

12. **PROPOSED MADRAS STREET (MOORHOUSE AVENUE TO CASHEL STREET) CYCLE LANE AND AMENDMENT TO SCHEDULE 2 OF THE TRAFFIC AND PARKING BYLAW 2008**

General Manager responsible:	General Manager City Environment, DDI 941-8608
Author:	Special Vehicle Lanes Hearings Panel

PURPOSE OF REPORT

1. The purpose of this report is to present the Hearings Panel recommendations for the Madras Street (Moorhouse to Cashel) kerb and channel renewal project and seek the Council's approval to adopt the Christchurch City Council Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) 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 Madras Street (Moorhouse to Cashel) kerb and channel renewal project, if the proposal is approved.

EXECUTIVE SUMMARY

3. The Madras Street (Moorhouse to Cashel) kerb and channel renewal project is located between Moorhouse Avenue and Cashel Street. This section of Madras Street is classified as a major arterial road with an average daily traffic count of approximately 13,500 vehicles per day.
4. The surrounding area is a mixture of business and commercial land use and borders the CPIT Campus.
5. On 24 September 2009, Council resolved to commence the special consultative procedure to undertake an amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008.
6. This kerb and channel renewal project includes the provision of cycle lanes (special vehicle lane on both sides of Madras Street between Moorhouse Avenue and Cashel Street. In order to do this, 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.
7. The amended plans (TP311803, Issue 2 and TP311804, Issue 2) showing the proposed road layout incorporating changes recommended by the Hearing Panel is shown in **Attachment 1**. The full Amendment Bylaw to be adopted by the Council is shown in **Attachment 2**. A summary of the submissions including staff comments and Hearing Panel's response is shown in **Attachment 3**. A full set of the original submissions is available.
8. The Council appointed a Hearings Panel comprising of Councillors David Cox (Chair), Gail Sherriff and Mike Wall, who deliberated on all written and verbal submissions prior to confirming the Hearing Panel's recommendations on the proposed Madras Street (Moorhouse to Cashel) kerb and channel renewal project for the Council to consider.
9. Several changes to the original proposal were recommended by the Hearings Panel. These changes related to resolving issues raised in submissions. The recommended changes are covered in more detail further on in the report under the section titled "Recommended changes to the plan"
10. A list of the key features of the proposed plan being recommended by the Hearing Panel is shown below:
 - (i) Replacement of the existing kerb and dish channel generally on the same alignment with new kerb and flat channel.
 - (ii) Two 3.2–3.4 metre wide northbound traffic lanes.

- (iii) A continuous 1.5-1.8 metre wide northbound cycle lane on the west side of Madras Street between Moorhouse Ave and Cashel Street and a northbound cycle lane on the east side of Madras Street between St Asaph Street and Cashel Street.
- (iv) A 3.5 metre wide contra flow shared cycle/pedestrian path adjacent to the eastern property boundary outside CPIT, between Moorhouse Avenue and St Asaph Street.
- (v) Parking is located adjacent to the kerbs where possible on both sides of Madras Street.
- (vi) Inclusion of a number of mid block build outs to accommodate increased tree planting and landscaping.
- (vii) 82 of the existing 98 car parks are retained. i.e. a reduction of 16 car parking spaces spread along the length of the project. The reduction in parking is due to the inclusion of the buildouts for trees
- (viii) Improved pedestrian crossing points by the addition of a signalised pedestrian crossing between CPIT and Countdown. Additional pedestrian crossing build outs have also been included near CPIT and at some intersections.
- (ix) Construction is planned for the 2010/11 financial year to be completed prior to the Rugby World Cup.

FINANCIAL IMPLICATIONS

- 11. The proposed construction works for Madras Street are included in the Transport and Greenspace Unit's capital programme for implementation in the 2010/2011 financial year.
- 12. Recent project cost estimates indicate that this project can be achieved within the allocated budget.

CONSULTATION FULFILMENT

- 13. The consultation period for the special consultative procedure took place from 30 September 2009 to 30 October 2009. The consultation documents were sent directly to a range of groups, organisations and individuals, and hand-delivered to all businesses on the route. Public notices appeared in relevant newspapers, and the consultation documents were made available at service centres, Council libraries and on-line via the Council's "Have Your Say" web page. A public information evening was also held in the project area on Wednesday 14 October 2009 for interested people to drop-in and talk to project staff.
- 14. At the close of the consultation period a total of thirty two (32) submissions had been received. Ten (10) people requested to be heard by the Hearings Panel in support of their submissions. The hearings were held on 3 December 2009. The panel deliberated and considered the submissions on 3 December 2009, 15 December 2009 and 3 February 2010 and requested staff to amend the proposed plan in line with their recommended changes. The full Summary of Submissions, including staff comments and the Hearing Panel's recommendation is shown in **Attachment 3**.
- 15. Of the 32 submissions received, 14 submitters were generally in support of the proposal, eight were opposed, and ten did not indicate if they supported or opposed the plan.
- 16. Common submission themes included support for the addition of street trees and cycle lanes and concerns about the loss of parking.

