

4. NORTH-WEST AND WESTERN RING ROAD

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The purpose of this report is to inform the affected Boards of a report being presented to the Sustainable Transport and Utilities Committee on 25 November 2003 regarding the north-west and western sections of the ring road. The main body of that report is presented below for information.

"This report addresses the following matters related to the north-west and western sections of the ring road (being between Main North Road and Yaldhurst Road):

1. A proposed strategic review of this section of the ring road;
2. An outline of current proposed works in the current 5 year capital works programme; and
3. A brief review to identify if there are any critical safety issues that are not already under action, which may require urgent consideration.

At its 12 August meeting, the Sustainable Transport and Utilities Committee received a combined deputation from the Fendalton/Waimairi and Shirley/Papanui Community Boards regarding the north-west and western sections of the ring road. This deputation raised concerns held by the boards about the section of ring road generally between Main North Road and Yaldhurst Road, namely:

- Traffic speeds and volumes on this section of the ring road
- The volume of heavy vehicles using the route
- Traffic impacts on Westburn School
- The structural condition of Waimairi Road
- Safety issues related to the Greers/Northcote/Sawyers Arms and Greers/Harewood intersections
- The viability and appropriateness of the route to function as part of the city's ring road (including future capacity issues)

The Board's concluded by requesting consideration of relocation of the ring road to the Russley-Johns by pass route.

It is worth noting that from the New Year, this will be the entirety of the ring road which remains under City Council control. Transit New Zealand will be responsible for the remainder (clockwise between Main North Road and Yaldhurst Road).

The Committee in considering the deputation resolved that:

"a report be provided giving information on the process and time scales for consideration of the issues raised by the Community Boards, including special school zones."

During discussion associated with this deputation, the Committee was informed that a corridor study of this section of the ring road is programmed in the Transport Planning team's future work programme to start in mid 2004. The time scale for this study would be a number of months, but would depend upon the process agreed (and particularly affected by how any public engagement is managed). Associated and integrated with that work would be consideration of the strategic matters raised above in the work being undertaken on the Metropolitan Christchurch Transport Statement. The strategic assessment will include the shape and operation of the city's road hierarchy. With the range of matters under consideration in the stage one development of the Metropolitan Christchurch Transport Statement (being presented to this meeting of the Committee for adoption), detailed review of the road hierarchy was not considered appropriate in order to meet the stage one deadlines. Therefore, the current hierarchy was incorporated for the time being.

The schools with accesses directly fronting this route include Westburn School, Villa Maria, Bishopdale School and Casebrook Intermediate. The school zone programme currently being followed has identified Westburn School as a strong candidate for work in the short term, to be confirmed in coming budget rounds.

A review of the current five year capital works programme shows that the following works are proposed for this section of the ring road:

Road	Location	Work Category	Year Programmed
Greers Road	Harewood - Langdons	Kerb & Channel	03/04
Waimairi Road	Tudor - Greers	Cycleways	03/04

Most of the above works are well advanced. Waimairi Road in the vicinity of Maidstone Road will receive ongoing pavement maintenance, with major repairs within the coming 5 years.

A review of the LTSA's Black Spot list for Christchurch City identifies the following intersections, the crash record for the past 5 years and the ranking amongst the worst 300 intersections in Christchurch:

Intersection	Total Recorded Crashes (Injury and Non-Injury) 1998-2002	Ranking (by social cost of crashes)
Greers/Harewood	23	30
Grahams/Memorial	16	153
Waimairi/Maidstone	18	231
Waimairi/Wentworth	11	240

As can be seen by the above table, aside from the Greers/Harewood intersection, the route does not generally feature significantly amongst the crash blackspots in Christchurch. The Greers/Harewood intersection has a range of initiatives under consideration. Some remedial traffic management works have already been implemented to address the Waimairi/Wentworth intersection, and the cycleway project above for Waimairi Road (Greers-Tudor) will provide further improvements in that area. Within this five year period, Waimairi-Maidstone was converted from a roundabout to traffic signals. In both the previous situations, it is too soon to assess the success of the improvements. The Council's safety improvements budgets are limited and fully committed over the coming five years dealing with safety issues in priority order.

SUMMARY

The north-west and western ring road is to undergo a corridor study and strategic review in the coming year. A small number of works are currently programmed in the five year works programme for these roads to address a range of issues. The safety record along the route, with the exception of the Greers/Harewood intersection, does not warrant urgent action (essentially requiring higher priority sites remedial works to be delayed). Options for Greers/Harewood are under consideration by the City Streets Network Operations team."

Staff

Recommendation: That the information be received.

Chairman's

Recommendation: That the above recommendation be adopted.