

12. REPORT OF THE ENVIRONMENT AND TRAFFIC WORKING PARTY – 14 JULY 2003

Officer responsible Community Advocate	Author Gina Clarke, Community Secretary, DDI 941 6615
--	---

The purpose of this report is to submit the following report and recommendations for the Board's consideration:

Report of the Environment and Traffic Working Party meeting held on Monday, 14 July 2003 at 9.00am in the Boardroom, Linwood Service Centre.

Present: Yani Johanson (Chair), John Freeman, Linda Rutland and Bob Todd

An apology for absence was received and accepted from Anna Crighton.

John Freeman departed at 11.00am and was absent for part of subclause 12.4.

12.1 FERRY ROAD: P10 PARKING RESTRICTION

Officer responsible City Streets Manager	Author Alix Newman, Project Leader, DDI 941 8472
--	--

The purpose of this report is to seek the Board's approval of a change of parking restriction on Ferry Road.

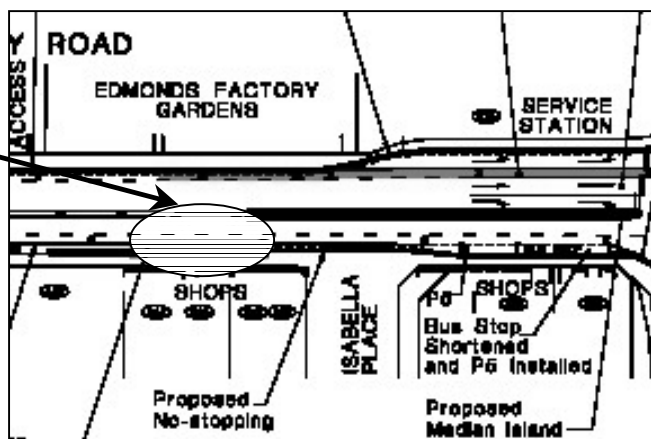
REPORT

As part of the Aldwins/Ensors/Ferry intersection improvements, a P5 Loading Zone restriction was installed in front of the shops on the south side of Ferry Road (opposite the Edmonds Factory Gardens), at the request of the businesses.

P5 Loading Zones are marked out with yellow broken lines. Since the Zone's installation, the shop owners have noted that their customers are uncertain as to whether they are actually allowed to park there – the yellow lines implying to them that there is No Stopping.

The businesses have requested that the yellow lines be changed. It is possible to change the P5 Loading Zone to a P10 Zone, which is marked out in white lines. Both the businesses and the City Streets Unit support the change to the P10.

Area to change from P5 Loading Zone to P10



It is therefore recommended that the P5 Loading Zone in front of the shops on the south side of Ferry Road west of the intersection with Ensors Road be converted to a P10 Zone.

Staff

Recommendation:

1. That the P5 Loading Zone on the south side of Ferry Road commencing at a point 65 metres west of its intersection with Ensors Road, and extending in a westerly direction for a distance of 25 metres, be removed.
2. That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Ferry Road commencing at a point 65 metres west of its intersection with Ensors Road and extending in a westerly direction for a distance of 25 metres.

Working Party

Recommendation: That the recommendations be adopted.

Chairperson's

Recommendation: That the recommendations be adopted.

12.2 CHESTER STREET WEST: P30 PARKING RESTRICTION

Officer responsible City Streets Manager	Author Malcolm Taylor, Traffic Engineer (Community), DDI 941 8604
--	---

The purpose of this report is to seek the Board's approval for a change to the parking restriction in Chester Street West east of Park Terrace (see attachment).

BACKGROUND

The Cathedral Grammar School has requested that consideration be given to changing the vehicle parking time limit in front of the school's administration building in Chester Street West, east of Park Terrace. The school has also requested that parking be designated on the eastern side of the entranceway on to Kilmore Street to improve the visibility for motorists exiting the school.

CONCLUSION

Kerbside parking around the school is provided for with; P10 8-9.30 am 2–4 pm Mon–Frid, P120 time limits and all day parking areas. The change from 120 to 30 minute time limit parking at the western end of Chester Street West will provide some short term parking for parents and visitors in front of the school's administration building.

Arrangements have also been made to install white painted markings on Kilmore Street between Park Terrace and Montreal Street, to improve the flow of traffic along Kilmore Road and to define the entranceways.

