

6. TRAVIS ROAD TRAFFIC MANAGEMENT PLAN

Officer responsible City Streets Manager	Author Lee Kelly - Roading Projects Consultation Leader, DDI 941-8355
--	---

The purpose of this report is to inform the Board of the outcome of the consultation undertaken on the Travis Road Traffic Management Plan and the recommendations of the Project Control Group.

The Project Control Group would like to seek the support of the Board for this project. The report will be submitted also to the Sustainable Transport and Utilities Committee to seek approval to proceed to final design, tender and construction of the Council funded immediate safety improvements. Further, the Project Control Group will be asking that the Sustainable Transport and Utilities Committee recommend to the Council that Transit New Zealand include the proposal for the long term safety improvements in their national funding budget so that construction can be undertaken as soon as possible.

BACKGROUND

Travis Road will become part of the State Highway network under the authority of Transit New Zealand early in 2004. With this in mind, the Project Control Group, consisting of Council staff and Transit New Zealand staff, undertook a traffic management study of Travis Road. The aim of the study was to identify what the traffic safety issues for children, pedestrians, cyclists, residents and motorists currently were and for the Council to address these concerns as soon as practicable, while preserving the future State Highway function of the road.

At the same time, the Project Control Group worked on a long term traffic management plan for Travis Road that could be undertaken by Transit New Zealand in the future. Currently Transit New Zealand does not have the funding available to implement the recommended long term changes nor does the Travis Road project appear in its national ten year programme. However, Transit New Zealand regional staff have undertaken to support this project, if community support warrants it, and to ensure that it is given a national ranking in the next annual budget round.

The Board will be aware that staff held two joint seminars for the Board and the Sustainable Transport and Utilities Committee on the Travis Road Traffic Management Plan. The first meeting was in December 2002 and provided Board and Committee members with an opportunity to assess the proposed plan, to make any suggested changes and to approve the plan for public consultation. A further seminar was requested, however, so that staff could report back to the Board and the Committee on the changes recommended at the first seminar and to provide staff with the approval for public consultation. The second seminar was held in June 2003.

RECOMMENDED OPTIONS

Safety Improvements 2003/04 (Attachment I) Christchurch City Council funded \$240,000

This plan covers the immediate safety improvements for Travis Road that the City Council will fund within the 2003/04 financial year. The key objectives to be met by this proposal are:

- To maintain side street access provision, safety and capacity.
- To provide safer pedestrian facilities.
- To provide safer pedestrian/cyclist crossing opportunities.
- To provide a continuous cycle link adjacent to the ring road.

This plan has been developed to address a number of the issues raised in the consultation carried out to date. This work is generally compatible with the main traffic management plan, with the exception of the roundabout, the refuge island and some road markings, and would remain when further improvements are constructed.

Travis Road/QEII Drive/Burwood Road Roundabout

It is proposed to enlarge the diameter of the inner roundabout island at the intersection of Travis Road/QEII Drive/Burwood Road. This will provide more deflection for vehicles travelling through the roundabout and will require motorists to significantly reduce their speed. This reduction in speed will, in turn, provide a safer road environment for pedestrians and cyclists, especially children – many of whom use this roundabout on their daily trips to and from schools in the area.

Pedestrian Refuge East of Parnwell on Travis Road

It is proposed to install a pedestrian refuge, within a painted median, on Travis Road just east of the Travis Road/Parnwell Street intersection. This refuge is to ensure that pedestrians, especially children, are provided with a safer crossing facility on Travis Road and to provide another crossing opportunity, in addition to the current pedestrian facilities at the roundabout. This facility is intended to improve the accessibility for those pedestrians in the area adjacent to Travis Road.

Footpath/Cycle Path Along North Side of Travis Road

It is proposed to install a shared footpath/cycle path along the north side of Travis Road from the Travis Road/QEII Drive/Burwood Road roundabout to Frosts Road. This shared pathway will provide a safer walking/cycling facility for all pedestrians and cyclists in the area.

Pedestrian Access to Quantock Place and Sedgemore Close

It is proposed to provide two pedestrian accessways in Quantock Place from the new pathway along Travis Road. The access from the western end will provide access to the pathway and the pedestrian crossing facility. The eastern access will provide access to the new pathway.

There will be a pedestrian access installed into Sedgemore Close and this will provide access to the pathway along the north side of Travis Road.

The residents living within Quantock Place have made clear their objections to the proposed access way and have submitted a petition against the accessway signed by the majority of residents.

The installation of accessways is supported in the City Plan Volume II Chapter 7 as a recommended improvement for pedestrians and cyclists, and is also in the Council-adopted pedestrian strategy and is generally supported by both the Cycling and Pedestrian Advocates of the City Streets Unit.

Travis Country Drive at Travis Road

It is proposed to make changes to the road markings on Travis Road adjacent to the intersection of Travis Country Drive (west). The existing painted median will be widened to provide a right turn into and out of Travis Country Drive. This will provide the opportunity for motorists wanting to exit from Travis Country Drive, particularly in the morning peak flow, to pull into a specifically marked area within the median and then to merge with vehicles travelling west along Travis Road once an appropriate gap in the traffic is available.

During the consultation process, residents of Travis Country Estate expressed their desire to have traffic signals installed at the intersection of Travis Road and Travis Country Drive (west) to enable them to exit and enter the subdivision more readily. It is not appropriate to install traffic signals at this intersection because of the effect it would have on the traffic flow along Travis Road.

