety concerns at the intersection of Harewood Road, Breens Road and Gardiners Road. The project includes reducing the number of traffic lanes from four to two on Harewood Road.
4. Harewood Road is a major arterial road with an average daily traffic count (Monday to Thursday) of approximately 17,400 vehicles at Highsted Road, dropping to about 14,000 at the Breens Road and Gardiners Road intersection, and 12,100 vehicles at Crofton Road.
5. The speed limit in the section of Harewood Road within the project area is 50 kilometres per hour. A speed survey on Harewood Road, west of the Breens Road - Gardiners Road intersection, for a week in December 2009 indicated an 85 percentile of 59.4 kilometres per hour.
6. The Harewood Road cycle lane extension 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.
7. As a result of these investigations a Cycle Lane (Special Vehicle Lane) was proposed on both sides of Harewood Road between Highsted Road and Nunweek Boulevard.
8. 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. In order to do this, and to ensure that the proposed cycle lane can be enforced, it is 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.
9. On 13 August 2009, the Council resolved to commence the special consultative procedure to initiate the process prior to any amendment to the Bylaw enabling cycle lanes to be installed in this section of Harewood Road.
10. Consultation with residents, property owners and other key stakeholders was undertaken from Monday 31 August 2009 to Friday 2 October 2009. A full set of submissions, meeting notes and responses is shown in **Attachment 1** (separately circulated).
11. The Council appointed a Hearings Panel comprising Councillors Ngaire Button (Chair) and Mike Wall, and Community Board member Faimeh Burke. The Panel deliberated on all written and verbal submissions as well as outcomes of further consultation with the New Zealand Transport Agency (NZTA), Christchurch International Airport Limited (CIAL), and views expressed at a joint seminar of the Fendalton/Waimairi and Shirley/Papanui Community Boards.

12. The panel is recommending, in a majority decision, that the proposed Harewood Road cycle lane extension should proceed. The Panel considers that the reduction in traffic lanes as part of the Harewood Road cycle lane extension was the most effective way to improve safety at the Breens-Harewood-Gardiners intersection until funding was available to install traffic lights.
13. The Panel requested that the Council review the project one year after completion. In line with standard Council practice, the project will not receive certification 12 months after completion until a further safety audit has been passed and all design and construction standards have been met. All residents' concerns raised before and after certification through the Council's Request For Service process (ph 941 8666 or on line) are tracked and the outcomes recorded.
14. Staff advised the panel that traffic lights were not likely to attract a NZTA subsidy for at least the next 10 years due to the delays that would be imposed (by signals) on the arterial road. The Panel was informed that traffic lights in the future would complement the proposed scheme.
15. Staff also advised that while it would be possible to have cycle lanes and four traffic lanes, this option would require the removal of all on-street parking.
16. Panel member Faimeh Burke said that, although she strongly supported cycle ways she would not support this proposal and preferred a better plan for this section of Harewood Road, which was a major arterial road and a major access road to the Airport. She noted that most submitters opposed the proposal and that they had valid concerns about compromising safety when turning onto and off Harewood Road, as well as issues such as congestion and pollution.
17. Several changes to the original proposal are being recommended by the Hearings Panel. These changes related to resolving issues raised in submissions and further investigations by the project team. The recommended changes are covered in more detail further on in the report under the section titled "Recommended changes to the plan" in paragraph 35.
18. The amended plans (TP311401 Issue 3 and TP 311402 Issue 2) incorporating changes recommended by the Hearings Panel are shown as **Attachments 2 and 3** respectively. The proposed Amendment Bylaw to be adopted by the Council is shown in **Attachment 4**.
19. A summary of the key features of the proposed plan being recommended by the Hearings Panel is shown below:
  - (a) The marking of cycle lanes, 1.8 metres wide, on both sides of Harewood Road between Highsted Road and Nunweek Boulevard.
  - (b) Reduction of traffic lanes on Harewood Road from two to one, 3.5 metres wide, in each direction by painting chevron markings alongside the median island.
  - (c) Widening of the central median at the Breens-Harewood-Gardiners intersection to improve pedestrian crossing facilities.
  - (d) 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.
20. Installation of the proposed cycle lane extension and associated construction is scheduled in the 2011/12 financial year.
21. This scheme requires a resource consent prior to implementation because of the reduction in traffic lanes from two to one in each direction on Harewood Road.

