

9. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE  
REPORT OF 7 JUNE 2002**

<b>Officer responsible</b> Community Advocate	<b>Author</b> Roger Cave, Community Secretary, DDI 941 6502
--	--

The purpose of this report is to submit the outcomes of the Traffic and Roading Committee meeting held on Friday 7 June 2002.

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

Neville Bennett was also present; leave of absence was noted for Helen Broughton.

**1. UNIVERSITY OF CANTERBURY TRANSPORT STRATEGY OPTIONS**

Members of the Fendalton/Waimairi Traffic Committee were present for this seminar session.

In 1997/98 the Riccarton/Wigram and Fendalton/Waimairi Community Boards constituted a Joint Working Party for the purpose of working through a number of issues associated with parking in the catchment surrounding the University.

Throughout the Working Party process various other representatives were involved from time to time including the University, the Students Association and the (then) Canterbury Regional Council.

The efforts of the university in their contributions with additional on-site parking, timetable smoothing, and parking enforcement, were acknowledged by the Working Party. Contributions by the Regional Council with associated reviews of bus routing, and scheduling, were also acknowledged as contributing to the overall outcome from the Working Party's efforts.

The Council (Boards) contribution mainly related to a series of parking restrictions in adjacent streets, agreed to after close co-operation with the street residents.

More recently a Transport Working Group (of the University) has been developing a draft transport strategy for the University.

The University representatives who gave the presentation are:

- Professor Alan Nicholson, Chair, Transport Working Group
- Dr Bob Hall, Chair, Facilities Advisory Committee
- Peter Molony, Facilities Management Director

Peter Atkinson (Area Engineer, Central) is the Council officer supporting the Working Group.

The following extract from the draft transport strategy document provides a good summation of progress to date:

Despite the array of transport options available to people, significant numbers of staff (65%) and students (45%) travel to and from campus by car. These proportions are increasing, resulting in higher levels of traffic congestion on and around campus as well as a greater demand for parking. Under the provisions of the City Plan the University is required to provide approximately 0.25 car parks per EFTS. Reflecting this there are approximately 2,900 car parks on campus servicing the needs of the more than 5,000 drivers who come onto the campus on a typical day. There are a further 1,700 on-street car parks within 1km of the campus, but many of these have 2-hour restrictions on them reflecting the City Council's desire to discourage on-street parking. Over the past two years the Transport Working Group has been considering this problem. Its brief has been to develop an "agreed and widely accepted" Transport Strategy for the University for the next 20 years which "addresses the need to minimise the adverse financial, environmental, health and safety impacts of transport used by the UC community, and ensures accessibility to the UC through a wide variety of transport modes in a sustainable, integrated, and affordable manner, meeting staff and student needs and asserting the UC's leadership in being an institution responsible to its community and physical environment" (Transport Working Group terms of reference).

The Transport Working Group's findings have now been made available in a draft UC Transport Strategy document. After summarising the current transport situation on campus, the document presents three transport strategy options for consideration by the University community: (1) continuing with the status quo; (2) implementing car park charges; and (3) implementing car park changes as well as promoting other modes of transport.

Strategy 3 is favoured by the Transport Works Group; it will now be subjected to wider consultation.

Following the conclusion of the seminar session, the members of this Committee agreed that it had been a very informative and productive session.

Following further consultation, by the University, there was an opportunity for their representatives to meet again with both Boards.

The Committee considered that there could be merit in requesting that one member from each Community Board be co-opted onto the Transport Working Group.

## **2. CARMEN ROAD PARKING RESTRICTION**

The Area Engineer sought consideration to a request to the installation of a short term parking restriction on Carmen Road, outside the "Food Stop on Carmen" shop.

Food Stop on Carmen is a retail shop supplying mostly takeaway food and catering for truck drivers and other commercial operators. The availability of short-term kerbside parking is important to the viability of this type of retail use. In this instance such parking is seldom available due the presence of long term parking associated with employees of surrounding businesses. The operators of Food Stop on Carmen have requested a short section of parking limited to a maximum of 10 minutes. The neighbouring businesses and property owners have consented to this. The request is supported on traffic management grounds as double parking of large trucks and other vehicles can occur. Also the primary purpose of parking restrictions is to create turnover of parking which as mentioned is a critical ingredient in the takeaway food market. The length of restriction would accommodate 6 cars or 2 moderately sized trucks.

Members agreed that this request would not compromise any consideration of the report being sought at the Bella Rosa 'overspill' parking (from the adjoining commercial sites) project.

**Recommendation:** That the Community Board approve the restriction sought to the parking of vehicles, to a maximum of ten minutes, on the eastern side of Carmen Road commencing at a point 342 metres north of the Waterloo Road intersection and extending 40 metres in a northerly direction.

