



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

**FRIDAY 2 SEPTEMBER 2005
AT 10.30AM**

**AT SOCKBURN SERVICE CENTRE, BOARDROOM
149 MAIN SOUTH ROAD**

To: Transport and Roding Committee

Copy to: Community Engagement Adviser
Ken Stevenson, Transport and City Streets Unit
Weng Kei Chen, Transport and City Streets Unit

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1. APOLOGIES

2. DEPUTATION BY APPOINTMENT

2.1 MR DAVID MITCHELL, ON THE RICCARTON ROAD/ILAM ROAD/MIDDLETON ROAD INTERSECTION

Mr Mitchell will be in attendance to express his concerns about the traffic movements at this intersection. A copy of Mr Mitchell's letter is attached.

2.2 MR JASON MARSDEN AND MR STAN WILSON, ON CHALMERS STREET LINK – DRAFT TRANSPORT ASSESSMENT STUDY

Mr Jason Marsden (Hornby Mall) and Mr Stan Wilson (Hornby Workingmen's Club) will be in attendance to discuss the report on Chalmers Street Link – Draft Transport Assessment Study.

3. CHALMERS STREET LINK – DRAFT TRANSPORT ASSESSMENT STUDY

The 1 July 2005 meeting of the Committee received the report.

It was agreed to give further consideration to the report, and to invite representatives from the Hornby Mall Management and Hornby Workingmen's Club to discuss its recommendations with the Board. Members have previously been provided with a copy of the report.

4. SCHEDULE OF CURRENT ISSUES

Ken Stevenson and Weng Kei Chen will provide a verbal update on current traffic/streets issues in the Riccarton/Wigram ward.

5. HORNBY MALL BUS INTERCHANGE AND CHALMERS STREET IMPROVEMENTS

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Manager
Author:	Peter Atkinson, Robert Woods, Weng Kei Chen, Transport and City Streets Unit

PURPOSE OF REPORT

1. The purpose of this report to seek the Community Board's approval for the development of a bus interchange and associated improvements adjacent to the Hornby Mall.

EXECUTIVE SUMMARY

2. The Community Board has already approved the new works associated with the redevelopment of the Hornby Mall. This report is directed to those parts of these works which are associated with the development of the site as a bus interchange. The Community Board will be aware of the intention of the Regional Council proposal to improve bus services in this part of the City. Associated with these routes and frequency changes is the corresponding need to improve the infrastructure for bus patrons. These improvements include additional bus stops, new bus shelters and new information systems. A plan of the proposed location is attached to this report.
3. Various options were considered. The "status quo" was no longer an option as the Mall is presently undertaking a significant redevelopment, and the planning associated with the introduction of the new bus services is already underway. The actual options for this project were limited and possible variations were limited to which side of the proposed pedestrian crossing is the best location for the new proposed bus interchange. The number of buses, the limited road width, existing access points to the Mall and the ability to provide for bus patrons restricted the options to the preferred proposal.

5 Cont'd

4. The views of the adjacent property owner, being the Mall, are supportive of these proposals and Council officers have been working with the Mall's representatives to achieve a high standard facility.
5. Associated with the provision of additional bus services and to accommodate the repositioning of buses, an extra area is required between the pedestrian crossing and Carmen Road. This area is presently being used as a temporary bus stop. A further change to an existing bus stop in this locality is also required. This stop is a relocation of an existing bus stop on the Main South Road adjacent to an old Mall entrance. This bus stop, which has already been relocated to accommodate the new entrance to the Mall site, will be relocated to the west of its original position.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The works are to be funded from three sources. Those works adjacent to the Mall complex will be the responsibility of the Mall. The Council is responsible for those improvements on the side of the road opposite the Mall from its subdivision fund, and the bus infrastructure improvements are part of the initiatives to improve public transport.
7. The changes proposed in Chalmers Street are within the Board's delegated powers to approve.

