

**6. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE  
MEETING OF 16 MAY 2003**

<b>Officer responsible</b> Martin Maguire, Community Advocate	<b>Author</b> Roger Cave, Community Secretary, DDI 941 6502
------------------------------------------------------------------	----------------------------------------------------------------

The purpose of this report is to submit the outcomes of the Transport and Roding Committee meeting held on Friday 16 May 2003.

The meeting was attended by Bob Shearing (Chairperson), Helen Broughton, Ken Cummings, Pete Laloli and Mike Mora. Ishwar Ganda was also in attendance.

**1. MICHELE GYDE, CO-ORDINATOR FOR CYCLE SAFE, CHRISTCHURCH**

Michele addressed the Committee on the Cycle Safe programme, which is promoted throughout primary schools in Christchurch and is aimed at Year 6 pupils. The programme is supported by the LTSA and nearly 3,500 children were put through this free programme last year. Nearly 90 schools in the greater Christchurch area have been involved in the programme to date. Various information pamphlets and a Cycle Safe certificate were discussed and handed out for Members' information.

**2. ENVIRONMENT CANTERBURY PRESENTATION ON PASSENGER TRANSPORT**

On behalf of Environment Canterbury, Jill Atkinson and Matthew Noon gave a comprehensive power point presentation on passenger transport patronage, bus user profiles, key challenges and planned service improvements.

Whilst the patronage numbers showed strong percentage improvements there was real concern with the effect of inner city traffic congestion and how this affected the safe and effective running of the bus networks.

Comment was also made on recent passenger transport reviews and the constant need to review existing bus routes and to be aware of increased passenger demands and catchment areas.

**3. AMYES ROAD/TREVOR STREET TRAFFIC CALMING**

On behalf of the City Streets Manager, Lee Kelly was in attendance to advise the Board of the community feedback received to the proposal to place courtesy one-way slow points at the two right angle bends in Trevor Street as a traffic management tool to address the concerns of speed in this area.

Very good support was received from the community and Lee was now asking for the Board to approve this work to proceed to construction.

The Committee's recommendation is listed in Clause 19 of this report.

**4. GARVINS ROAD TRAFFIC MANAGEMENT AT SOCKBURN SCHOOL**

The Committee was advised that the approved kerb extension/raised platform work at the school had been changed upon advice from the LTSA. The new plan showed the deletion of the raised platform work as this was not seen to be beneficial to pedestrian safety but had been included as a means to slow traffic.

As the project was intended to assist in the pedestrian movements across Garvins Road, the raised platform was deleted from the final design.

This action was of concern to the Committee but it was conceded that the kerb extension work should still proceed as it was of positive benefit to the school.

It was **agreed** that City Streets Unit look at the issues of traffic calming in Garvins Road to address the speed issues that still prevailed. This would be reported back to the Committee in due course.

**5. STRAVEN ROAD RECONSTRUCTION (KILMARNOCK TO RICcartON)**

The Board had previously approved the design work for this major upgrade. City Streets were now asking for the Committee's agreement to allow community consultation to proceed on the Rata/Kilmarnock section of road as an issue related to property purchase on the Clarence Street side of Riccarton Road (but tied into the intersection improvements) had not yet been resolved.

It was **agreed** that the community consultation now proceed for the Rata/Kilmarnock section of the Straven Road reconstruction project.

**6. WYCOLA AVENUE UPGRADE**

The work planned for the upgrading of this section of road outside the shops had been approved by the Board but advice has been received that the construction of the work will not be completed by the original due date of 30 June 2003.

**7. BRYNLEY STREET**

The work planned for the upgrading of this section of road outside the shops had been approved by the Board but advice has been received that the construction of the work will not be completed by the original due date of 30 June 2003.

**8. FOREMANS ROAD/LOMAX PLACE ROUNDABOUT**

The Committee was advised that some minor additional work would be done at this intersection in terms of raised asphalt to reinforce the wish that heavy motor vehicles will now re-route via the Halswell Junction/Waterloo Road intersection upgrade.

**9. ROBERTS ROAD/GILBERTHORPES ROAD TRAFFIC ISLAND**

This work is proceeding and is due to be completed by the end of June 2003.

City Streets Unit will look at minor upgrading and maintenance at the Roberts Road/Pound Road intersection so as to better define the road pattern.

**10. DILWORTH STREET P120 PARKING**

The City Streets Manager reported that all day commuter parking has become common place in Dilworth Street between Clarence Street and Picton Avenue. This means that there is only limited space available for residents or visitors to park their vehicles on the street during the day. This has prompted a request to the City Streets Unit to consider the installation of restricted parking.

Dilworth Street and other residential streets between Riccarton Road and Elizabeth Street and between Picton Avenue and Matipo Street have been surveyed to assess the level of parking and to review the existing parking controls.

All the residents of Dilworth Street were delivered a letter on 2 April 2003 inviting them to state their preferences for restricted parking. General comment was also invited.

The majority of residents sought some parking relief in this area.

To address these concerns it was proposed to implement P120 parking restriction on the south side of Dilworth Street. This restriction to apply Monday to Saturday 8.00 am to 6.00 pm.

