

10. TRAVIS ROAD TRAFFIC MANAGEMENT PLAN

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The purpose of this report is to seek firstly; the support of the Sustainable Transport and Utilities Committee to proceed to final design, tender and construction of the Council funded safety improvements on Travis Road. Secondly; to endorse a recommendation to the Council that Transit New Zealand include the proposed plan for the long term safety improvements to Travis Road in their national funding budget so that construction can be undertaken as soon as possible.

BACKGROUND

Travis Road will become part of the State Highway network under the authority of Transit New Zealand early in 2004.

With this in mind, the project control group, consisting of Council staff and Transit New Zealand staff, undertook a traffic management study of Travis Road. The aim of the study was to identify what were the current traffic safety issues for children, pedestrians, cyclists, residents and motorists and for the Council to address these concerns as soon as practicable, while preserving the future State Highway function of the road.

At the same time, the project control group worked on a long term traffic management plan for Travis Road that could be undertaken by Transit New Zealand in the future. Currently Transit New Zealand does not have the funding available to implement the recommended long term changes nor does the Travis Road project appear in Transit New Zealand's national ten year programme. However, Transit New Zealand's regional staff have undertaken to support this project, if community support warrants it, and to ensure that it is given a national ranking in the next annual budget round.

The Committee will be aware that staff held two joint seminars for the Sustainable Transport and Utilities Committee and the Burwood/Pegasus Community Board on the Travis Road Traffic Management Plan. The first meeting was in December 2002 and provided the Committee and the Community Board with an opportunity to assess the proposed plan, to make any suggested changes and to approve the plan for public consultation. A further seminar was requested, however, so that staff could report back to the Board and the Committee on the changes recommended at the first seminar and to provide staff with the approval for public consultation. The second seminar was held in June 2003.

CONSULTATION

Approximately 1,700 of the approved publicity leaflets were distributed to residents and the wider community for consultation and, in addition, two public meetings were organised to provide the community with an opportunity to discuss the proposals in more detail with staff.

The outcome of the consultation process has seen general community support for both proposals. Residents of Quantock Place, however, made a submission against the proposed accessways into Quantock Place. The Burwood/Pegasus Community Board supported this petition and has also recommended that the pedestrian access into Sedgemoor Close be removed. The project control accepts this recommendation and has removed the pedestrian accessways from the proposed plans.

Included in the petition from Quantock Place residents was an objection to the removal of the right turn access into and out of Travis Country Drive west and the proposed 'U' turn bay, in the solid median, as the alternative. The project control group believe, however, that this component is an important safety aspect of the long term plan and needs to remain.

Another objection, on the long term plan, was received from two business operators in Parnwell Street, the Pharmacy and the 'Pizza Haven', along with the property owner. The objection was based on the proposal to ban right turn vehicle movements from Travis Road into Parnwell Street and vice versa. The banning of right turning movements would reduce the number of vehicles along Parnwell Street.

The operators of the Pharmacy have submitted an alternative to the proposed plan. The alternative plan would see the right turn movements from Travis Road into Parnwell Street reinstated, however, while the submitters acknowledge that the right turn from Parnwell Street into Travis Road should be prevented, for safety reasons, with their plan, and by default, it actually ensures that this right turning movement is available. This would seriously compromise the safety benefits of the long term plan.

The banning of right turning vehicles movements from Travis Road into Parnwell Street and vice versa is an integral part of the proposal and is an important aspect of the overall safety benefits that the long term plan will provide for all road users. Staff have acknowledged that the proposed plan will reduce the volume of traffic along Parnwell Street. The reduction in vehicle numbers is estimated to be approximately two thirds of the current volume and would see traffic past the businesses concerned reducing from approximately 4,400 vehicles per day to approximately 1,800 vehicles per day.

The project control group have been unable to come up with an alternative design that would satisfy the business operators while maintaining the integrity of the State Highway network. Therefore the project control group are recommending that the proposed plan, distributed to the community and discussed at the public meetings, be approved.

After public consultation the final recommended short term and long term safety improvements for Travis Road are outlined below.

SAFETY IMPROVEMENTS 2003/2004 - CHRISTCHURCH CITY COUNCIL FUNDED \$240,000

This plan (attachment 1) covers the immediate safety improvements for Travis Road that the Council will fund within the 2003/04 financial year. The key objectives to be met by this proposal are:

- To maintain side street access provision, safety and capacity.
- To provide safer pedestrian facilities.
- To provide safer pedestrian/cyclist crossing opportunities.
- To provide a continuous cycle link adjacent to the ring road.

This plan has been developed to address a number of the issues raised in the consultation carried out to date. This work is generally compatible with the main traffic management plan, with the exception of the roundabout, the refuge island and some road markings, and would remain when further improvements are constructed.

RECOMMENDED PLAN

Travis Road/QEII Drive/Burwood Road Roundabout

It is proposed to enlarge the diameter of the inner roundabout island at the intersection of Travis Road/QEII Drive/Burwood Road. This will provide more deflection for vehicles travelling through the roundabout and will require motorists to significantly reduce their speed. This reduction in speed will, in turn, provide a safer road environment for pedestrians and cyclists, especially children - many of whom use this roundabout on their daily trips to and from schools in the area.

Pedestrian Refuge east of Parnwell on Travis Road

It is proposed to install a pedestrian refuge, within a painted median, on Travis Road just east of the Travis Road/Parnwell Street intersection. This refuge is to ensure that pedestrians, especially children, are provided with a safer crossing facility on Travis Road and to provide another crossing opportunity, in addition to the current pedestrian facilities at the roundabout. This facility is intended to improve the accessibility for those pedestrians in the area adjacent to Travis Road.