BACKGROUND ON HORNBY MALL BUS INTERCHANGE AND CHALMERS STREET IMPROVEMENTS

8. The works associated with the upgrading of Chalmers Street between the Main South Road and the access way to Kyle Park include the provision of new footpaths on both sides of the Street, the provision of a free left turn island at the Main South Road Intersection (as requested by the Community Board), and the planting of trees within the berm.
9. The works proposed on the north side of Chalmers Street include the repositioning of the pedestrian crossing towards the desire line between the Mall and the shops to the north of Chalmers Street, the narrowing of the road crossing point for pedestrians, the widening of the footpath adjacent to the Mall, and the provision of facilities for bus patrons at the proposed bus interchange. The facilities for these patrons are to include shelters, seats, and bus information with details on routes and timetables and real time information on the operation of the bus services.
10. As a consequence of creating the bus interchange, the increased number of bus services and the need to be able to reposition buses, an extra area is required for buses to be able to stand for a short time. The area proposed is that which is being used as a temporary bus stop adjacent to the service entrance to the Mall.
11. The existing bus stop on the northern side of the Main South Road adjacent to the Mall will also be modified as part of the works associated with the relocation of the Mall entrance along this frontage

OPTIONS

12. The status quo is not an option. The mall is presently undergoing an extensive enlargement and the number of bus services is about to increase to improve public transport access to this area. The options to locate a bus interchange in close proximity to the Mall are limited and are generally confined to the roading network
13. There is no off road land in the immediate locality, which has the ability to provide both for pedestrians or accommodate the movement of buses. Therefore as a consequence an on road interchange is proposed. The cost of such a facility, if a practical site was obtained, has not been provided for in Council's list of major improvements. Adjacent to the Mall are two State Highways, ie; the Main South Road (SH No 1) and Carmen Road (SH No 1 & 73). Apart from a single bus stop on the Main South Road next to the Mall entrance, extensive no stopping restrictions are in place along both these streets leaving the only practical option to Chalmers Street.

5 Cont'd

14. The option of installing the bus interchange in a suitable location on land not owned by the Council was not considered appropriate for the nature of the area and also due to the tight time frame of the Mall redevelopment.

PREFERRED OPTION

15. The preferred option is for the bus interchange to be located on the northern side of the Mall to the west of the entrance to the Mall. Being on the northern side of the Mall, the proposed interchange makes full use of the sun and provides for good linkages to Denton Park, Kyle Park and the nearby High School.

CONCLUSION

16. The provision of a new bus interchange at Hornby represents a new development in the provision of suburban facilities for public transport.

STAFF RECOMMENDATIONS

It is recommended that the Community Board approve the following measures associated with the introduction of the new bus interchange and the redevelopment of the Hornby Mall:

- (a) That the existing pedestrian crossing across Chalmers Street be relocated to a position 217 metres to the west from a point opposite the western kerb line of Carmen Road.
- (b) That an area for buses to park be located on the southern side of Chalmers Street commencing at a point measured in a westerly direction from a point opposite the western kerblines of Carmen Road and extending in a westerly direction for a distance of 32 metres.
- (c) That the Hornby bus interchange be located on the southern side of Chalmers Street commencing at a point 235 metres measured in a westerly direction from a point opposite the western kerblines of Carmen Road and extending in a westerly direction of 70 metres.
- (d) That the bus stop on the northern side of the Main South Road, west of Carmen Road, be relocated at a point 145 metres measured in a westerly direction from a point opposite the western side kerblines of Carmen Road and extending in a westerly direction for a distance of 20 metres
- (e) That the no stopping restriction on the northern side of the Main South Road be extended to a point 145 metres measured in a westerly direction from the western kerblines of Carmen Road.
- (f) That the existing parking restrictions in the above described areas be deleted.
- (g) That these parking restrictions become operative when the new signs have been installed.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

6. CARMEN ROAD, SHANDS ROAD, GOULDING AVENUE – PROPOSED PARKING RESTRICTIONS

General Manager responsible:	General Manager Jane Parfitt
Officer responsible:	Don Munro Manager
Author:	Lorraine Wilmshurst, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Board's approval for the parking restriction on Carmen Road, Shands Road, and Goulding Avenue as part of the major road reconstruction being undertaken by Transit New Zealand and the Council.

EXECUTIVE SUMMARY

2. Transit New Zealand are reconstructing Carmen Road to four lanes between the railway crossing and the Main South Road; upgrading the intersection at Main South Road/Carmen Road; upgrading, four laning, and renewing the kerb and channel in Shands Road between Main South Road and Amyes Road; and upgrading the intersection and the traffic signals at the Amyes Road/Shands Road/Goulding Avenue intersection. For this work to be undertaken, and the capacity of the roads and intersections to increase, there is a need to remove parking along portions of these roads.
3. Two options were considered including the "status quo".
4. The views of the affected stakeholders have been obtained.
5. The installation of broken yellow "no stopping" lines in Carmen Road from the railway crossing at Smarts Road to Main South Road, and Shands Road from Main South Road to south of the Amyes Road/Goulding Avenue intersection, are considered the most effective and practical solution to four laning this section of arterial road network. A scheme plan of the overall project is shown at attachment 1 – the parking restriction areas can be determined from that plan.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The majority of the work outlined above is funded by Transit New Zealand but the upgrading of the intersection and the traffic signals at the Amyes Road/Shands Road/Goulding Avenue intersection is part of the Christchurch City Council Transport and City Streets Unit capital works programme.