## **3. CHRISTCHURCH – ROLLESTON AND ENVIRONS TRANSPORT STUDY UPDATE**

The purpose of this report is to provide members with a bi-monthly update on progress with the Christchurch-Rolleston & Environs Transport Study.

Over the past couple of months the consultants have undertaken the work in the following areas:

- Travel Time Surveys on key and representative routes and roads in the study area
- Supplementary traffic counts to those held by the three affected road controlling authority areas
- Reviewed various background reports on land use changes, population growth and projections in the study area
- Extending/refining the CTS model to be more appropriate to the analytical tasks which will be required. The independent Peer Review process of traffic modelling for this study was initiated.
- Consulted with a number of stakeholder groups and held an interest group meeting on 17<sup>th</sup> April at Hornby High School.

- Began the initial public consultation period that closes on 31 May. Submissions received are being processed into a GIS-based submissions management system.

The study is making good progress against programme and the currently programmed completion date for the study is still late August 2003.

From here, the consultation period will be completed (including meetings with groups on request) and the analysis of submissions will be reported to the management team. During this period the changes to the traffic model will be completed and validated.

This Committee had prepared a submission on the study.

Members considered, also, that the (more) correct title of this Study group could be the South West Christchurch Transport Study; this would be conveyed to that group.

#### 4. SPEED LIMIT REVIEW, SITES IDENTIFIED FOR CONSIDERATION

- SH1, Templeton to Parker Street
- Milns Road
- Cashmere Road (Westmorland)

**Agreed**, to forward these to City Streets Unit.

#### 5. ONGOING ISSUES, PROGRESS REPORT

The following is a schedule of issues identified for consideration by this Committee, and an agreed course of action/recommendation.

<b>Issue</b>	<b>Recommendation</b>
Waitaha Learning Centre, Kirk Road, Templeton Safety issues discussed onsite in April. Remedial work in the order of \$4,500 - \$5,000.	Agreed, 7 June 2002, to seek Ministry of Education funding, or ½ share funding.
Brackenridge Estate, Maddisons Road, Templeton Safety issues seen, onsite in April. Agreed, that the issues are "self-generating".	Agreed to reply to Brackenridge Estate.
Avonhead School, Nortons Road pedestrian blip/crossing to assist in safety of children using this entry/exit to school.	Three part strategy agreed to by City Streets, in consultation with school: continue to monitor progress.
Gilberthorpes/Parker/Waterloo intersection, safety issues.	Report imminent from consultation.
Milns Road footpath, from new residential subdivision to Halswell Road.	City Streets has let contract, and will take \$9,000 offered by Community Board.
Bella Rosa Drive, car parking overspill from commercial activities sited on Carmen Road.	Report imminent from City Streets.
Christchurch-Rolleston and Environs Transport Study	Committee has done submission; receive bimonthly progress reports.
University of Canterbury Transport Strategy Options	Joint meeting held 7 June 2002. Ongoing.
ECan South Christchurch Bus Service Review, feedback sought as stage 1 of community consultation.	Feedback by 5 July 2002. Stage II in October/November.
Christchurch Little River Cycleway	Presentation made to Community Board, 5 July 2002; Mike Mora is our representative on working party.
Halswell Road lack of footpaths from Hendersons to Sparks Roads.	City Streets are investigating.
Halswell/Halswell Junction/Sparks, Kennedys Bush Roads intersection, need to confirm funds for construction.	Discussion with Transfund sought.
Hornby/Hei Hei Commercial Vehicle Study: clarification of work committed sought (signage). Plan for Halswell Junction/Waterloo due.	Ongoing

Submissions made on: ECan Passenger Branding Transit Southern Arterial Transit, SH1 and 74 Carmen and Russley four laning, ECan Draft Regional Land Transport Strategy.	Ongoing
---	---------

**Committee**

- Recommendations:**
1. That the report be received.
  2. That the Community Board, in conjunction with the Fendalton/Waimairi Community Board, seek the consideration (by the University Transport Working Group) to the co-opting of the member from each Community Board onto the Working Party.
  3. That the Community Board approve the restriction sought to the parking of vehicles, to a maximum of ten minutes, on the eastern side of Carmen Road commencing at a point 342 metres north of the Waterloo Road intersection and extending 40 metres in a northerly direction.

**Chairperson's**

- Recommendations:**
1. That Bob Shearing be appointed as the Board representative onto the University Transport Working Group.
  2. That the Community Board approve the restriction sought to the parking of vehicles, to a maximum of ten minutes, on the eastern side of Carmen Road commencing at a point 342 metres north of the Waterloo Road intersection and extending 40 metres in a northerly direction.