

7. REPORT OF THE ENVIRONMENT AND TRAFFIC COMMITTEE – 15 APRIL 2003

Officer responsible Community Advocate	Author Gina Clarke, Community Secretary, DDI 941-6615
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The purpose of this report is to submit the following report and recommendations for the Board's consideration.

Report of the Environment and Traffic Committee meeting held on Tuesday, 15 April 2003 at 9.00am in the Boardroom, Linwood Service Centre.

Present: Yani Johansen (Chair), Rod Cameron, Anna Crighton, John Freeman, Denis O'Rourke and Bob Todd.

Apologies: Apologies were received and accepted from Linda Rutland and Rod Cameron (for lateness).

Rod Cameron arrived at 9.27am and was present for clauses 7.3, 7.4, 7.5 and part of clause 7.2.

Denis O'Rourke departed at 9.25am and was present for part of clause 7.6.

7.1 **PARKING RESTRICTIONS: ANTIGUA STREET**

Officer responsible City Streets Manager	Author Malcolm Taylor, Traffic Engineer (Community), DDI 941 8604
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The purpose of this report is to seek the Board's approval to formalise the parking restrictions on the eastern side of Antigua Street between Tuam Street and St Asaph Street (see attached plan).

BACKGROUND

The Canterbury District Health Board is in the process of constructing a car park facility in Antigua Street on the northeast corner of St Asaph Street. A section of the car park building was opened for use on Monday 24 March 2003. It had been agreed that when the building was opened for use, changes were to be made to the on-street parking and road markings on the eastern side of Antigua Street in front of this building. These changes not only provide access to the new parking building, but also improve vehicle movements on the road and make the cycle lane safer. The project management firm of MAINZEAL Construction has arranged the changes.

CONCLUSION

The car park entrance and car park facilities on Antigua Street are now in use, and the road markings have been altered. It is therefore appropriate to formalise the on street parking restrictions. Archibalds Motors Ltd, is the only adjoining neighbour, and all the other properties in the area are owned by the District Health Board. Archibalds was approached at the time the markings were being installed and agreed to the changes. There has been no negative feedback since the changes were made.

The Parking Enforcement Unit supports the proposed parking restriction changes.

Committee

- Recommendation:**
1. That the "No Stopping at any Time" restriction on the eastern side of Antigua Street commencing at its intersection with St Asaph Street and extending in a northerly direction for a distance of 22 metres be revoked.
 2. That the three parking meters with a time limit of 120 minutes installed on the eastern side of Antigua Street commencing at a point 22 metres from its intersection with St Asaph Street and extending in a northerly direction for a distance of 18 metres, be removed.

3. That the “No Stopping at any Time” restriction on the eastern side of Antigua Street commencing at a point 40 metres from its intersection with St Asaph Street and extending in a northerly direction for a distance of 68 metres be revoked.
4. That the stopping of vehicles be prohibited at any time on the eastern side of Antigua Street commencing at its intersection with St Asaph Street and extending in a northerly direction for a distance of 108 metres.

Chairperson’s

Recommendation: That the recommendation be adopted.

7.2 PARKING RESTRICTION: IVERSEN TERRACE, P10

Officer responsible City Streets Manager	Author Malcolm Taylor, Traffic Engineer (Community), DDI 941 8604
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The purpose of this report is to seek the Board’s approval to install a parking restriction on the south side of Iversen Terrace (see attached plan).

BACKGROUND

The parking enforcement team has requested that some short time parking be provided in Iversen Terrace in front of the Garden City Bowl venue. At times buses are unable to access the car parking facility to pick up or drop off players and are double parking in Iversen Terrace. This action is restricting traffic movements in the street. A number of warehouse type businesses operate from Iversen Terrace, each of which have a number of heavy truck movements per day. The provision of some short term parking at the entrance to the Bowling venue would improve the safety of bus passengers being picked up or dropped off, improve vehicle movements in the street, and provide some short term parking for the adjacent businesses.

CONCLUSION

The installation of some short time parking in this area will improve the safety of motorists, pedestrian and cycle movements in this area.

The Council’s proposed Draft Parking Strategy provides guidance for the allocation of kerbside parking. For commercial/retail areas, Policy 7G refers to the use of a “*mix of pricing regimes, time and parking restrictions to encourage the turnover of on-street parking in areas of high demand*”.

The Strategy suggests that kerbside parking space should be allocated in general accordance with the table below:

	Commercial/Retail Centres
1	High occupancy vehicles
2	Loading zones
3	Short-stay private vehicle parking for business and retail needs including taxis
4	Parking for people with disabilities
5	Resident and visitor car parking
6	Commuter parking

The proposal to install a “P10” parking restriction in Iversen Terrace fits with the proposed strategy.

The Parking Operations Manager and the adjacent business support the installation of this parking restriction.