#### **FINANCIAL IMPLICATIONS**

22. Funding for the proposed Harewood Road cycle lane extension is provided for within the Cycleways Improvements Programme of the Active Travel activity. Total funding for this programme is on page 243 of the 2009-19 LTCCP.

23. The funding for this project covers all costs from design and consultation through to construction and implementation. Installation is programmed in the 2011/12 financial year.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

24. Funding for the project is provided in the 2009-19 LTCCP and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

#### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

25. Yes, as above.

#### **ALIGNMENT WITH STRATEGIES**

26. 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**

27. Following internal Council consultation between relevant units, a seminar on the proposed Harewood Road cycle lane extension, including Breens-Gardiners-Harewood intersection safety improvements, was presented to the Fendalton/Waimairi Community Board on 3 June 2009.
28. After considering a report on the Proposed Harewood Road cycle lane extension on 14 July 2009, the Fendalton/Waimairi Community Board recommended 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.
29. At its meeting on 13 August 2009 the Council resolved 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, was the most appropriate way to address the perceived problems identified in paragraph 30 and 31 of this report. It also resolved that the Council commence a special consultative procedure.
30. The period for the special consultative procedure ran from 31 August 2009 to 2 October 2009. Consultation documents were posted or delivered to key stakeholders including residents, property owners and businesses. Public notices appeared in relevant newspapers, and the consultation documents were made available at service centres, Council libraries and online via the Council's 'Have Your Say' web page. A public information evening was also held at Breen's Intermediate School on Wednesday 9 September 2009 for interested people to drop in and talk to project staff.

31. At the close of the consultation period a total of 47 submissions had been received. Of these 16 were generally in support of the proposal, 27 were opposed and four did not indicate whether they supported or opposed the plan.
32. Common submission themes by those opposed to the proposal included the need for traffic lights at the Breen-Harewood-Gardiners intersection, concern about reduction in traffic lanes from two to one in each direction, and increased traffic congestion at peak hours. Those in favour of the proposal supported dedicated lanes for cyclists which would encourage cycle use.
33. Seven people requested to be heard by the Hearings Panel in support of their submissions. The hearings were held on 2 November 2009. The Panel requested that staff also obtain the views of the New Zealand Transport Agency (NZTA) and Christchurch International Airport Limited (CIAL), and discuss the project at a joint seminar of the Shirley/Papanui and Fendalton/Waimairi Community Boards.
34. NZTA commented that its main concern was with the status of Harewood Road in the City Plan, but if the Council was seeking to revise the status then he stated that he was reasonably comfortable with the proposed scheme.
35. Christchurch International Airport Limited advised the project team that the proposal would not have a notable impact on accessibility to the Airport and that likely traffic volumes could be accommodated within the two lane road as proposed.
36. Details of the proposal were presented to a joint seminar for Fendalton/Waimairi and Shirley/Papanui Community Board members on 14 December 2009 at the Fendalton Service Centre. Community Board members expressed views for and against the proposal.

#### **PANEL DELIBERATIONS**

37. The Panel decided to recommend to the Council that the Council adopt the recommendations set out below and including the attachments referred to in paragraphs (a) and (b) of those recommendations. Councillor Faimeh Burke requested that her vote against the motion be recorded for the reasons set out in paragraph 16 of this report.

#### **RECOMMENDED CHANGES TO THE PLAN**

38. The Hearings Panel has recommended changes to the plan that was distributed for consultation. These changes, which also include revisions from a Safety Audit and requests from Network Operation, are:
  - (a) The bus stop is to be retained in the existing location outside number 412 Harewood Road, in front of the Orion sub station.
  - (b) Provision of No Stopping lines at bus stops allow for lead in/out in line with bus stop design guidance. Markings of the existing bus stop bays remain the same.
  - (c) No Stopping outside 424 Harewood Road shortened to allow an additional park in front of the property.
  - (d) Existing Stop signs on Gardiners Road and Breens Road to be retained as these are already the maximum size for this environment.
  - (e) Provision of one P5 space outside the dairy and extension of No Stopping lines from the corner of Trafford Street extending west to improve visibility.
  - (f) Addition of a Give-way control at the Trafford Street intersection with Harewood Road.
  - (g) Addition of a Give-way control at the Leacroft Street intersection.
  - (h) Extension of No Stopping lines on the east side of Nunweek Boulevard.

