

17 STAPLETONS ROAD AND PETRIE STREET

Officer responsible City Streets Manager	Author Basil Pettigrew, DDI 941-8542
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The purpose of this report is for the Board to consider a proposal in response to a petition relating to problems with speeding vehicles in Stapletons Road and Petrie Street between North Avon Road and Averill Street.

BACKGROUND

The Board received a petition at its meeting on 2 October 2002 from residents of Stapletons Road.

The petition requested:

1. That the road be reassessed due to changes in conditions.
2. Installation of measures to limit excessive speed.
3. The possibility of a street meeting to understand the issue further.

INVESTIGATION

The section of Stapletons Road under consideration is 13.0 to 14.2 metres wide and 507 metres long, with deep channels on both sides. It is not in the City Council 5 year plan for reconstruction.

The Council has also received requests to address speeding and safety issues for Petrie Street. Because this is the adjacent parallel street this will also be the subject of this report.

The three most important issues to be addressed prior to the development of any proposals are:

- Traffic flows
- Traffic speeds
- Traffic safety

Traffic Flows

Traffic flows were determined by 7 day automatic traffic counts during October 2002 which gives the following daily average traffic flow.

Petrie Street: 1192 vehicles per day
Stapletons Road: 920 vehicles per day

Traffic Speeds

Traffic speeds and traffic volumes were determined simultaneously.

	<i>Stapletons Road</i>	<i>Petrie Street</i>
85 th speed	58	58
Average speed	49	50
% exceeding 50 km/h	50.4	53.5
% exceeding 60 km/h	11	10.8
Number exceeding 80 km/h during 7 day survey	31	57

The recorded speeds for these streets have become relatively common place for many Christchurch local streets.

Of major concern are the numbers of vehicles exceeding 80 km/h with Petrie Street being the worst. In other respects the speed profiles are very similar.

Traffic Safety

The LTSA provides precise details of the location of all reported crashes on Christchurch roads. These crashes are also analysed by the LTSA and the social costs calculated. Their database lists the following crashes in the 5 year period 1998 – 2002 between North Avon Road and Averill Street.

Location	Petrie Street	Stapletons Road
Intersection with Averill Street	3	
Intersection with Randal Street	4	1
20 metres south of Randal Street	1	
60 metres north of North Avon Road	1	
TOTAL	9	1

PROJECT ASSESSMENT

The Council receives many applications to address safety or speeding on city roads. Resolution of these problems invariably requires capital funding. Because funding for these projects is very limited, it is critical that the Council spends money in the most cost effective manner in the locations where the greatest benefits can be obtained.

For this reason, a prioritisation process has been adopted by the Council to rank the projects. This is independent of capital requirements. New projects are rated against eight factors giving a score out of 100. The factors are weighted to reflect the severity of the situation i.e. traffic speed and volume account for 45% of the final score.

New projects are then entered onto the list of existing Neighbourhood Improvement Works projects with placement determined by the rating score.

The scores obtained were:
 Stapletons Road 33 points
 Petrie Street 40 points

Projects achieving a total rating of less than 40:

- Indicates that the work is of a low priority.
- Not shown schematically on LATMS.
- Project is reassessed within 10 years.

RICHMOND NEIGHBOURHOOD IMPROVEMENT AREA

The Richmond Neighbourhood Plan was prepared in 1987, with a view to increasing safety and visually enhancing the street environment and other public spaces. The various requests for streetscape and traffic control improvements from community groups and residents within the Richmond area are recorded within this plan. The specific objectives listed are:

- Identifying the visual qualities of the area with a view to enhancing these through improvements to the streets and other public spaces.
- Removing unwanted traffic from residential streets.
- Identifying and developing pedestrian and landscape linkages between community facilities.

There is no outstanding work left to complete for the sections of Stapletons Road or Petrie Street under discussion.

KERB AND CHANNEL RENEWAL PROGRAMME

The purpose of kerbs and channels, as quoted in the Council Asset Management Plan, is to provide sufficient carrying capacity for normal stormwater run-off from the carriageway, footpaths, berms and adjacent properties to an outfall point; and to delineate the road edge for road users.

Most of the streets in the Richmond area east of Hills Road still feature deep dish channels and roads with high crowns. The Asset Management Plan administers the replacement of the deep dish channel, which may also involve full reconstruction of the street.

A prioritisation process is used to prepare a programme for replacement. This process uses the following factors to provide a score

1. Kerb and channel condition
2. Carriageway condition
3. Traffic hierarchy/volumes
4. Existing shoulder crossfalls
5. Traffic related issues – vehicle, cycle, pedestrian and bus users
6. Maintenance cost savings
7. Proximity to schools
8. Proximity to businesses
9. Undergrounding issues

and a plan for implementation. More recently the clustering of streets has also been used to enable an area wide approach for redevelopment.

This has enabled Neighbourhood Plans such as St Albans and Charleston to be developed over a short space of time. This has resulted in very good community satisfaction.

Current projects are listed in the Annual Plan. Prior to the development of the plan (circulated as part of the consultation) a range of issues are normally identified. These can include dangerous and intrusive traffic, poor urban design, lack of beauty, lack of pedestrian and cycle facilities etc. Petrie Street and Stapletons Road do not appear on the 5 year programme for replacement.

SOLUTION DEVELOPMENT

The Council is committed to improving the amenity value of many areas of Christchurch which has resulted in the Richmond Neighbourhood Improvement Area, and recent Living Streets projects.

Improvements to Stapletons Road or Petrie Street could be funded through the Neighbourhood Improvement Works Programme, or the Kerb and Channel Renewal Programme.

Unfortunately because of the low rating determined during project assessment funding from the Neighbourhood Improvement programme will not be allocated in the short term. However the Kerb and Channel Renewal Programme will provide a far greater opportunity for innovative solutions to be developed to help resolve local safety and amenity issues.

The benefits of reconstructing a number of adjacent streets concurrently include the minimisation of construction costs and disruption, and the prevention of adhoc or disjointed redevelopment. It would also be possible to address issues reported to the Board for Averill and Chrystal Streets.

It is therefore desirable that the Community Board consider this report in the context of solving traffic related issues for Stapletons and Petrie Street and also the overall Richmond Neighbourhood Improvement area.

The question of clustering street improvements within the Richmond area should be further examined and given consideration prior to discussions on the 2004/05 capital works programme.

Staff

- Recommendation:**
1. That the petition submitters be thanked for their presentation, and informed that the request for work will be considered as part of the Council's future kerb and channel renewal programme.
 2. That the Board consider its position with respect to the Council's Kerb and Channel Renewal Programme and options for clustering of the roads within the Richmond Neighbourhood Improvement area.
 3. That the streets between Slater Street and Chrystal Street be considered as a Living Streets project.
 4. That the speed trailer be re-introduced on a regular basis to those streets in this cluster.
 5. That the police traffic section be asked to carry out enforcement of the speed limit.

**Chairperson's
Recommendation:**

That the staff recommendations be adopted.