Committee

Recommendation: That the parking of vehicles be restricted to a maximum period of 10 minutes on the southern side of Iversen Terrace commencing at a point in line with the eastern boundary of number 15-21 Iversen Terrace and extending in a westerly direction for a distance of 11 metres.

Chairperson's

Recommendation: That the recommendation be adopted.

7.3 PARKING RESTRICTION: TUAM STREET, P5 LOADING ZONE

Officer responsible City Streets Manager	Author Malcolm Taylor, Traffic Engineer (Community), DDI 941 8604
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The purpose of this report is to seek the Board's approval to install a parking restriction on the north side of Tuam Street between Livingstone Street and Clothier Street (see attached plan).

Mr Darryl Habershom from Japanese Motor Cycle Dismantlers and Repairs at 377/379 Tuam Street, has requested that the existing all day parking in front of this building be changed to allow for some short term parking for service deliveries etc in this area. This building does not have any off street parking and some short term parking in this area would also benefit the adjacent businesses.

The Council's proposed Draft Parking Strategy provides guidance for the allocation of kerbside parking. For commercial/retail areas, Policy 7G refers to the use of a "mix of pricing regimes, time and parking restrictions to encourage the turnover of on-street parking in areas of high demand".

The Strategy suggests that kerbside parking space should be allocated in general accordance with the table below:

	Commercial/Retail Centres
1	High occupancy vehicles
2	Loading zones
3	Short-stay private vehicle parking for business and retail needs including taxis
4	Parking for people with disabilities
5	Resident and visitor car parking
6	Commuter parking

The proposal to install a "P5 Loading Zone" in Tuam Street fits with the proposed strategy.

The adjacent business and the Parking Operations Manager support the proposed parking restriction change.

Committee

Recommendation: That a "loading zone time limit 5 minutes" be created on the north side of Tuam Street commencing at a point 12 metres from its intersection with Clothier Street and extending in a westerly direction for a distance of 11 metres.

Chairperson's

Recommendation: That the recommendation be adopted.

7.4 RADLEY STREET/SHELDON STREET INTERSECTION IMPROVEMENTS

Officer responsible City Streets Manager	Author Brian Neill, Network Operations Team Leader, DDI 941-8616
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The purpose of this report is for the Board to consider traffic management improvements relating to traffic safety at the Radley Street/Sheldon Street intersection (see attached plan).

BACKGROUND

The Board, at its meeting of 4 September 2002, considered a letter from the Woolston Community Association Inc concerning the hazards faced by motorists using this intersection. Sight visibility for motorists approaching the "Stop" sign on the Sheldon Street east approach to the intersection is limited due to the bend in the roadway. If cars are parked on the inside of the bend this hazard is greatly increased which can lead to additional risks being placed on drivers.

At the September 2002 meeting, a proposal was presented which included painting road edgelines around the bend to guide traffic. The wide edgelines would be complemented by a ban on kerbside parking along the eastern side of Radley Street on either side of the Sheldon Street intersection. The attached plan illustrates the proposal. This proposal should also have a positive affect on traffic behaviour (speed) through the bend in Radley Street north of the intersection.

CONSULTATION

The Board had indicated that an onsite meeting should be held with residents to discuss the proposal. This meeting was held on Tuesday 25 March 2003 involving members of the Community Association and people who would be directly affected by the proposal to ban parking. Invitations had been extended to the relevant interest groups resulting in a small number of people gathering on site to discuss the proposal. All those who attended the meeting were concerned about traffic safety and in particular the lack of sight line visibility and traffic speeds around the bend in Radley Street. A resident pointed out that the bend warning sign on the Radley Street north approach to the intersection was not truly representative of the hazard as the "crossroads" symbol was not included in the sign graphics. Arrangements have been made to have this sign replaced and relocated to a more appropriate position on the Radley Street north approach to the intersection.

Although not all residents availed themselves of the opportunity to discuss the proposal on site, a letterbox drop has been organised to inform those who were unable to attend the meeting of the proposal to ban parking on the Radley Street north approach to the Sheldon Street intersection.

CONCLUSION

Improving traffic management in the vicinity of the intersection will benefit traffic safety. Traffic speeds will be monitored "before" and "after" the measures have been introduced to ascertain if there has been any change in the approach speeds to the intersection from around the bend in Radley Street.

Committee

- Recommendation:**
1. That the traffic management improvements be implemented.
 2. That the parking of vehicles be prohibited at any time in the following areas:
 - a. On the east side of Radley Street commencing at its intersection with Sheldon Street and extending generally in a northerly direction for a distance of 60 metres.
 - b. On the eastern side of Radley Street commencing at its intersection with Sheldon Street and extending in a southerly direction for a distance of 12 metres.

Chairperson's

Recommendation: That the recommendation be adopted.

7.5 BROMLEY TRAFFIC ISSUES

Officer responsible City Streets Manager	Author Malcolm Taylor, Traffic Engineer (Community), DDI 941 8604
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The purpose of this report is to update the Board on traffic issues in the Bromley Area and recommend that the Board approve the placement of two "Give Way" signs.