The Council's Parking Strategy provides guidance for the allocation of kerbside parking. For Education areas, Policy 9D Frontage Streets refers *to recognise and specifically consider the provision and management of on-street parking adjoining educational institutions.*

The Strategy suggests that kerb space parking priority is *to allocate kerb space where demand exceeds supply, in general accordance with the Education table below.*

	Education Parking Priority
1	Bus Stops
2	Taxi, Limousine and Shuttle services
3	Short-stay parking for site visitors
4	Parking for people with Disabilities
5	Residents' car parking
6	Commuter parking (Staff & Students)

The proposal to change the parking time limit at this location from 120 to 30 minutes fits with the Strategy.

The Parking Operations Manager support the parking restriction change.

Staff

Recommendation: That the Board approve the following parking changes:

1. That the parking of vehicles restricted to a maximum period of 120 minutes on the northern side of Chester Street West commencing at a point 7 metres from its intersection with Park Terrace and extending in an easterly direction for a distance of 9 metres, be revoked.

2. That the parking of vehicles restricted to a maximum period of 120 minutes on the south side of Chester Street West commencing at a point 6 metres from its intersection with Park Terrace and extending in an easterly direction for a distance of 11 metres, be revoked.
3. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Chester Street West commencing at a point 7 metres from its intersection with Park Terrace and extending in an easterly direction for a distance of 9 metres.
4. That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Chester Street West commencing at a point 6 metres from its intersection with Park Terrace and extending in an easterly direction for a distance of 11 metres.

Working Party

Recommendation: That any decision on this report be deferred until after members of the Board have met with Allison Wilson to discuss her concerns relating to Chester Street West.

Chairperson's

Recommendation: That the recommendations be adopted.

12.3 BEALEY AVENUE/FITZGERALD AVENUE/LONDON STREET/WHITMORE STREET INTERSECTION IMPROVEMENTS

Officer responsible City Streets Manager	Author Brian Neill, Network Operations Team Leader, DDI 941 8616
--	--

The purpose of this report is to update the Board on progress relating to the improvements currently being undertaken at the Bealey Avenue/Fitzgerald Avenue/London Street/Whitmore Street intersection and outstanding issues with John Rhind Funeral Directors and the Richmond Neighbourhood Cottage.

BACKGROUND

Board members will recall receiving a deputation from the funeral directors and the Richmond Neighbourhood Committee concerning the need for the current safety works and the effect on kerbside parking and access to the funeral home. The City Streets Manager was asked to facilitate discussions with the parties involved so that action could be taken to alleviate the impact of this project on the local business and residential communities.

DISCUSSION

Through the consultation process and follow up actions most of the issues raised have been addressed. Local residents and a business in Fitzgerald Avenue south of the intersection were concerned about the loss of some kerbside parking and the positioning of a bus stop and shelter adjacent to the London Street intersection. This bus stop has now been removed (along with the shelter) and adjustments made to the kerbside parking lane which includes the creation of three additional carparks.

Meetings were arranged between staff and Graham Rhind, the Managing Director of John Rhind Funeral Directors Ltd and Graeme Reddell, the Chairperson of the Richmond Neighbourhood Cottage. Among the issues discussed at these meetings were concerns about the following matters:

- The effect of the proposed four laning of Hills Road and its impact on traffic flow at the Bealey Avenue/Fitzgerald Avenue/London Street/Whitmore Street intersection.
- The removal of up to 7 carparks along the Whitmore Street frontage to the funeral home.
- The ability for funeral cortèges to safely enter the traffic stream from both the London Street and Whitmore Street entrances to the funeral home.

- The short green time given to traffic in London Street at the intersection which affects the ability for a cortège to proceed through London Street into the intersection when heading along Bealey Avenue.
- The problem for people crossing the four lane section of Whitmore Street outside the funeral home; there is no pedestrian facility in the vicinity of the funeral home entrance.
- Investigate the possibility of introducing additional space for a left turn facility on the London Street approach to the Stanmore Road intersection.

Adjustments have been made to the traffic lane layout on the Whitmore Street approach to the traffic signals at Bealey Avenue in order to retain three of the seven carparks that were to be lost in the original proposal. Once the current work has been completed, other adjustments will be made to the road markings in London Street on the approach to the intersection to provide a better discharge for traffic both turning and travelling through the signal controlled junction. Parking limit lines will also be painted in this area to assist people parking to attend services at the funeral home.

The City Streets Unit has supplied three remote control devices to the funeral home which can be used to extend the green time on the London Street approach to the signal controlled intersection when funeral cortèges need to use the London Street exit from the funeral home.

