

5. RIMU STREET AT THE RICCARTON SERVICE LANE

Officer responsible
City Streets Manager

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The purpose of this report is to advise the Board on an appropriate course of action concerning the Rimu Street at the Riccarton Service Lane project which appears in the current year capital works programme.

INTRODUCTION

In the 1998/99 financial year approximately \$40,000 and \$61,000 was allocated to fund the planning and implementation of traffic restraints immediately north of the Riccarton Service Lane on Kauri and Rimu Streets respectively. The Kauri Street project was completed several years ago. The Rimu Street project has not commenced to date.

This report examines the status of the Rimu Street project and sets out the processes that could be followed to progress the matter.

BACKGROUND

The Special Development Zone 7 (SDZ7) Local Area Traffic Management Scheme completed in 1995 identifies the need to implement "severe" traffic restraints on Harakeke, Kauri and Rimu Streets immediately north of the Riccarton Service Lane. The Harakeke Street restraint was completed in 1996 and Kauri in 1999. Both the Kauri and Rimu Street projects were planned to proceed simultaneously.

At the consultation phase both projects received a mixed reaction from the stakeholders. Local businesses were mainly opposed as well as some local residents, however, overall it could be said that both projects were supported by residents but opposed by local businesses. Traffic counts undertaken indicated that both these projects would receive a low priority under the new assessment criteria for Neighbourhood Improvement projects, however it was recognised that there was an expectation from some local residents that the projects proceed.

The Board invited the stakeholders to their Traffic Committee meeting where they were given opportunity to voice their opinions. Following this the Board decided to proceed with the Kauri Street project and continue discussions with stakeholders over the Rimu Street project. Various discussions have taken place to date but unfortunately the situation has remained unchanged in that generally residents support the project and local businesses are opposed. The project has since been carried forward year after year awaiting resolution.

TRANSFERRING FUNDS TO ANOTHER PROJECT

Given the inability to reach agreement with key stakeholders and the continual carrying forward of this project, it has been suggested that the funds be transferred to the Straven Road (Rata to Kahu) kerb and channel project to help fund the threshold at the Straven/Rata intersection. Normally intersection treatments are incorporated in kerb and channel projects, but in this case the available funding is not adequate to fund the intersection treatment. The intersection treatment would be a "Type C" threshold similar to others constructed throughout the city. The Straven/Rata intersection was also identified in the SDZ7 Local Area Traffic Management Scheme. The work in Straven Road between Riccarton Road and Kahu Road will be reported to the Board in the near future. (Refer draft plan attached). The implementation of this threshold treatment at Rata/Straven will reinforce the "Local Road" function of Rata Street by further discouraging through traffic and further negating the need for the original Rimu Street project.

A process must be followed if this is to be pursued. Firstly the Traffic Committee must support the request. Then the Board must also support it and, if so, a recommendation would be made from the Board to the Strategy and Finance Committee of the Council. If the Strategy and Finance Committee supports the request then the funding would be transferred.

The City Streets Unit would support this transfer as a satisfactory outcome, however ultimately this decision rests with the Council through the Strategy and Finance Committee.

CONCLUSION

Given the indications that the Rimu Street project cannot proceed, the City Streets Unit would recommend that the funds be transferred to the next highest ranked project in the Neighbourhood Improvement category. As this would take the funding outside of the Riccarton Ward, a more suitable outcome may be to support a transfer of the funds to the Straven Road kerb and channel project and incorporate a threshold treatment at the Rata/Straven intersection in this work.

Staff

Recommendation: That the Riccarton/Wigram Community Board recommend to the Strategy and Finance Committee that, due to the difficulties in getting agreement on a suitable scheme and due to its current low ranking, the Rimu Street project be deleted from the programme and the funding transferred to the Straven Road kerb and channel project, specifically incorporating a threshold treatment at the Rata Street intersection.

Chairman's

Recommendation: That the officer's recommendation be adopted.