- (i) Extension of No Stopping lines on Harewood Road on the exit lane from the Highsted Road roundabout.
  - (j) A dashed line to be marked between the parallel parking line and the outside line of the cycle lane to allow for the parking of vehicles wider than 2 metres.
  - (k) Inclusion of a 0.6 metre painted flush median between the cycle lane and vehicle lane.
  - (l) Change from red to green cycle lanes due to change in Council policy.
  - (m) Existing pedestrian crossing points shown on plan for Council approval.
  - (n) Modification to a cut-down at the pedestrian crossing point in front of Bishopdale Park to align the crossing points from the median to the footpath on the eastbound carriageway.
  - (o) Addition of No Stopping lines between Bishopdale Court and the left in/left out access.
  - (p) Addition of coloured surfacing for cyclists exiting the Highsted Road roundabout.
39. The panel also recommends investigation during the detailed design phase of the use of kerb top markers to highlight crossing points at night.

#### **LEGAL CONSIDERATIONS**

- 40. Public consultation has been completed via the special consultative procedure, as described above.
- 41. The Hearings Panel has no decision-making powers, but can make recommendations to the Council as a result of considering written and oral submissions. The Council can then accept or reject those recommendations, as it sees fit. However, Section 82 (1) (e) of the Local Government Act states that the views presented during consultation should be received by the Council with an open mind and should be given 'due consideration in decision-making'.
- 42. Section 157 of the Act requires the Council give public notice of the amendment of a bylaw as soon as practical after the bylaw is made. This is covered in recommendation (c) providing the Council adopts the proposed bylaw amendment.
- 43. The Legal Services Unit considers that the form of the bylaw, as proposed, is the most appropriate form, and that the bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990 (in accordance with section 155 of the Local Government Act).
- 44. A resource consent will be required before the cycle lane extension is installed because of the reduction of traffic lanes from two to one in each direction on Harewood Road. This would be applied for after Council approval has been given for the scheme.

#### **HEARINGS PANEL RECOMMENDATIONS**

The Hearings Panel recommends that the Council:

- (a) Approve the proposed Harewood Road cycle lane, as shown on the attached plans (TP 311401 Issue 3 and TP 311402 Issue 2) in Attachments 2 and 3, subject to a resource consent.
- (b) Adopt the Christchurch City Council Traffic and Parking Amendment (Harewood Road) Bylaw 2009 as an amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008, as shown in Attachment 4.
- (c) Give public notice as soon as practicable, that the Christchurch City Council Traffic and Parking Amendment (Harewood Road cycle lane extension, Nunweek Boulevard to Highsted Road) Bylaw 2009 has been made by the Council and that it comes into effect in 2010 and that copies of the Bylaw will be made available.

- (d) Send a copy of the amended Bylaw to the Minister of Transport within one week of the Bylaw being made, as required by section 72(4) of the Transport Act 1962.
- (e) Sends copies of the Bylaw and approved plan to those people or organisations that made submission, advising them of the outcome.
- (f) Approve the following parking restrictions to take effect once the No Stopping lines associated with the cycleway project on Harewood Road (Nunweek Boulevard to Highsted Road) are painted on the road:

**Revoke existing parking restrictions:**

- (i) That all existing parking restrictions on the north side of Harewood Road between Crofton Road and Highsted Road be revoked.
- (ii) That all existing parking restrictions on the south side of Harewood Road between Nunweek Boulevard and Highsted Road be revoked.
- (iii) That the existing parking restrictions on the south side of Harewood Road commencing at its intersection with Nunweek Boulevard and extending in a westerly direction for a distance of 39 metres be revoked.
- (iv) That the existing parking restrictions on the west side of Gardiners Road commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 20 metres be revoked.
- (v) That the existing parking restrictions on the east side of Gardiners Road commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 20 metres be revoked.
- (vi) That the existing parking restrictions on the east side of Bishopdale Court commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 6 metres be revoked.
- (vii) That the existing parking restrictions on the east side of Trafford Street commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 10 metres be revoked.
- (viii) That the existing parking restrictions on the east side of Nunweek Boulevard commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 9 metres be revoked.
- (ix) That the existing parking restrictions on the west side of Nunweek Boulevard commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 24 metres be revoked.