BACKGROUND ON CARMEN ROAD, SHANDS ROAD, GOULDING AVENUE – PROPOSED PARKING RESTRICTIONS

7. Following a safer routes to school project, concerns were raised by Branston Intermediate and South Hornby Schools about pupils crossing the approaches to the Amyes Road/Shands Road/Goulding Avenue intersection.
8. In 2001/02 funding was made available to purchase land and redesign the intersection.
9. The crossing distances are rather long, and the cycle lanes need to be continued through the intersection, with dedicated cycle lanes on all approaches.
10. During 2002 Council Officers worked with Transit New Zealand's consultants, Opus, on designs to upgrade the Shands Road/Main South Road intersection. This work involves four (4) lanes in Carmen Road and Shands Road between the Main South Road and Goulding Avenue, and the south approach to the Amyes Road/Shands Road/Goulding Avenue intersection. The design work included the proposed work that Council had initiated at the Amyes Road/Shands Road/Goulding Avenue intersection.
11. Late in 2002 consultation was carried out with the community by Transit New Zealand. There was widespread support for the safety improvements that will result from this work, and the safer road environment at this major intersection.

6 Cont'd

12. Over the last two years Council Officers and Transit New Zealand staff and consultants have been finalising the designs and acquiring the necessary land for the work to proceed. The timeline for this work is to have all the land purchase and auxiliary works – moving fences, rebuilding – completed for the road construction to commence in the 2005/06 financial year.
13. The final design to upgrade the Carmen Road, Shands Road, the Main South Road intersection, and the Amyes Road/Shands Road/Goulding Avenue intersection requires the realignment of kerb lines, and new footpaths to be constructed. For these new road layouts to work to maximum capacity and provide a safe road environment for all road users, it is necessary to remove or extend the no stopping restrictions on Carmen Road, Shands Road and Goulding Avenue.

OPTIONS

14. Two options were considered. These are outlined as follows:

(a) **Status Quo**

- (i) At present vehicles are able to park on the east side of Carmen Road between the railway crossing and Smarts Road and the main South Road. To keep this parking would restrict the lanes south on Carmen Road to a left turn and straight through combined lane, thus limiting the capacity through this section of road and the Main South Road intersection.
- (ii) To restrict the “no stopping” on Shands Road to its present level south of the Amyes Road/Goulding Avenue/Shands Road intersection will limit the capacity of this intersection.

(b) **Increase the “No Stopping” restrictions on Carmen Road, Shands Road and Goulding Avenue**

- (i) The removal of parking on the east side of Carmen Road from the railway crossing at Smarts Road to the Main South Road, with the exception of the indented parking bay outside No 20 Carmen Road, and the existing “no stopping” restriction on the west side of Carmen Road will enable this section of the road to be four laned. The four laning will increase the capacity along Carmen Road and at the Main South Road intersection.
- (ii) There are already “no stopping” restrictions on both sides of Shands Road from Main South Road to the Amyes Road/Goulding Avenue intersection. With the renewing and repositioning of the new kerb, this section of road will be four laned on the west side and through both intersections thus increasing the capacity.
- (iii) Increasing the “no stopping” restriction on Shands Road south of the Amyes Road/Goulding Avenue intersection and in Goulding Avenue on the south side will enable more capacity and increase the safety of this intersection.

PREFERRED OPTION

15. Option (b) is the preferred option as it provides for the increased capacity required for both Carmen and Shands Road and will increase the safety at both the Main South Road and Amyes Road/Goulding Avenue intersections.

CONCLUSION

16. The removal of parking from both sides of Carmen Road and Shands Road from the railway crossing at Smarts Road to south of the Amyes Road/Goulding Avenue intersection will allow for the proposed four laning, increase the capacity along these section of the arterial network, and increase the capacity and safety at the Main South Road and Amyes Road/Goulding Avenue intersections.