State Highway Traffic Management Proposal for Travis Road (Attachment II)

The long term traffic management proposal for Travis Road is aimed at meeting the following objectives:

- To upgrade Travis Road in accordance with traffic capacity requirements.
- To maintain or enhance the level of service for users of the 'ring road'.
- To maintain or enhance the limited access nature of the ring road.
- To ensure heavy vehicles movements are provided for.
- To ensure accessibility for public transport.
- To maintain side street access provision, safety and capacity.
- To provide a safe speed environment.
- To provide safer access to residential properties.
- To provide safer pedestrian and cyclist facilities.
- To provide safer pedestrian/cyclist crossing opportunities.
- To provide landscape enhancement where possible (within the solid median and adjacent to the new pathways).

The recommended plan removes the roundabout at the Travis Road/QEII/Burwood Road intersection and installs traffic signals. It includes the four laning of Travis Road from the Travis Road/QEII Drive/Burwood Road intersection to the Bassett Street intersection. The plan also includes installing traffic signals at the Travis Road/Bassett Street intersection. A solid median incorporating 'turning bays' to allow U turns would be installed along this section of Travis Road.

A service lane, separated from the traffic on Travis Road by a solid median island, would be installed along the south side of Travis Road to provide a slow, safe area for residents to enter and exit their properties and to enter from and exit onto Travis Road. On-street parking will be provided in the service lane. It is intended that this would be one-way, in a westerly direction for vehicles with cyclists able to travel contra flow.

The service lane will also allow exit onto Travis Road for residents of Baynes Street and Parnwell Street.

The service lane will be traffic-calmed to create an amenable road environment suitable for two-way cycle traffic, thereby connecting the exiting pathways along the south side of QEII Drive, Travis Road and Anzac Drive.

Once this work has been completed, the appropriateness of the current speed limit is likely to be reviewed by Transit New Zealand.

SUMMARY OF SUBMISSIONS ON THE TRAVIS ROAD TRAFFIC MANAGEMENT PLAN

As at 1 August 2003, 24 written (including one petition) and 14 telephoned submissions have been received on the Travis Road Traffic Management Plan.

There is general support for both the short term safety proposal, to be undertaken by the Council, and the long term plan, to be undertaken by Transit New Zealand.

INTERIM WORKS

There have been some minor issues raised in relation to the short term plan proposed by the Council, namely the enlarging of the roundabout and the proposed pedestrian accessways into Quantock Place and Sedgemore Close. The issue of enlarging the roundabout has been addressed directly with those who raised the issue, and they now appear to accept the safety benefits of the proposed work.

The pedestrian accessways remain a sticking point. Originally the accessways were proposed after suggestions were received during the initial round of consultations with the community. However, the residents of Quantock Place are adamant that they do not want nor require the pedestrian accessway. The Project Control Group considers that there would be benefits, as per the recommendations in the City Plan and Pedestrian Strategy referred to earlier in this report, in retaining the accessways but is prepared to accept a final recommendation and decision on their installation by the Board and the Sustainable Transport and Utilities Committee.

MAIN PROPOSAL

The long term plan has received general support with some submitters expressing the wish that Transit New Zealand would undertake the work sooner rather than later.

However, the operators of the Pharmacy and the Pizza Haven on Parnwell Street along with the owner of the buildings have lodged a submission against the proposed banning of right turn vehicle movements from Travis Road into Parnwell Street as recommended in the long term plan.

This part of the proposal is an important aspect of the overall safety benefits that the long term plan will provide for all road users and staff acknowledge that it will reduce the volume of traffic along Parnwell Street. The reduction in vehicle numbers is estimated to be approximately two thirds of the current volume and would see traffic past the businesses concerned reducing from approximately 4,400 vehicles per day to approximately 1,800 vehicles per day.

The operators of the Pharmacy have submitted an alternative to the proposed plan. The alternative plan would see the right turn movements from Travis Road into Parnwell Street reinstated. However, while the submitters acknowledge that the right turn from Parnwell Street into Travis Road should be prevented, with their plan, and by default, it actually ensures that this right turning movement is available. This would seriously compromise the safety benefits of the long term plan.

The Project Control Group has been unable to come up with an alternative design that would satisfy the business operators while maintaining the integrity of the State Highway network. Therefore the Project Control Group is recommending that the proposed plan, distributed to the community and discussed at the public meetings, be approved.

CONSTRUCTION

It is anticipated that the construction of the short term proposal, outlined above, to be funded by the Christchurch City Council would be completed by June 2004.

Transit New Zealand does not yet have the proposed long term plan within its ten year programme. The project, however, will be submitted for a national ranking in the next annual budget round, in October 2003, and this will determine when funds are to be allocated to it.

The support of the Council for the short term and long term plan for Travis Road will provide an indication to Transit New Zealand that this work should be given a national ranking.

PROJECT BUDGET

The Council budget for the short term plan is \$240,000.

As the future road controlling authority for Travis Road it is anticipated that the long term plan would cost Transit New Zealand \$3.5 million.

Staff

Recommendation: That the Board recommend to the Sustainable Transport and Utilities Committee that the short term safety improvements to Travis Road, to be undertaken by the Council, be implemented and that the proposed State Highway Traffic Management Proposal, to be undertaken by Transit New Zealand, be recommended to Transit New Zealand.

Chairperson's

Recommendation: That the abovementioned recommendation be adopted.