**Revoke existing Stop controls:**

- (i) That the existing Stop control on Crofton Road at its intersection with Harewood Road be revoked.
- (ii) That the existing Stop control on Gardiners Road at its intersection with Harewood Road be revoked.
- (iii) That the existing Stop control on Breens Road at its intersection with Harewood Road be revoked.

**Revocation of existing Give-Way controls:**

- (i) That the existing Give-Way control on Cotswold Avenue at its intersection with Harewood Road be revoked.

- (ii) That the existing Give-Way control on Harewood Road at its intersection with Highsted Road be revoked.
- (iii) That the existing Give-Way control on Bishopdale Court at its intersection with Harewood Road be revoked.
- (iv) That the existing Give-Way control on Nunweek Boulevard at its intersection with Harewood Road be revoked.

**Adopt new No Stopping restrictions:**

- (i) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Crofton Road and extending in a westerly direction for a distance of 52 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Crofton Road commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 21 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Crofton Road commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 21 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Crofton Road and extending in an easterly direction for a distance of 17 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 66 metres east of its intersection with Crofton Road and extending in a easterly direction for a distance of 8 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 87 metres east of its intersection with Crofton Road and extending in a easterly direction for a distance of 8 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Gardiners Road and extending in a westerly direction for a distance of 40 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Gardiners Road commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 37 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Gardiners Road commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 35 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Gardiners Road and extending in an easterly direction for a distance of 27 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 44 metres east of its intersection with Gardiners Road and extending in a easterly direction for a distance of 8 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 66 metres east of its intersection with Gardiners Road and extending in a easterly direction for a distance of 4 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 38 metres west of its intersection with Cotswold Avenue and extending in a westerly direction for a distance of 8 metres.

- (xiv) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Cotswold Avenue and extending in a westerly direction for a distance of 22 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the west side of Cotswold Avenue commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 13 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the east side of Cotswold Avenue commencing at its intersection with Harewood Road and extending in a northerly direction for a distance of 13 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Cotswold Avenue and extending in an easterly direction for a distance of 19 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Highsted Road and extending in a westerly direction for a distance of 34 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 45 metres west of its intersection with Highsted Road and extending in a westerly direction for a distance of 96 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at a point 41 metres east of its intersection with Bishopdale Court and extending in an easterly direction for a distance of 40 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Bishopdale Court and extending in an easterly direction for a distance of 26 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the east side of Bishopdale Court commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 7 metres.
- (xxiii) That the stopping of vehicles be prohibited at any time on the west side of Bishopdale Court commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 7 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Bishopdale Court and extending in a westerly direction for a distance of 77 metres.
- (xxv) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at a point 45 metres east of its intersection with Leacroft Street and extending in an easterly direction for a distance of 8 metres.
- (xxvi) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Leacroft Street and extending in an easterly direction for a distance of 27 metres.
- (xxvii) That the stopping of vehicles be prohibited at any time on the east side of Leacroft Street commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 12 metres.
- (xxviii) That the stopping of vehicles be prohibited at any time on the west side of Leacroft Street commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 14 metres.



