

7. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE
REPORT OF 8 FEBRUARY 2002**

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The purpose of this report is to submit the outcomes of the Traffic and Roading Committee meeting held on Friday 8 February 2002.

The meeting was attended by Bob Shearing (Chairperson), Helen Broughton, Peter Laloli, Ken Cummings, and Mike Mora.

1. NEW BOARD DELEGATIONS, APPLICABLE TO THIS COMMITTEE

The Committee was pleased to receive the new (Community Board) delegations as applicable to this Committee.

In respect of promoting new works onto the Capital Works Programme, it was **agreed** that the City Streets Unit be asked to pursue accident statistical information from insurance companies to assist in the 'cost benefit analysis' rating for proposed works.

Currently, only NZ Police/LTSA information is obtained, by the Council, and the Committee considers that the insurance industry could assist by the providing of their collated information.

2. ONGOING ISSUE, PROGRESS REPORT

Issue	Action	Comment
Kirk Road/Maddisons Road, Templeton Safety Issues	Considered at the 30 November committee meeting: subject to an onsite inspection.	Inspection to be scheduled.
Hornby Hei Hei Heavy Commercial Vehicle Study	Signals at Halswell Junction/Waterloo, with HVM signage due to be placed March 2002.	Roberts Road was identified for some calming work: perhaps the committee could look at options, and commit some funds.
Environment Canterbury Draft Regional Land Transport Strategy	Submission sent in to Environment Canterbury.	Our Board submission will be presented to Environment Canterbury on Friday 15 February 2002.
Environment Canterbury Passenger Branding Community Board Reference Group	Ongoing	Ongoing
Transit NZ: Southern (Arterial) Motorway Submission	Submission sent in to Transit NZ.	Submission acknowledged. Next step is scheme assessment, due mid 2002.
Transit NZ: SH 1 & 74 Four Lining: Carmen, Masham, Russley, Johns Roads.	Submission sent in to Transit: Joint Board/Transit meeting held on 4 February 2002.	Ongoing.
Christchurch-Lincoln Little River Cycleway	Ongoing. Mike Mora is our representative on this committee.	Perhaps a presentation to this committee of progress to date might be appropriate.
Milns Road, lack of footpaths, to Halswell Road	Onsite meeting held with City Streets; looking for pedestrian advocate funding.	Is being considered as a high priority in 2002/03.
Milns Road, lack of footpaths, to Halswell Road	Speed is an issue, also; request LTSA to consider in their next review.	LTSA being asked.

Issue	Action	Comment
Racecourse/Yaldhurst Roads safety improvements	Discussed at 24 August meeting. Opportunities for minor works identified to improve safety at this intersection; also, look at improvements to the Riccarton Racecourse (main) entry/egress on Racecourse Road.	One improvement issue related to parking restrictions on Racecourse Road. Refer to clause 5 on today's agenda. Other issues raised are considered to be beyond the scope of normal reporting by City Streets. Community Board would need to consider funding this study.
Buchanans Road, traffic calming	Need to look at options to slow traffic speeds.	City Streets advise that any work on this road would be associated with Transit NZ's work on the western bypass.
Gilberthorpes/Parker/Waterloo Intersection	Safety issues have been identified with this problem intersection.	City Streets advise that this has been handed over to a private consultant to investigate.

3. RACECOURSE ROAD – PARKING RESTRICTION

The purpose of this report is to seek approval of the Board to install a parking restriction in Racecourse Road at the Yaldhurst Road intersection.

Members will be aware of the discussions and reports concerning the Boards request for the installation of traffic signals at the Racecourse/Yaldhurst intersection. During these discussions it was suggested by the Riccarton Park residents' Association that a "No Stopping" (broken yellow line) restriction be installed on the west side of Racecourse Road leading up to the Yaldhurst Road intersection. The purpose of the restriction would be to allow left turning vehicles unencumbered access to the intersection without being delayed by the queue of right turning vehicles.

Typically a length of 35 metres of no stopping would suffice. This will allow a queue of up to 8 right turning vehicles to develop before the presence of parking may block access for left turners.

The restriction is along Racecourse frontage and does not directly affect any residence or business.

A map of the subject site is attached (Attachment 1).