The only matters not yet attended to and which do not impact on the current works are the provision of a sign in Whitmore Street advising motorists of the presence of the funeral home and the provision of a pedestrian facility (pedestrian island) within the flush (painted) median in the four lane section of Whitmore Street adjacent to the funeral home and the possibility of introducing a left turn facility at the London Street intersection. A project will be initiated with a view to confirming a need to install a pedestrian island within the flush (painted) median in Whitmore Street and its likely positioning. Funding for a pedestrian island will need to be prioritised. Once the format for a "funeral home" warning sign has been decided upon arrangements can be made for its installation.

CONCLUSION

The safety improvement works at the Bealey Avenue/Fitzgerald Avenue/London Street/Whitmore Street intersection are nearing completion. Business and residents' concerns about the works have been allayed. Kerbside parking and access to the funeral home are issues relating to the safety works that have been addressed. However, there remains some doubt on the part of the funeral home management and residents' representative of the actual need for the work.

The potential four laning of Hills Road remains a concern for residents and businesses. Increased traffic flows will impact on the operations of the funeral home and it will become increasingly difficult for pedestrians to cross Whitmore Street north of the traffic signals at Bealey Avenue. A future work to be considered is the installation of a pedestrian island within the median that extends from the traffic signals at Bealey Avenue through to Avalon Street.

Staff

- Recommendation:**
1. That the information be received.
 2. That the Board considers supporting the construction of a pedestrian island in Whitmore Street between Bealey Avenue and Avalon Street.

Working Party

- Recommendation:** That the recommendations be adopted.

Chairperson's

- Recommendation:** That the recommendations be adopted.

12.4 THE ESPLANADE

Officer responsible City Streets Manager	Author Barry Cook, Traffic Engineer, DDI 941 8938
--	---

The purpose of this report is to discuss what involvement, if any, the Board may have in relation to the issues relating to motorists' behaviour along the Esplanade on Sundays.

BACKGROUND

The Sumner Neighbourhood Improvement Plan was finalised in March 1987. The proposals set out in the plan for the Esplanade were regarded as a priority for Council funding. Work started in 1988 and was completed in 1998 on the grounds that the Esplanade was a metropolitan facility. Platforms at each intersection along the Esplanade were constructed to identify the position of the intersections, to create some green space and to act as a traffic calming measure.

DISCUSSION

Although the work was a vast improvement over the previous layout, many residents still had a concern about the speed of traffic. To resolve this a speed hump was constructed on one side of each intersection platform. The work has been a success except for approximately two to three hours on fine Sunday afternoons and mainly during summer. On Sundays, residents of the Esplanade have expressed three concerns:

1. Drivers revving their engines and spinning their wheels.
2. Noise from car stereo systems.
3. Speed of vehicles travelling between intersections.

All three of these concerns are really enforcement issues. The problem is the difficulty in carrying out enforcement to effectively counter the problem.

A group of residents has come up with some possible solutions. Plans have been presented to the Council that show mid block "road stopping" of the three longer blocks, creating cul-de-sacs from each side road. This would not solve all these problems as wheel spinning and speaker noise is experienced around the city in a number of other cul-de-sacs. Council and Police Officers are aware of locations where, usually at night, "boy racers" gather. Industrial areas or new subdivisions not fully developed are popular targets. However, some of this behaviour also occurs in established residential areas such as Sumner.

The residents' proposal would stop vehicles speeding from one end of the Esplanade to the other. However, it would also stop residents and other law abiding citizens from driving along the Esplanade. As the work in improving the Esplanade was done because it was a metropolitan facility it is perhaps not appropriate for the Council to now try and exclude people from the greater Christchurch area from using the roadway as a through route.

To implement the "road stopping" it would require, as part of the legal process, the calling of submissions including those from people who will no doubt object to the proposal. The process would, in the view of City Streets staff, be unlikely to succeed.

Another option may be to construct a mid block feature similar to that in the residents' proposal, but allow a one lane slow road through the middle. This would not require a formal process, as would be the case with the road stopping proposal.

The initial estimate for such treatments has been assessed at \$55,000 for each feature. Three such features would be required at a total of \$165,000. Consultation on such a proposal is likely to find many residents opposing such a restriction on their movements 365 days of the year.

This is a considerable sum of money to partly solve one of the three problems that occurs for a few hours on Sunday afternoons during Summer.