- (xxix) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Leacroft Street and extending in a westerly direction for a distance of 18 metres.
- (xxx) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at a point 63 metres east of its intersection with Breens Road and extending in a easterly direction for a distance of 8 metres.
- (xxxii) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Breens Road and extending in an easterly direction for a distance of 51 metres.
- (xxxiii) That the stopping of vehicles be prohibited at any time on the east side of Breens Road commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 22 metres.
- (xxxiv) That the stopping of vehicles be prohibited at any time on the west side of Breens Road commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 24 metres.
- (xxxv) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Breens Road and extending in a westerly direction for a distance of 23 metres.
- (xxxvi) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Trafford Street and extending in an easterly direction for a distance of 36 metres.
- (xxxvii) That the stopping of vehicles be prohibited at any time on the east side of Trafford Street commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 14 metres.
- (xxxviii) That the stopping of vehicles be prohibited at any time on the west side of Trafford Street commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 11 metres.
- (xxxix) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Trafford Street and extending in a westerly direction for a distance of 14 metres.
- (xl) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at a point 20 metres west of its intersection with Trafford Street and extending in a westerly direction for a distance of 11 metres.
- (xli) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at a point 45 metres west of its intersection with Trafford Street and extending in a westerly direction for a distance of 4 metres.
- (xlii) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Nunweek Boulevard and extending in an easterly direction for a distance of 57 metres.
- (xliv) That the stopping of vehicles be prohibited at any time on the east side of Nunweek Boulevard commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 29 metres.
- (xlv) That the stopping of vehicles be prohibited at any time on the west side of Nunweek Boulevard commencing at its intersection with Harewood Road and extending in a southerly direction for a distance of 23 metres.

(xlv) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Nunweek Boulevard and extending in a westerly direction for a distance of 26 metres.

(xlvi) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at a point 39 metres west of its intersection with Nunweek Boulevard and extending in a westerly direction for a distance of 14 metres.

**Adopt new P5 parking restrictions**

(i) That the parking of vehicles be restricted to a maximum period of 5 minutes At Any Time on the south side of Harewood Road commencing at a point 14 metres west from its intersection with Trafford Street and extending in a westerly direction for a distance of 6 metres.

**Adopt new parking restrictions – Bus Stops**

(i) That a bus stop be installed on the north side of Harewood Road commencing at a point 74 metres east from its intersection with Crofton Road and extending in an easterly direction for a distance of 13 metres.

(ii) That a bus stop be installed on the north side of Harewood Road commencing at a point 52 metres east from its intersection with Gardiners Road and extending in an easterly direction for a distance of 14 metres.

(iii) That a bus stop be installed on the north side of Harewood Road commencing at a point 22 metres west from its intersection with Cotswold Avenue and extending in an westerly direction for a distance of 16 metres.

(iv) That a bus stop be installed on the north side of Harewood Road commencing at a point 34 metres west from its intersection with Highsted Road and extending in a westerly direction for a distance of 11 metres.

(v) That a bus stop be installed on the south side of Harewood Road commencing at a point 26 metres east from its intersection with Bishopdale Court and extending in an easterly direction for a distance of 15 metres.

(vi) That a bus stop be installed on the south side of Harewood Road commencing at a point 27 metres east from its intersection with Leacroft Street and extending in a easterly direction for a distance of 18 metres.

(vii) That a bus stop be installed on the south side of Harewood Road commencing at a point 51 metres east from its intersection with Breens Road and extending in a easterly direction for a distance of 12 metres.

(viii) That a bus stop be installed on the south side of Harewood Road commencing at a point 31 metres west from its intersection with Trafford Street and extending in a westerly direction for a distance of 14 metres.

(ix) That a bus stop be installed on the south side of Harewood Road commencing at a point 26 metres west from its intersection with Nunweek Boulevard and extending in a westerly direction for a distance of 13 metres.

**Adopt new Stop controls:**

(i) That a Stop control be placed against Crofton Road at its intersection with Harewood Road.

(ii) That a Stop control be placed against Gardiners Road at its intersection with Harewood Road.

- (iii) That a Stop control be placed against Breens Road at its intersection with Harewood Road.

**Adopt new Give-Way controls:**

- (i) That a Give-Way control be placed against Cotswold Avenue at its intersection with Harewood Road.
- (ii) That a Give-Way control be placed against Harewood Road at its intersection with Highsted Road.
- (iii) That a Give-Way control be placed against Bishopdale Court at its intersection with Harewood Road.
- (iv) That a Give-Way control be placed against Leacroft Street at its intersection with Harewood Road.
- (v) That a Give-Way control be placed against Trafford Street at its intersection with Harewood Road.
- (vi) That a Give-Way control be placed against Nunweek Boulevard at its intersection with Harewood Road.