Recommendation: That the stopping of vehicles be prohibited at all times on the west side of Racecourse Road commencing at the Yaldhurst Road intersection and extending 35 metres in a southerly direction.

4. HINAU STREET, KERB AND CHANNEL RENEWAL

The Committee received a report of the proposal to renew the kerb and channel in Hinau Street, between Clyde Road and Totara Street, and the north side of Miro Street.

A leaflet describing the concept has been distributed to the local community with a reasonable amount of feedback being received.

Many of the submissions requested the Council give consideration to combining the undergrounding of services in conjunction with this project. The letter explains that the companies that own the services do not carry out undergrounding for enhancement purposes unless most of the funding is provided by others. The Council's City Streets Unit has an allocation for undergrounding which focuses on undergrounding the main traffic routes in conjunction with major road works projects.

An invitation was given to the submitters that if they feel strongly about this they may approach the Council as a group, through the Community Advocate, with a proposal to share the cost of undergrounding the overhead wiring with the Council.

There had been no offer forthcoming.

At the recent meeting the Area Engineer advised that one resident had now come forward, seeking time to organise resident support. Six weeks had been given to allow for this to be responded to.

The Committee **agreed** to support the Hinau Street project, subject to the resident response to undergrounding of the services.

A map of the subject site is attached (Attachment 2).

5. OAKLANDS SCHOOL, PARKING RESTRICTIONS

The purpose of this report is to seek approval of the Board to install parking restrictions in association with Oaklands School

Oaklands School is uniquely sited at the head of 3 cul-de-sacs being Cunningham Place, Jarrow Place and Brenda Place. At the beginning and at the end of each school day there is considerable traffic congestion created by parents dropping off and picking up children and jostling for carparking spaces. Fortunately Cunningham Place already has a broken yellow line around the cul-de-sac head, which alleviates congestion in this location. It is proposed to install a similar treatment in the cul-de-sac head of Brenda Place and at the end of Jarrow Place.

Brenda Place has houses around the cul-de-sac head with an alleyway leading to the school. It is proposed to introduce a "No Stopping" restriction around the head but limited to the period of Monday to Friday between the hours of 830-915am and 230-315pm. This will reduce congestion at peak times and limit any loss of carparking availability for residents. The street does not have much demand for parking, other than for residents and visitors outside these periods. All affected residents have signed an agreement form for this restriction. A map of the subject site is attached (Attachment 3).

Jarrow Place is slightly different in that the school has frontage over the complete end of the street. There is no turning head and the street just stops at the school boundary. The ability for vehicles to turn is encumbered at all times and not just during peak school times. For this reason it was proposed to introduce a "No Stopping at all Times" restriction (broken yellow line) around the end of the street. Unfortunately affected residents have not agreed to this restriction due to the permanent loss of visitor parking. They will, however, accept a restriction covering the hours of 8am-5pm Monday to Friday. There is a tendency for staff associated with the school to park here all day as well as a demand during the after school programme period. This seems like a reasonable compromise and is supported. It is still intended to prohibit parking at all times across the school frontage. A map of the subject site is attached (Attachment 4).

- Recommendation:**
1. That the stopping of vehicles be prohibited over the period 830-915am and 230-315pm Monday to Friday in Brenda Place outside property numbers.
 2. That the stopping of vehicles be prohibited over the period 8am-5pm Monday to Friday in Jarrow Place outside property numbers 15 and 17.
 3. That the stopping of vehicles be prohibited at all times in Jarrow Place across the Oaklands School frontage.

6. MAXWELL STREET

The purpose of this report is to seek approval of the Board for various traffic and parking management measures associated with Traffic Management in Maxwell and Dilworth Streets.

The Board will recall that Maxwell Street is scheduled for improvement in terms of traffic management. A sum of \$25,000 is budgeted this financial year.

The local community have expressed concerns at the level of traffic speed along Maxwell Street and Dilworth Street. This presents a danger to other road users particularly elderly pedestrians crossing to and from the Riccarton Mall. There is also a desire to mitigate the adverse effects of carparking overspill from the Mall.

