

5. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE
REPORT OF 11 APRIL 2003 MEETING**

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| Officer responsible Community Advocate | Author Roger Cave, Community Secretary, DDI 941 6502 |
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The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 11 April 2003.

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

1. MAXWELL STREET

The City Streets Manager provided a report in which he sought Board approval to consult with the community on the proposal to alter traffic management in Maxwell Street.

BACKGROUND

Local residents have expressed concerns about excessive speeds in Maxwell Street and asked that Council look at addressing the issue. A proposal was distributed for consultation in Nov/Dec 2001. The proposal showed a narrowing outside No. 19, angle parking from the narrowing east to Division Street where it was proposed to place a raised platform at the intersection and entrance to the Westfield Shopping Town carpark, and kerb build outs at Rotherham Street.

Five replies were received to the proposal and all were in favour.

Since this proposal was developed and put to the community, a resource consent has been granted for the Westfield Shopping Town to expand on the site to the north of Maxwell Street. The result of this is that it has become necessary to alter the proposals for Maxwell Street.

DISCUSSION

Redevelopment will change the accesses to Westfield Shopping Town carparking and loading areas and this has resulted in a need for alteration to the original proposal for Maxwell Street.

The Residents Association had two major concerns – speed of traffic in the street and pedestrian access to the shopping centre. In February 2003 a volume and speed traffic count was carried out. The results of this show that 4000 vehicles use the street daily. The average speed is 43 km/hr with 85% of all vehicles travelling at 50 km/hr or less. The highest recorded speed during this week long count was 151 km/hr and the lowest was 0 km/hr. The issue of speed will be dealt with by placing a pedestrian refuge near the intersection of Division Street and a kerb build out outside NO. 19.

Pedestrian access will be provided by building out the kerb opposite No. 19 to reduce the carriageway width for pedestrians who wish to cross nearer to this western entrance of the shopping town. It is also proposed to place a pedestrian refuge island east of Division Street to provide a safe crossing point to the shopping town carpark which will allow access the eastern entrance of Westfield Shopping Town.

The proposed raised platform at Division Street is no longer appropriate as this is one of the main entrances to the loading area on the south side of the site. The proposal for the intersection is to create a street type entrance into the shopping area and this will make it clear to pedestrians that vehicles are entering and exiting at this point. A flush median will be painted across the intersection and include the pedestrian refuge. This will provide a safe area for vehicles to pull out of the traffic lane when turning right into either the shopping area or Division Street.

The angle parking has been deleted from the proposal as it is not considered appropriate without the traffic calming at each end of the parking precinct. Concerns have also been raised as to whether the angle parking would narrow the road too much for the heavy vehicles using the loading area. One reason for the angle parking was to cater for the amount of staff parking in the street. There is likely to be less staff parking in the street once the Westfield Shopping Town development is completed as they are required as part of their resource consent to supply extra staff parking.

There is no work proposed for the Rotherham Street intersection at this time as the treatments that may be considered appropriate at present may not be suit the upgrading of Rotherham Street.

CONCLUSION

This proposal which differs quite considerably from the original proposal because of the redevelopment at Westfield Shopping Town has not yet been communicated to the wider community and the next stage will be to release the attached plan in the form of a publicity leaflet for public comment.

The Committee's recommendation is listed under Clause 7 of this report.

2. INSTALLATION OF POSTER BOLLARDS

The City Streets Manager provided a report in which he sought the Board's approval for the placement of the cylindrical bollards on legal roads. These bollards will be supplied and installed by Phantom Bill Stickers Ltd in accordance with the agreement entered into with the Council.

BACKGROUND

The city has 50 cylindrical postal bollards built over the last 15 years and on April 2002 the Council entered into a formal agreement with Phantom Bill Stickers Ltd to replace these bollards with the company's new bollards and the construction of an additional 50 by December 2005.

At the October 2002 Council meeting the company was given approval for the replacement of 32 bollards in the central city area and has now applied for an additional 27 sites. Four applications are in the Riccarton/Wigram area and they are:

1. RN1 – corner of Riccarton Road and Rimu Street
2. RN2 – Riccarton Road outside the Blood Donor Centre
3. RN3 – Riccarton Road outside Riccarton Mall
4. B1 – Waimairi Road outside Bush Inn by Riccarton Road intersection

Assessments to their suitability have been carried out by City Streets and the Urban Design Team. The matters needing consideration were:

- Vehicle traffic safety
- Pedestrian movements
- Access issue with relation to property
- Utility services
- Effect on businesses eg door entrance, window displays
- Sensitive environments eg riverbank, historic buildings etc.