The Committee's recommendation is listed in Clause 19 of this report.

**11. GREENHURST STREET SPEED ISSUES**

In response to a request from a local resident the City Streets is looking at ways to counter the use of Greenhurst Street as a short cut for vehicles not wishing to use the Blenheim Road roundabout.

A report is expected to be received within a couple of months.

**12. SUVA STREET PETITION**

A petition has been received in which the petitioners express concern about increasing vehicle traffic and excessive speeds. They sought some traffic management measures as a way of deterring volume and speed along Suva Street.

The Committee was advised that early speed measuring done did not indicate that speed was a real issue and that the vehicle counts were not necessarily excessive for this road.

**13. STEADMAN ROAD KERB AND CHANNEL**

A recent meeting with residents discussed the issues of no kerb and channel and footpath along the eastern side of this road. The Committee acknowledged that any kerb and channel was not of a high priority in the Capital Works programme but it was agreed that a landscape plan could be prepared as a positive enhancement opportunity for this road and this will be brought back to the Committee in due course.

**14. UNIVERSITY OF CANTERBURY ON-CAMPUS PARKING STRATEGY**

Bob Shearing reported on a recent meeting with the University/Community Board Working Party who had met following the recent introduction of the parking fee for on-campus parking. It was generally agreed that this new strategy had not had any impact upon the surrounding residential streets.

**15. SPRINGS ROAD LETTER OF CONCERN**

A letter was tabled from a local resident in which he expressed concerns about heavy truck movements during the early hours of the morning and whether the Council might look into this issue.

The Committee was advised that City Streets Maintenance Unit would look at some minor works which may go some way to addressing the concerns of the resident.

**16. PENRUDDOCK/HILLCREST INTERSECTION**

The local Residents' Association had written asking if the current practice of cars and builder's vehicles being parked in close proximity to this intersection could be looked at, as there were issues relating to sight and safety at this minor intersection.

**17. AWATEA/SPRINGS ROAD INTERSECTION**

Problems associated with sight and safety at this intersection were discussed. With the major residential developments going on in this location the increase of traffic was of concern.

**18. BLenheim ROAD/WHARENUI ROAD INTERSECTION PETITION**

The Committee was in receipt of a petition signed by over 80 employees in the adjoining business park. Their petition asked:

- 1 We the undersigned ask that the "Christchurch City Council" give urgent attention to the increasingly dangerous traffic access issues that are confronting both business and public alike in gaining safe entry to and from Acheron Drive to Blenheim Road under its present roading and traffic light configuration, especially when making a "U" turn to travel east back to the city.
- 2 That clear access be made available for traffic to make safe entry and exit onto Blenheim Road from Acheron Drive "T" intersection lights which connect to both Wharenui and Blenheim Roads or an alternative be found.

On behalf of the City Streets Manager, Brian Neill was in attendance to respond to the petition and discuss their concerns about the lack of right-turning facilities at the eastern most entrance to Acheron Drive where it intersects with Blenheim Road.

When Acheron Drive was being developed, attempts were made to persuade the developer to open up a site on Acheron Drive immediately opposite Wharenui Road, thereby allowing the Blenheim Road/Wharenui Road traffic signals to accommodate the vehicle movements in and out of the business park. Unfortunately this did not happen. Brian Neill advised that arrangements have now been made for the necessary changes to the signalled intersection to allow right turns on a separate phase to meet some of the concerns of the petitioners.

It is now nearly four years since the traffic management plan for Blenheim Road was implemented and these have been very well received by the motoring public. Arrangements are being made to engage a consultant to study the effects of the traffic management and safety improvements that were made along the section of Blenheim Road between Clarence Street and Curletts Road in 1998/99. "Before" and "after" comparisons will be made using traffic flow and crash data. An audit will be carried out on the performance of some of the safety measures initiated as part of the traffic management plan with comparisons made between other four lane arterial roads carrying similar traffic volumes.

The consultants will be asked to recommend further improvements for the management of the arterial which could, in turn, be provided for in future capital works programmes.

It is appropriate that this study be carried out at this time prior to the (pending) construction of the Blenheim Road deviation to Moorhouse Avenue and the State Highway changes that will affect the status of the Curletts Road/Yaldhurst Road arterial route.

The Committee agreed that the issues raised by the petitioners were timely and were supportive of a review of the Traffic Management and Road Safety initiatives.

#### **19. COMMITTEE RECOMMENDATIONS**

- 1 That the Board approve the Amyes Road/Trevor Street traffic calming project for final design work, tender and construction.
- 2 That the Board approve the implementation of the P120 parking restriction on the south side of Dilworth Street, the restriction is to apply Monday to Saturday inclusive, 8.00 am to 6.00 pm.
- 3 That the petitioners be thanked for their submission that has resulted in a right-turn phase being installed at the Blenheim Road/Wharenui Road intersection and that the findings of the "Blenheim Road (Clarence Street to Curletts Road) arterial route audit" be reported to the Board in due course.

#### **Chairman's**

**Recommendation:** That the information be received and the above recommendations be adopted.