Following an onsite meeting with the Community Advocate and the Chairman of the Residents' Association, a draft plan was prepared (see attached) that sought to address these issues. The

plan was then discussed further with the Chairman of the Association prior to being circulated to the wider community.

The plan proposes the creation of a protected parking precinct and slow zone. Angle parking on the north side between number 19 Maxwell Street and Rotherham Street will create an additional 24 spaces. These will be housed within a slow zone area created by road narrowings including a road hump at number 19 Maxwell Street, a raised platform at Division Street and new "stop" controls at Rotherham Street.

The feedback from the distribution of the publicity leaflet has been favourable.

The formal resolution of the "No Stopping" and "Stop" controls as well as the angle parking associated with the plan are now required.

A map of the subject site is attached (Attachment 5).

- Recommendation:**
1. The stopping of vehicles be prohibited at all times in the following locations:
 - The North side of Maxwell Street commencing at the Matipo Street intersection and extending 32 metres in an easterly direction.
 - The North side of Maxwell Street commencing at a point 103 metres east of the Matipo Street intersection and extending 17 metres in an easterly direction.
 - The North side of Maxwell Street commencing at a point 20 metres west of the Division Street intersection and extending 45 metres in an easterly direction.
 - The North side of Maxwell Street commencing at the Rotherham Street intersection and extending 17 metres in a westerly direction.
 - The South side of Maxwell Street commencing at the Matipo Street intersection and extending 32 metres in an easterly direction.
 - The South side of Maxwell Street commencing at a point 103 metres east of the Matipo Street intersection and extending 17 metres in an easterly direction.
 - The South side of Maxwell Street commencing at a point 20 metres west of the Division Street intersection and extending 45 metres in an easterly direction.
 - The South side of Maxwell Street commencing at the Rotherham Street intersection and extending 17 metres in a westerly direction
 2. That a Stop control be placed on the Dilworth Street approaches to the Rotherham Street intersection.
 3. That carparking at 90 degrees to the kerb be permitted in the following locations:
 - On the North side of Maxwell Street commencing at a point 120 metres east of the Matipo Street intersection and extending 66 metres in an easterly direction.
 - On the North side of Maxwell Street commencing at a point 14 metres east of the Division Street intersection and extending 78 metres in an easterly direction.

7. BOARD PROJECT FUNDS ALLOCATED TO THIS COMMITTEE

The Committee **agreed** to recommend that the Board fund the Roberts Road rural speed threshold project, estimated at \$20,000; the balance of funds would now be \$8,500.

Also, any design work for Roberts Road that could be received at the next meeting of the Committee was asked for; signage on the usage of exhaust brakes at the site would be desirable.

8. INSPECTION TOUR

Pencilled in for Tuesday 5 March 2002, 3.45 pm. Sites include:

- Cashmere/Hendersons Roads
- Westmorland entrance enhancement
- Annex Road/Birmingham Drive cycleway proposal

**9. CHRISTCHURCH PROPOSED CITY PLAN
NOTICE OF REQUIREMENT FOR DESIGNATION
CCC – ROADING WORK, BLENHEIM ROAD DEVIATION**

The Committee noted the following timetable:

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| • Submissions close | 1 March |
| • Public hearings | April |
| • Commissioner recommendations to Council | May |
| • Design completed | September |
| • Tender contract | October |
| • Acceptance of tender | December |
| • Start construction | January 2003, completion June 2004 |

10. 2001/02 ROADING PROGRAMME

The Committee received an updated schedule of progress for City Streets projects.

11. ENVIRONMENT CANTERBURY: BOARD SUBMISSION/PRESENTATION ON “DRAFT REGIONAL LAND TRANSPORT STRATEGY”

Agreed that Mike Mora and Bob Shearing would present the Board submission, Friday 15 February 2002, 9.15 am.

Chairperson’s

Recommendation:

1. That the Committee’s recommendations in respect of:

- Racecourse Road Parking Restriction
- Oaklands School Parking Restrictions
- Maxwell Street

be approved acting under delegation from the Council.

2. That the Board support the Hinau Street project subject to the residents response to the undergrounding of the services.

3. That the Board fund the Roberts Road Rural Speed Threshold Project in the sum of \$20,000 from the project funds set aside for this Committee.