The Board's "Sumner Traffic Working Party" and staff have met with a small group of residents on site. A Working Party follow up meeting discussed proposals, but was concerned at the length and cost of such a process. The suggestion of a lower posted speed limit of say 40 km/h on the Esplanade was raised. Further investigation into the possibility of applying a "Holiday Speed Limit" (similar to those used in some beach areas over Christmas) to the Esplanade has been carried out.

After discussions with LTSA we have concluded that a "Holiday Speed Limit" would not be appropriate. However, the following criteria have been established, for the application of a "permanent" 40 km/h speed limit if the Board (and Council) wishes to pursue this option:

- That a lower speed limit of 40 km/h be applied to all of the Esplanade and along the (short) sections of all the side roads through to Nayland Street.

- That the 40 km/h speed limit apply on Saturdays, Sundays and public holidays between 9.00 am and 5.00 pm.
- That permanent signs be authorised/installed to require drivers to comply with the speed limit by way of the Council's Traffic and Parking Bylaw and relevant gazette notice procedures.

This would be a "permanent" speed restriction. As the proposal will affect not only the residents of the Esplanade and the larger Sumner/Scarborough area, but also drivers visiting the area, a wider than normal consultation process would be required.

The suggested consultation process should this option be promoted by the Council, would be:

INITIAL CONSULTATION

- Discuss the proposal with the police to gain an acceptance of the proposal and an undertaking of reasonable enforcement.
- Discuss the proposal and obtain the support of the RTA, NZAA and Police (a statutory requirement).
- Call together the small group of people representing Esplanade residents who have been liaising with the Council.
- The group of residents would be responsible for taking the proposal to the Sumner Residents' Association.

FULL CONSULTATION (assuming support from the Sumner Residents' Association)

- Provide copy to the "Observer" and "Eastern Mail" newspapers to notify people in the wider community area.
- Report support for the proposed speed limit to the Board/Sustainable Transport and Utilities Committee for commencing the legal approval process.
- Expand the media coverage to greater Christchurch.
- Generate a leaflet setting out the conditions of the proposals to the immediate residential and business communities.
- Report back to the Council for final approval and confirmation of the required bylaw changes.

At any stage the process could be terminated if response was not favourable. However, this is a project that would be driven by the community and should be seen as such through all stages.

The question of funding such a consultation process and the costs of supplying and installing the signs also needs addressing.

It is anticipated that this would be a \$15,000 project that would have to be allocated through the Financial Plan process. Taking into account the consultation and approval processes for the speed limit changes, it is anticipated that the earliest this project could proceed would be during the second half of 2004.

Staff

- Recommendation:**
1. That the information be received.
 2. That, if supported by the Board, a stepped consultation process (as suggested above) on a permanent 40 km/h speed limit, commence to determine what level of support there is for the proposal.
 3. That funding be sought for the 2004/05 financial year.

Working Party

Recommendation: That a meeting with affected parties be called as soon as possible to discuss the proposal outlined in this report.

Chairperson's

Recommendation: That the recommendation be adopted and that consideration be given to including this in the 2003 speed limit assessment.

12.5 FERRYMEAD HERITAGE PARK SIGNS

The Working Party considered a report on progress on upgrading directional signs to Ferrymead and the Ferrymead Heritage Park.

The Working Party **received** the information and requested that the Council's policy on signs be circulated to Working Party members.

Working Party

Recommendation: That the information be received.

Chairperson's

Recommendation: That the recommendation be adopted.

12.6 CORRESPONDENCE – TIM BARNETT – SWANNS ROAD PUBLIC MEETING

The Working Party considered a letter from Tim Barnett, MP for Central Christchurch, outlining various issues relating to the Swanns Road area.

The Working Party **received** the information and requested that a report on the issues raised be brought back to the Working Party.

Working Party

Recommendation: That the information be received.

Chairperson's

Recommendation: That the recommendation be adopted.

12.7 DEPUTATION – PROFESSOR KEVIN O'CONNOR – HEATHCOTE VALLEY REDEVELOPMENT

Professor Kevin O'Connor addressed the Working Party regarding the proposed Heathcote Valley redevelopments and wetland landscape restoration. A copy of Professor O'Connor's written submissions to the Working Party is attached. It was suggested that it may be useful for the Working Party to tour the Heathcote Valley area with Professor O'Connor. The Working Party requested that:

1. Darren Moses (Project Manager, City Solutions) prepare a written response to Professor O'Connor's written submission.
2. That information on the drainage system in the area, including the Woolston Cut, be circulated to the Working Party.

Working Party

Recommendation: That the information be received.

Chairperson's

Recommendation: That the recommendation be adopted.