

10. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE
MEETING OF 13 JUNE 2003**

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 13 June 2003.

The meeting was attended by Bob Shearing, Helen Broughton (for Clauses 2 and 3 only), Ken Cummings and Peter Laloli.

An apology was received from Mike Mora.

1 Vicki Street at Riccarton High School : Traffic Issues

Community Traffic Engineer Malcolm Taylor sought the Board's approval to install parking restrictions and change to the traffic control on Vicki Street at the entrance to Riccarton High School.

BACKGROUND

The school and local police have expressed concerns about traffic movements and students' safety in Vicki Street at the school entrance. Vicki Street is classified as a "local" street.

During an on-site survey it was noted that few motorists observed the "Stop" control at the school exit point; coupled with this was the high level of pedestrian traffic.

As the existing "Stop" control is located behind the school's fence line, motorists are experiencing difficulty in seeing vehicles approaching from their right when leaving the school. A traffic control at the school entrance would be better located level with the western kerb line of Vicki Street. The Manual for Traffic Signs and Markings, suggests that a "Give Way" control would be more appropriate than a "Stop" control at this location.

The installation of the proposed parking restrictions, a painted centre line and "Give Way" control will improve the safety for motorists, pedestrians and cycle movements in this area.

CONCLUSION

The Hornby Police, Riccarton High School and the Parking Operations Manager support the proposed parking restrictions and traffic control changes.

The Committee was supportive of the request: their recommendation is recorded in Clause 6 of this report.

2 Lochee Road Safety Improvements

Malcolm Taylor provided a report on the resident feedback on options for slowing traffic on Lochee Road.

BACKGROUND

Speeding has been an issue in Lochee Rd for some time. A few years ago funding was provided to do work but as residents could not agree on a suitable option the Community Board decided not to go ahead with any option. Following the fatal crash in the street last year residents again called for the Council to take some action.

A street meeting was held in November last year and those present were unanimous in agreeing something needed to be done. The Council then engaged a Road Safety Engineer to look at options and these were presented at a public meeting on 4 March. Those present at the meeting agreed that two of the options warranted further consideration. One option (Option 1) is for a series of road humps with traffic islands at each end, the second option (Option 5) is for a partial closure of the road somewhere near the park frontage and with traffic islands at each end.

A questionnaire was distributed to the residents of Lochee Road and Golden Elm Lane in May 2003 to gain feedback as to whether the residents support the need to do something, if so then which option do they support.

A significant number of residents (94%) from Lochee Street and Golden Elm Lane supported the need for some work to be undertaken in Lochee Street to overcome traffic issues. 68% of the responses indicated that they preferred option 1. A number of comments suggested some variations to the options as shown, but in general most agreed that option 1 would have a positive effect in slowing the traffic speed in the street. Given that level of support it is clear that option 1 should be implemented.

Lochee Rd is currently shown in the Draft 2004 Annual Plan, with \$2000 in the 2003/04 year and \$23,000 in the 2004/05 year. Given the stage this project is at and the level of support from residents for getting something done it would seem desirable to bring the funding forward into the 03/04 year.

DISCUSSION

It was noted that, subsequent to Board approval, to accept "Option 1", the City Streets Unit would liaise with those properties which were identified to having a speed hump placed outside their property.

All residents would be advised of the final approvals, and when the work would be scheduled for.

CONCLUSION

The Committee was supportive of "Option 1"; their recommendations are recorded under Clause 6 of this report.

3 Maxwell Street – Neighbourhood Improvement Work

On behalf of the City Streets Unit, Lorraine Wilmhurst was in attendance to discuss the proposal for 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 and four way stop signs at Rotherham Street with angle parking between Division Street and Rotherham Street.

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. 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. 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.

DISCUSSION

The concept plan took into account the consultation with internal and external stake holders and 80 copies were distributed or posted to residents and property owners of Maxwell Street and Division Street between Maxwell street and Peverel Street, and to the Residents Association and the Riccarton Businesses Association.

Four replies, plus a reply from the Residents Association were received. Three replies were in favour and the fourth asked if speed humps could be considered – *this is not appropriate with the number of commercial vehicles that are likely to use the loading area along this section of Maxwell Street.*

The Residents Association agreed at a meeting with Council Officers and Westfield Shopping Town representatives that the work proceed but that consideration be given to addressing issues at the Rotherham/Dilworth intersection to slow and deter traffic using Maxwell Street – *This is a separate issue that will be addressed after some intersection counts have been carried out.*

CONCLUSION

The City Streets Unit were satisfied with the community feedback and now sought approval for the work to proceed to design, tender and construction.

The Committee was supportive of the proposal: their recommendation is recorded under Clause 6 of this report.

4. Kerb and Channel Replacement Prioritisation Process

Ken Stevenson (the City Streets Unit Asset Management Team Leader) gave a presentation on the (Council approved) Kerb and Channel Prioritisation Framework and to outline the process and how Community Boards participate in the process.

The framework was approved by the Council in April and the process will be applied fully for the 2004/05 Plan.

A further presentation will be given in a couple of months when the full 5 year programme is available.

The Committee were very supportive of the Framework and its process.

5. Ilam Road Student Pedestrian Facilities

Paul Burden tabled a plan of a concept relating to Ilam Road as it passed through the University precinct.

On a daily basis during the academic year 9000 vehicles, 6500 pedestrians and 500 cyclists use this portion of Ilam Road. Added to this are the frequent buses, including the Orbiter. Paul noted that there were no pedestrian facilities on this road and there is a need to address these issues.

Members acknowledged that there were issues to be addressed and gave some consideration to a possible process to initiate this as a project.

This will be brought back to the Committee in due course for further consideration.

6. Committee Recommendations:

- **Vicki Street Traffic Issues**

- 1 That the "Stop" control placed at the Riccarton High School entrance at its intersection with Vicki Street be revoked.
- 2 That a "Give Way" control be placed at the Riccarton High School entrance at its intersection with Vicki Street.
- 3 That the stopping of vehicles be prohibited at anytime on the northern side of Vicki Street commencing at the north western entrance kerb line to Riccarton High School and extending in an easterly direction for a distance of 20 metres.
- 4 That the stopping of vehicles be prohibited at anytime on the western side of Vicki Street commencing at the south western entrance kerb line and extending in a southerly direction for a distance of 20 metres.

- **Lochee Road Safety Improvements**

- 1 That the Board approve "Option 1" for implementation, and that this decision be conveyed to all residents, together with construction timelines.
- 2 That the Board recommend to the Budget Sub-committee that Lochee Road be brought forward from the 2004/05 year into the 2004 Annual Plan.

- **Maxwell Street Neighbourhood Improvement Plan**

That the Maxwell Street NIP proceed to final design, tender and construction.

Chairman's

Recommendation: That the report be received and the recommendations contained within Clause 6 be adopted.