RECOMMENDED CHANGES TO THE PLAN

- 17. The Hearings Panel has recommended various changes to the plan that was distributed for consultation. These changes mainly relate to rationalising the number of proposed trees and build out locations to achieve the appropriate balance between the landscaping enhancements and the amount of available parking.

LEGAL CONSIDERATIONS

18. Public consultation has been completed via the special consultative procedures, as described above.
19. The Hearings Panel has no decision-making powers, but can make recommendations to Council as a result of considering written and oral submissions. The Council can then accept or reject those recommendations, as it sees fit. However, 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"⁶.
20. The Local Government Act⁷ requires that the Council give public notice of the amendment of a bylaw as soon as practicable after the bylaw is made. This is covered in recommendation (c) providing the Council adopts the proposed bylaw amendment.
21. 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 2002).

HEARING PANEL RECOMMENDATIONS

The Hearing Panel recommends that the Council:

- (a) Approve the proposed Madras Street (Moorhouse to Cashel) kerb and channel renewal project, as shown on the attached plans (TP311803, Issue 2 and TP311804, Issue 2) in **Attachment 1**, to proceed to detailed design and construction.
- (b) Adopt the Christchurch City Council Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009 as an amendment to Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008, as shown in **Attachment 2**.
- (c) Give public notice as soon as practicable, that the Christchurch City Council Traffic and Parking Amendment (Madras Street, Moorhouse to Cashel) Bylaw 2009 has been made by the Council, and that it comes into effect on 1 August 2010, and that copies of the Bylaws 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 submissions, advising them of the outcome.
- (f) Revocation of existing no stopping restrictions:
 - (i) That all existing no stopping restrictions on the west side of Madras Street between Cashel Street and Moorhouse Avenue be revoked.
 - (ii) That all existing no stopping restrictions on the east side of Madras Street between Cashel Street and Moorhouse Avenue be revoked.
- (g) Revocation of existing parking restrictions:
 - (i) That all existing parking restrictions on the west side of Madras Street between Cashel Street and Moorhouse Avenue be revoked.

⁶ Section 82(1)(e). This is also supported by the Council's Consultation Policy, which states: "we will receive presented views with an open mind and will give those views due consideration when making a decision".

⁷ Section 157

- (ii) That all existing parking restrictions on the east side of Madras Street between Cashel Street and Moorhouse Avenue be revoked.

- (h) New no stopping restrictions:

New No Stopping – Cashel Street to Lichfield Street

- (i) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 8 metres south of its intersection with Cashel Street and extending 47 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Bedford Row and extending 10 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 3.5 metres north of its intersection with Lichfield Street and extending 5 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 5 metres south of its intersection with Cashel Street and extending 25 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 35.5 metres south of its intersection with Cashel Street and extending 19 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 3.5 metres north of its intersection with Lichfield Street and extending 8 metres in a northerly direction.

- (i) **New No Stopping – Lichfield Street to Tuam Street**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 4 metres south of its intersection with Lichfield Street and extending 2 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 36.5 metres south of its intersection with Lichfield Street and extending 12.5 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 3.5 metres north of its intersection with Tuam Street and extending 3 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 42 metres north of its intersection with Tuam Street and extending 11.5 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 4.5 metres south of its intersection with Lichfield Street and extending 20 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 42.5 metres south of its intersection with Lichfield Street and extending 29.5 metres in a southerly direction.

- (vii) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 3 metres north of its intersection with Tuam Street and extending 7 metres in a northerly direction.

(j) **New No Stopping – Tuam Street to St Asaph Street**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 3.5 metres south of its intersection with Tuam Street and extending 33.5 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with High Street and extending 28 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 3 metres south of its intersection with Tuam Street and extending 18.5 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 43.5 metres south of its intersection with Tuam Street and extending 11 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 7.5 metres north of its intersection with St Asaph Street and extending 23.5 metres in a northerly direction.

(k) **New No Stopping – St Asaph Street to Moorhouse Avenue**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 6 metres south of its intersection with St Asaph Street and extending 54 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Southwark Street and extending 13.5 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Southwark Street and extending 18.5 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Allen Street and extending 21 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Allen Street and extending 17 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 40 metres south of its intersection with Allen Street and extending 29.5 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 74 metres south of its intersection with Allen Street and extending 7 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Moorhouse Avenue and extending 35 metres in a northerly direction.