The Committee's recommendation is listed under Clause 7 of this report.

3. ROTHERHAM STREET UPGRADING

The City Streets Manager provided a report in which he sought the Board's approval to enable staff to consult with stakeholders on the upgrading concept developed by the project team comprising of Council's representatives and Westfield's Planning Team.

BACKGROUND

The concept of Rotherham Street upgrading was initiated by Westfields in conjunction with their development plans across Rotherham Street. It is anticipated that Westfields Management Team will also do a presentation on their developments which will include Rotherham Street upgrading at the end of next month. It is the intention of the Council's Project Team to report to the Board formally for its consideration in June. There are easement issues relating to road space and air space lease which will require the Board's consideration.

In developing the street upgrading plan it is essential to sort the views and inputs from the community and hence the reason for this report.

The Committee's recommendation is listed under Clause 7 of this report

4. NEWNHAM TERRACE –KERB AND CHANNEL

The City Streets Manager provided a report in which he reported the outcome of the consultation on Newnham Terrace and sought approval to proceed with final design and construction.

BACKGROUND

Newnham Terrace runs northeast off Riccarton Road to Hanrahan Street and is due for kerb and channel renewal in 2003/04. This work will involve new kerb and channel, footpaths and grass berms.

Initial discussions were held with internal stakeholders and 70 questionnaires were distributed to all residents and property owners requesting information about their concerns and aspirations for the street.

These discussions resulted in a scheme plan that reduced the carriageway from 14 metres to 9 metres with narrowings at the intersections with Rudleigh Street and Hanrahan Street and tree planting throughout the entire length.

DISCUSSION

The scheme plan was distributed to residents, property owners, adjoining street and the Residents Association covering this area. Seven written replies were received along with six telephone calls.

There were five replies from residents or property owners of Newnham Terrace and they are all in favour of the proposal. There was concern raised by the landlords about maintaining the grass berms. The other replies were from residents in Hanrahan Street and Rudleigh Avenue and though they supported the proposal for Newnham Terrace they did raise concerns about why their streets were not being done, footpaths in their streets needed repairs, and visibility problems when exiting from Newnham Terrace into Hanrahan Street, coming out of Rudleigh Street into Newnham Terrace and through the narrow section of Newnham Terrace onto Riccarton Road.

The concern raised from the replies can be mitigated and the visibility issues raised will be addressed in the final design plans. Some of the issues raised by residents in the adjoining streets are beyond the scope of the proposed work.

The Board raised the issue of parking in the street as there are several blocks of flats along the west side of the street. A survey of the parking requirements was undertaken over several weeks on several different days and at different times both during the day and evening. The street was never parked out. There are up to six cars parked on the west side near the bend to Riccarton Road on week days and they belong to people working in the area. There is a P120 parking restriction on the east side of the street. The maximum number of vehicles observed in the street was 15 on a Friday near midday and most evenings there were eight or less. A resident who telephoned in, said there is only a need for parking in the street when someone has a celebration. It is never parked out.

A copy of the plan is attached.

CONCLUSION

As the concerns raised by residents and property owners can either be addressed or are outside the scope of this work, Council Officers request that approval be given for the proposed work for Newnham Terrace proceed to design and construction.

The Committee's recommendation is listed under Clause 7 of this report

5. COLIN MACKAY – TRANSPORT NZ REGIONAL MANAGER

Colin gave a presentation on some of the major capital works projects that were scheduled within the Board area.

6. NEW RESIDENTIAL SUBDIVISIONS: PROVISION OF FOOTPATH LINKAGES

For some time now the Board has been concerned about the lack of footpath linkages when new residential subdivisions are being established. Examples of this are Aidenfield, Milns Estate and Halswell on the Park.

Officers from City Streets and ESU Subdivisions were in attendance, along with Ron Fensom of the Halswell Resident's Association.

It was acknowledged that the lack of footpath linkages needed to be addressed to enable safe pedestrian and cycle access from newly developed areas to existing footpath networks.

City Streets Unit is looking to fund these works and the Subdivisions Unit will be looking at early identification of necessary footpath linkages when new plans are submitted for Council consideration.

7. COMMITTEE RECOMMENDATIONS

1. That the Board approve the publicity leaflet for the Maxwell Street traffic management work for public consultation.
2. That the Board approve the Poster Bollard applications at the four sites listed subject to the company approaching the adjacent property owners, property tenants and advising the Riccarton Business Association of the pending works.
3. That the Board approve the publicity pamphlet for the Rotherham Street upgrading for public consultation.
4. That the Board approve the design and construction phases for the Newnham Terrace kerb and channelling project.