INTRODUCTION

The Bromley Local Area Traffic Management Scheme (LATMS) was adopted in June 2002. The LATMS identified residents' concerns about traffic issues on the roads listed below. These issues also include issues at the intersection of some of these streets with Linwood Avenue.

- Ruru Road
- Hay Street
- Bromley Road
- Keighleys Road
- McGregors Road
- St Johns Street

Arising from recent residents' concerns, the following traffic issues in the Bromley area are currently being investigated to determine possible safety improvement solutions:

1. Bromley Road and Maces Road intersection.
2. Cypress Street. (The Bromley Community Residents Inc presented a petition to the Board meeting on 22 August 2002.)
3. Hay Street and Ruru Road intersection. (The residents of Hay Street presented a petition to the Board meeting on 5 June 2002.)

DISCUSSION

1. Bromley Road and Maces Road intersection: Residents are concerned at the camber, alignment and the condition of the roadway surface at this intersection. This intersection also has a crash record. In the period 1995 – 2002 seven crashes involving one serious injury and one minor injury were reported to the LTSA. Maces Road is a collector road. A crash investigation study is being carried out to determine the most appropriate treatment for improving this intersection. A report on the findings of the study will be available in June. Following confirmation by the Board the work will be prioritised.
2. Cypress Street: Following a site visit on 9 August 2002 and consideration by the Board, a report was presented to the Environment and Traffic Committee on 18 February 2003 outlining Cypress Street eastern side improvements. Budget allowance has been made to upgrade Cypress Street in 2003/04. At the site meeting it was suggested that "Give Way" signs be installed at both the Rudds Road and Ruru Road intersections with Cypress Street. A "Give way" control at the Rudd Street intersection is not appropriate. However, a "Give Way" sign installed against Cypress St at Ruru Road would improve traffic flow at the intersection, including the entrance to the Memorial Park Cemetery.
3. Hay Street and Ruru Road intersection: This intersection is very wide and there is concern about vehicles cutting the corner, speeding around the corner, and the lack of pedestrian crossing facilities. Two crashes were recorded by the LTSA during the period of 1995 – 2000 resulting in one minor injury. A recent incident occurred at this location when a vehicle went out of control and continued across the intersection entering the entrance of a property, barely missing some children.

Both Hay Street and Ruru Road are collector roads. It is recommended that a "Give Way" control be installed against Hay Street at Ruru Road to establish rights of way for turning traffic. In the short term "Give Way" and associated road markings will improve the flow of traffic through the intersection.

A crash investigation study is being carried out to determine additional measures that would improve this intersection. Possible improvements to slow traffic movements at the intersection could include narrowing the intersection by installing a kerb extension on the northeastern corner of Hay Street, and a solid centre island. A report on the findings of this study will be available in June.

CONCLUSION

Safety improvement works are being planned for the Bromley Road/Maces Road intersection, Cypress Street, and the Hay Street/Maces Road intersection.

Committee

- Recommendation:**
1. That the information be received.
 2. That a "Give Way" sign be placed against Cypress Street at its intersection with Ruru Road.
 3. That "Give Way" sign be placed against Hay Street at its intersection with Ruru Road.

Chairperson's

Recommendation: That the recommendation be adopted.

7.6 **BARBOUR STREET**

The Committee considered a report seeking approval to proceed with final design and construction on Charles Street and Barbour Street South.

The Committee **resolved** that the Charles Street and Barbour Street South projects proceed to design and construction, subject to:

1. The planned work being reviewed in two years time, and remedial work deemed necessary at that time being carried out.
2. Staff of the City Streets Unit working with the residents of 41B Barbour Street to ensure ease of entry to their property.
3. Residents Brendan Devlin and Sue Roper working with the landscape architect regarding species of trees used in plantings.

Committee

- Recommendation:**
1. That the information be received.
 2. That the parking of vehicles be prohibited at any time in the following areas:
 - i On the south side of Lismore Street between Wilsons Road and Barbour Street a total distance of 100 metres.
 - ii On the west side of Barbour Street commencing at its intersection with Lismore Street and extending in a northerly direction for a distance of 18 metres.
 - iii On the west side of Grafton Street commencing at its intersection with Charles Street and extending in a southerly direction for a distance of 30 metres.
 - iv On the east side of Grafton Street commencing at its intersection with Charles Street and extending in a southerly direction for a distance of 45 metres.

The Parking Manager agrees with this recommendation.

3. That the Parking Unit be requested to adopt a zero tolerance approach to parking on berms and over driveways in the Phillipstown and Charleston areas when games are in progress at Jade Stadium and that consideration be given to placing parking ticks to delineate vehicle crossings.
4. That the Board seek a report from the Parking Unit on parking issues around Jade Stadium and Maurice Smith (Parking Operations Officer) be invited to address the Board.

Chairpersons

Recommendation: That the recommendation be adopted.