- (ix) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 5 metres south of its intersection with St Asaph Street and extending 23 metres in a southerly direction.
 - (x) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 69.5 metres south of its intersection with St Asaph Street and extending 12 metres in a southerly direction.
 - (xi) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 132.5 metres south of its intersection with St Asaph Street and extending 27 metres in a southerly direction.
 - (xii) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 178 metres south of its intersection with St Asaph Street and extending 12 metres in a southerly direction.
 - (xiii) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 4 metres north of its intersection with Moorhouse Avenue and extending 18 metres in a northerly direction.
 - (xiv) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 55 metres north of its intersection with Moorhouse Avenue and extending 15 metres in a northerly direction.
 - (xv) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 122 metres north of its intersection with Moorhouse Avenue and extending 7 metres in a northerly direction.
 - (xvi) That the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 134 metres north of its intersection with Moorhouse Avenue and extending 18.5 metres in a northerly direction.
- (l) New parking restrictions:

New Parking Restriction - Motorcycle Parks

- (i) That a Motorcycle Park with a time limit of 60 minutes be created on the east side of Madras Street commencing at a point 38 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 3.5 metres.

New Parking Restriction – Bus stops

- (ii) That a Bus Stop be installed on the west side of Madras Street commencing at a point 60 metres south from its intersection with St Asaph Street and extending in a southerly direction for a distance of 11.5 metres.
- (iii) That a Bus Stop be installed on the west side of Madras Street commencing at a point 81 metres south from its intersection with Allen Street and extending in a southerly direction for a distance of 17 metres.

New Parking Restriction - P5 Loading Zone

- (iv) That a Loading Zone (goods vehicles only) time limited to 5 minutes At Any Time be created on the west side of Madras Street commencing at a point 29 metres north from its intersection with Tuam Street and extending in a northerly direction for a distance of 7 metres.

New Parking Restriction - P5

- (v) That the parking of vehicles be restricted to a maximum period of 5 minutes At Any Time on the west side of Madras Street commencing at a point 17 metres south from its intersection with Allen Street and extending in a southerly direction for a distance of 11.5 metres.
- (vi) That the parking of vehicles be restricted to a maximum period of 5 minutes At Any Time on the east side of Madras Street commencing at a point 95 metres south from its intersection with St Asaph Street and extending in a southerly direction for a distance of 6.5 metres.

New Parking Restriction – P60

- (vii) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the west side of Madras Street commencing at a point 18.5 metres south from its intersection with Southwark Street and extending in a southerly direction for a distance of 23 metres.
- (viii) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the west side of Madras Street commencing at a point 17 metres south from its intersection with Allen Street and extending in a southerly direction for a distance of 11.5 metres.
- (ix) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the east side of Madras Street commencing at a point 28 metres south from its intersection with St Asaph Street and extending in a southerly direction for a distance of 16.5 metres.
- (x) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the east side of Madras Street commencing at a point 46.5 metres south from its intersection with St Asaph Street and extending in a southerly direction for a distance of 23 metres.
- (xi) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the east side of Madras Street commencing at a point 81 metres south from its intersection with St Asaph Street and extending in a southerly direction for a distance of 5.5 metres.
- (xii) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the east side of Madras Street commencing at a point 101.5 metres south from its intersection with St Asaph Street and extending in a southerly direction for a distance of 31.5 metres.

New Parking Restriction – P120 Pay and Display

- (xiii) That Parking Meters with a time limit of 120 minutes be installed on the west side of Madras Street commencing at a point 8.5 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 30.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xiv) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 29.5 metres south from its intersection with Cashel Street and extending in a southerly direction for a distance of 6 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.

- (xv) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 49 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 6 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xvi) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 27 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 11 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xvii) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 11 metres north from its intersection with Lichfield Street and extending in a northerly direction for a distance of 6.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xviii) That Parking Meters with a time limit of 120 minutes be installed on the west side of Madras Street commencing at a point 6 metres south from its intersection with Lichfield Street and extending in a southerly direction for a distance of 30.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xix) That Parking Meters with a time limit of 120 minutes be installed on the west side of Madras Street commencing at a point 36 metres north from its intersection with Tuam Street and extending in a northerly direction for a distance of 6 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xx) That Parking Meters with a time limit of 120 minutes be installed on the west side of Madras Street commencing at a point 6.5 metres north from its intersection with Tuam Street and extending in a northerly direction for a distance of 16.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xxi) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 24.5 metres south from its intersection with Lichfield Street and extending in a southerly direction for a distance of 18 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xxii) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 10 metres north from its intersection with Tuam Street and extending in a northerly direction for a distance of 25 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xxiii) That Parking Meters with a time limit of 120 minutes be installed on the west side of Madras Street commencing at a point 37 metres south from its intersection with Tuam Street and extending in a southerly direction for a distance of 17 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (xxiv) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 22 metres south from its intersection with Tuam Street and extending in a southerly direction for a distance of 16.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.

25. 3. 2010

- 51 -

- (xxv) That Parking Meters with a time limit of 120 minutes be installed on the east side of Madras Street commencing at a point 23.5 metres north from its intersection with St Asaph Street and extending in a northerly direction for a distance of 23.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday and 9am to 8.30pm on Friday.
- (m) That recommendations (f) to (l) take effect once the respective no stopping lines are painted on the roads associated with the new kerbs in the Madras Street (Moorhouse Avenue to Cashel Street) Kerb and Channel Renewal Project.