

**11. RICCARTON/WIGRAM WORKS AND TRAFFIC COMMITTEE
REPORT OF 29 OCTOBER 1999 MEETING**

RR 11012

Officer responsible Community Advocate	Author Roger Cave, Community Secretary
Corporate Plan Output: Riccarton/Wigram Community Board Vol 1, 3.1 text 6	

The purpose of this report is to submit the outcomes of the Works and Traffic Committee meeting held on Friday 29 October 1999.

The meeting was attended by Helen Broughton (Chair), Ishwar Ganda, David Buist, Bob Shearing and Mike Mora. Alison Wilkie was also present.

In attendance were Martin Maguire (Community Advocate), Brian Boddy and Paul Burden (Area Engineers) and Roger Cave (Community Secretary).

1. ISLINGTON RESIDENTS ASSOCIATION PETITION

A petition with 228 signatories had been received. The prayer of the petition asks *“for the removal of heavy vehicles using our residential roads and streets. The main areas of concern are Roberts Road, Gilbertthorpes Road, Waterloo Road, Foremans Road and Parker Street.”*

On behalf of the Association, Messrs Alex Cameron and David Barry were in attendance.

In his presentation to the Committee, Mr Cameron tabled the following submission:

In discussion, members noted the many issues of concern but were also aware of the Council’s transportation and roading hierarchy policies.

Various additional issues were discussed including the Halswell Junction Road/Waterloo Road rail crossing and the banning of heavy vehicle usage at this intersection. Also the Gilbertthorpes/Moffett/Parker/Waterloo intersection.

In thanking Messrs Cameron and Barry for attending, the Committee **decided** –

1. That the Area Engineer report back to the Committee on the streets identified and their related issues as raised by the petitioners and the tabled submission.
2. That further options be investigated in respect of the heavy vehicle ban at the Halswell Junction/Waterloo road/rail intersection.
3. That the Local Area Traffic Management Plan be reviewed in respect of proposals which could be put in place onto Roberts Road and Foremans Road.

2. MIDDLEPARK ROAD – TRAFFIC CALMING

The Area Engineer reported on the subsequent discussions arising from a site meeting with the St Thomas of Canterbury College representatives. Their concerns related to excessive speed of traffic outside the school and the difficulties and dangers faced by school children crossing to and from the school and the playing fields.

A concept was promoted which introduced two speed humps and associated road narrowing on both sides of the bend at Middlepark Road outside the school. This concept was approved by the Board subject to favourable consultation with the school and local residents. The concept was presented to the City Streets Unit for a safety audit but the scheme failed due to the isolation of the humps with respect to the approach speeds of vehicles. It was considered that it would be safer to lower the speed environment of Middlepark Road rather than just in the localised area around the school.

There had been many concerns expressed to the Council over the years regarding the speed of traffic in this street. An amended scheme was therefore distributed which showed the introduction of a further three road humps.

Members were aware of a City Services Committee decision from its 10 October meeting that City Streets staff be instructed to seek to minimise the installation of speed humps in implementing current traffic control measures.

In view of this decision, Bob Shearing signalled his intention to seek this matter to be referred to the City Services Committee if the recommendation to install the five speed humps on Middlepark Road was not accepted by the Committee.

Recommendation: That the Community Board approves the proposal for Middlepark Road with the five speed humps being placed as per the received concept plan.

3. **BUS STOP POLICY REVIEW**

Members received an extensive report which presented a guideline/framework for locating bus stops around the city.

The responsibilities in the area of public passenger transport are split between the Canterbury Regional Council and the City Council. The Regional Council deals with the operation of bus services including service information, route development and contracting of the routes. The City Council looks after the infrastructure required, ie the bus stops, to support the bus routes.

Members were aware of previous deputations to this Committee and the Board by residents on the question of locating bus stops. These guidelines were seen as an important document in the debate on locating bus stops in residential streets.

The Committee **decided**

1. That these guidelines should now be enforced as *policy*.
2. That in the interest of better community consultation the Christchurch City Council promote the exact bus stop locations on any Canterbury Regional Council information pamphlets that are circulated to local residents when they are promoting new or amended bus routes.

4. HARAKEKE STREET TRAFFIC ISSUES

At the 20 July meeting of this Committee local residents addressed the members in respect of various traffic issues in the Harakeke Street/Rochdale Street area. Major concerns were traffic and safety issues, and erratic driver behaviour. Also identified were the use of these streets as a short cut and that drivers were not stopping at the Harakeke/Matai Street intersection.

A very comprehensive report was received by the Committee and the officer recommendation was that a narrowing of the carriageway and a pedestrian facility be placed over the Harakeke Street bridge.

On behalf of the residents, Mr James Baines was in attendance.

The recommendation from the residents was to the placing of two speed humps on that section of Harakeke Street from the bridge to a point midway to Matai Street. Members were aware, however, of a City Services Committee decision from its 10 October meeting that City Streets staff be instructed to seek to minimise the installation of speed humps in implementing current traffic control measures.

Recommendation: That the Community Board approve the installation of two speed humps on that portion of Harakeke Street between the bridge and the mid point to Matai Street and that it be subject to public consultation.

(This recommendation was passed on the casting vote of the Chairperson as the voting had been 2 in favour and 2 against. Bob Shearing had left the meeting prior to this recommendation being put to the vote.)

A full copy of the Area Engineer's report is attached.

Chairperson's

- Recommendation:**
1. That the report be received.
 2. That the Community Board approve the installation of two speed humps on that portion of Harakeke Street between the bridge and the mid point to Matai Street and that it be subject to public consultation.
 3. That the Community Board approves the proposal for Middlepark Road with the five speed humps being placed as per the received concept plan.