## BACKGROUND

45. The length of road from Nunweek Boulevard to Highsted Road has recreational reserve, retail, and residential land uses. 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.
46. 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.
47. 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 concerns in Breens Road and Harewood Road. Pedestrian safety in terms of road crossing was a key issue in Harewood Road.
48. 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 a scheme incorporating traffic signals at that time would be approximately \$422,000, well in excess of the budget for a cycleway. In addition, the provision 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.
49. The cost of installing signals at the Breens-Harewood-Gardiners intersection has been reviewed. The estimated cost is in the range of \$350,000 to \$400,000 plus approximately \$100,000 depending on the requirements of existing services e.g. power cables. This work cannot be funded from the cycleways budget and there is no provision for a signalised intersection in this location in the 2009-19 LTCCP.
50. The proposed plan reduces the number of lanes in this section of Harewood Road from four lanes to two lanes. The Council's network transport planners have completed traffic modelling exercises and, based on projected traffic volumes over the next 20 years, they do not have concerns that this scheme will have an adverse effect on the network.
51. 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 staff understand that at present no decision has yet been made by NZTA. The Council's network transport planners advised that even if both proposals proceed a single vehicle lane plus a cycle lane would have the capacity to cope with any increase in traffic volumes in the project area for at least the next 20 years.
52. The New Zealand Transport Agency Crash Analysis System shows that 42 vehicle crashes were recorded along and within 25 metres of Harewood Road between the Highsted Road and Nunweek Boulevard study area in the five year period between January 2005 and December 2009, an average of 8.4 crashes per annum.
53. Cyclists were involved in two of the reported crashes within the five year study period. One crash occurred at the Cotswold Avenue intersection and one occurred on the approach to the Highsted Road roundabout.
54. The proposed Harewood Lane cycle lane extension (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. At peak periods (one and a half hours) up to 27 cyclists travel along Harewood Road.

### Features of the Proposed Plan

55. Key features of the proposed plan being recommended by the Hearings Panel are shown below:
- (a) The marking of cycle lanes, 1.8 metres wide, on both sides of Harewood Road between Highsted Road and Nunweek Boulevard.
  - (b) Reduction of traffic lanes on Harewood Road from two to one, 3.5 metres wide, in each direction by painting chevron markings alongside the median island.
  - (c) Widening of the central median at the Breens-Harewood-Gardiners intersection to improve pedestrian crossing facilities.
  - (d) Existing pedestrian refuges on Harewood Road relocated closer to the Breens-Gardiners-Harewood intersection.
  - (e) New kerb build-outs on the eastern and western quadrants of the intersection to reduce the crossing distance.
  - (f) No stopping lines at the intersection.
  - (g) Installation of tactile pavers in the median and pedestrian crossing points at the Breens-Gardiner-Harewood intersection.
  - (h) 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.
  - (i) Bus stop to be retained in the existing location outside number 412 Harewood Road in front of the Orion sub station.
  - (j) Provision of No Stopping lines at bus stops allow for lead in/out in line with bus stop design guidance. Markings at existing bus stop bays remain the same.
  - (k) No Stopping outside 424 Harewood Road shortened to allow an additional park in front of the property.
  - (l) Existing Stop signs on Gardiners Road and Breens Road to be retained as these are already the maximum size for this environment.
  - (m) Provision of one P5 space outside the dairy and extension of No Stopping lines from the corner of Trafford Street extending west to improve visibility.
  - (n) Addition of a Give-way control at the Trafford Street intersection with Harewood Road.
  - (o) Addition of a Give-way control at the Leacroft Street intersection.
  - (p) Extension of No Stopping lines on the east side of Nunweek Boulevard.
  - (q) Extension of No Stopping lines on Harewood Road on the exit lane from the Highsted Road roundabout.
  - (r) Addition of a continuity line adjacent to the parking to accommodate oversize vehicles.
  - (s) Inclusion of a 0.6 metre painted flush median between the cycle lane and vehicle lane.
  - (t) Change from red to green cycle lanes due to change in Council policy.
  - (u) Existing pedestrian crossing points shown on plan for Council approval.
  - (v) Modification to a cut-down at the pedestrian crossing point in front of Bishopdale Park to align the crossing points from the median to the footpath on the eastbound carriageway.

- (w) Addition of coloured surfacing for cyclists exiting the Highsted Road roundabout.

#### **How Proposed Plan Meets Project Objectives**

56. The project objectives are achieved by implementing the following changes:
- (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.