Footpath/Cycle path along north side of Travis Road

It is proposed to install a shared footpath/cycle path along the north side of Travis Road from the Travis Road/QEII Drive/Burwood Road roundabout to Frosts Road. This shared pathway will provide a safer walking/cycling facility for all pedestrians and cyclists in the area.

Travis Country Drive at Travis Road

It is proposed to make changes to the road markings on Travis Road adjacent to the intersection of Travis Country Drive (west). The existing painted median will be widened to provide a right turn into and out of Travis Country Drive. This will provide the opportunity for motorists wanting to exit from Travis Country Drive, particularly in the morning peak flow, to pull into a specifically marked area within the median and then to merge with vehicles travelling west along Travis Road once an appropriate gap in the traffic is available.

During the consultation process, residents of Travis Country Estates expressed their desire to have traffic signals installed at the intersection of Travis Road and Travis Country Drive (west) to enable them to exit and enter the subdivision more readily. It is not appropriate to install traffic signals at this intersection because of the effect it would have on the traffic flow along Travis Road.

STATE HIGHWAY TRAFFIC MANAGEMENT PROPOSAL FOR TRAVIS ROAD - TRANSIT NEW ZEALAND \$3,500,000

The long term traffic management proposal for Travis Road is aimed at meeting the following objectives:

- To upgrade Travis Road in accordance with traffic capacity requirements.
- To maintain or enhance the level of service for users of the 'ring road'.
- To maintain or enhance the limited access nature of the 'ring road'.
- To ensure heavy vehicles movements are provided for.
- To ensure accessibility for public transport.
- To maintain side street access provision, safety and capacity.
- To provide a safe speed environment.
- To provide safer access to residential properties.
- To provide safer pedestrian and cyclist facilities.
- To provide safer pedestrian/cyclist crossing opportunities.
- To provide landscape enhancement where possible (within the solid median and adjacent to the new pathways)

Recommended Plan

The recommended plan (attachment 2) removes the roundabout at the Travis Road/QEII/Burwood Road intersection and installs traffic signals. It includes the four laning of Travis Road from the Travis Road/QEII Drive/Burwood Road intersection to the Bassett Street intersection. The plan also includes installing traffic signals at the Travis Road/Bassett Street intersection. A solid median incorporating 'turning bays' to allow U turns would be installed along this section of Travis Road.

A service lane, separated from the traffic on Travis Road by a solid median island, would be installed along the south side of Travis Road to provide a slow, safe area for residents to enter and exit their properties and to enter from and exit onto Travis Road. On-street parking will be provided in the service lane. It is intended that this would be one-way, in a westerly direction for vehicles with cyclists able to travel contra flow.

The service lane will also allow exit onto Travis Road for residents of Baynes Street and Parnwell Street.

The service lane will be traffic-calmed to create amenable road environment suitable for two-way cycle traffic, thereby connecting the exiting pathways along the south side of QEII Drive, Travis Road and Anzac Drive.

Once this work has been completed, the appropriateness of the current speed limit is likely to be reviewed by Transit New Zealand.

Construction

It is anticipated that the construction of the short term safety works, outlined above would be completed by June 2004.

Transit New Zealand does not yet have the proposed long term plan within their ten year programme. The project, however, will be submitted for a national ranking in the next annual budget round, in October 2003, and this will determine when funds are to be allocated to it. The benefit/cost analysis for the project is 3.3.

The support of the Council for the short term and long term plan for Travis Road will provide an indication to Transit New Zealand that this work should be given a national ranking.

Project Budget

The Council budget for the short term plan is \$240,000.

As the future road controlling authority for Travis Road it is anticipated that the long term plan would cost Transit New Zealand \$3,500,000.

Burwood/Pegasus Board Recommendations

This report was submitted to the Burwood/Pegasus Community Board on Wednesday 27 August 2003 to inform them of the outcome of the consultation process and the recommendations of the project control group.

The Board was also informed that this report would be submitted to the Sustainable Transport and Utilities Committee to obtain approval to proceed to final design, tender and construction of the Council funded immediate safety improvements for this project. The project control group would also be seeking the support of the Committee to recommend to the Council that Transit New Zealand include the proposal for the long term safety improvements for Travis Road in their national funding budget so that construction can be undertaken as soon as possible.

The Burwood/Pegasus Board **decided** to recommend to the Sustainable Transport and Utilities Committee:

- “1. That the short term safety improvement to Travis Road, to be undertaken by the Council, be implemented and that the proposed State Highway Traffic Management Proposal, to be undertaken by Transit New Zealand, be recommended to Transit New Zealand: and that Transit New Zealand be asked to carry out further consultation with businesses at Parnwell and Cossar Streets before implementation.*
- 2. That, for traffic travelling south on Bassett Street, the Parnwell and Bassett Streets intersection be designed to facilitate right turning into Parnwell Street.*
- 3. That the proposed accessways from Travis Road to Quantock Place and Sedgemoor Close be removed.*
- 4. That adoption of the recommendations be subject to the required variation to the City Plan.”*

(Note: Councillor Carole Evans recorded her abstention on recommendation (1) and Councillor Chrissie Williams recorded her vote against recommendation (3).

Please Note:

It was reported by staff at the two public meetings held on 21 and 23 July 2003 and to the Burwood/Pegasus Community Board at their meeting on the 28 August 2003 that a variation to the City Plan would be required before traffic signals could be installed at the Bassett Street/Travis Road intersection. This is in fact incorrect.

Staff

- Recommendation:**
1. That the Travis Road immediate safety improvements proceed to final design, tender and construction.

2. That the Committee recommends to the Council that Transit New Zealand include the proposed plan for the long term safety improvements, as shown on the plan, in their national funding budget so that construction can be undertaken as soon as possible.

Chairman's

Recommendation:

That the above recommendation be adopted.