6 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Board approve the parking restrictions listed in the following schedule:

(a) Carmen Road

- (i) That the no stopping restriction on the east side of Carmen Road extending from Main South Road in a northerly direction for 65 metres be revoked.
- (ii) That the parking of vehicles be prohibited at all times on the east side of Carmen Road commencing at the intersection with Main South Road and extending in a northerly direction for a distance of 230 metres.
- (iii) That the parking of vehicles be restricted to sixty minutes (P60) on the east side of Carmen Road commencing at a point 230 metres from the Main South Road and extending in a northerly direction for a distance of 30 metres.
- (iv) That the parking of vehicles be prohibited at all times on the east side of Carmen Road commencing at a point 260 metres from the Main South Road and extending in a northerly direction for a distance of 20 metres.

(b) Shands Road

- (i) That the no stopping restriction on the east side of Shands Road commencing at the intersection of Amyes Road and extending in a southerly direction for 25 metres be revoked.
- (ii) That the no stopping restriction on the west side of Shands Road commencing at the Goulding Avenue intersection and extending in a southerly direction for 25 metres be revoked.
- (iii) That the parking of vehicles be prohibited at all times on the east side of Shands Road commencing at the intersection of Amyes Road and extending in a southerly direction for a distance of 86 metres.
- (iv) That the parking of vehicles be prohibited at all times on the west side of Shands Road commencing at the intersection with Goulding Avenue and extending in a southerly direction for a distance of 88 metres.

(c) Goulding Avenue

- (i) That the no stopping restriction on the south side of Goulding Avenue commencing at the intersection with Shands Road and extending in a westerly direction for 17 metres be revoked.
- (ii) That the no stopping restriction on the north side of Goulding Avenue commencing at the intersection with Shands Road and extending in a westerly direction for 30 metres be revoked.
- (iii) That the parking of vehicles be prohibited on the south side of Goulding Avenue commencing at the intersection with Shands Road and extending in a westerly direction for a distance of 40 metres.
- (iv) That the parking of vehicles be prohibited on the north side of Goulding Avenue commencing at the intersection with Shands Road and extending in a westerly direction for a distance of 45 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

7. CLARENCE STREET – PROPOSED BUS STOPS

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Unit Manager
Author:	Lorraine Wilmshurst, Roading Projects Project Manager, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Board approval for the removal and installation of a new bus stop in Clarence Street.

EXECUTIVE SUMMARY

2. The intersection of Riccarton Road, Clarence Street, and Straven Road has been reconstructed recently to improve safety, reduce traffic delays, increase capacity and allow for future capacity through the intersection.
3. The work resulted in alterations to the parking restriction and bus stop locations in the vicinity of this busy intersection. The bus stops on Riccarton Road and Clarence Street were rationalised. Bus stops were located far enough back from the intersection for those buses on routes that headed north or south from Riccarton Road to be able to access the correct turning lane. This work resulted in the bus stop located in Clarence Street at Nelson Street being removed.
4. Two options for replacing this bus stop were considered including the "status quo".
5. The views of the effected stakeholders have been obtained.
6. The relocation of the bus stop on Clarence Street from between Peverel Street and Burdale Street to near the intersection of Dilworth Street will result in a pair of bus stops near the Dilworth Street intersection and another pair between Elizabeth and Lyndon Street (see attachment 1). This is considered the most effective and practical solution to the location of bus stops on the Orbiter route

FINANCIAL AND LEGAL CONSIDERATIONS

7. The removal and repositioning of this bus stop will be funded from the Public Transport Infrastructure Maintenance budget.

BACKGROUND ON CLARENCE STREET – PROPOSED BUS STOP

8. Following the reconstruction of the Riccarton Road, Clarence Street, Straven Road intersection the bus stops on Riccarton and Clarence Street have been relocated or removed as a rationalisation of the stops along the bus routes.
9. The bus stop on the north side of Riccarton Road was relocated west to opposite the Rotherham Street intersection to allow the Orbiter bus enough road space to move into the right turn lane.
10. The bus stop on the east side of Clarence Street at Nelson Street intersection was removed due to a lack of road space and the rationalising of the Orbiter bus stops to give a better flow to the route.
11. Residents and patrons in the vicinity of Nelson Street have asked for the bus stop to be reinstated or a new stop installed close to its original position, as it is some distance to the next stop.
12. The property owners on the corner of Dilworth and Clarence Streets have been consulted about the proposal and agree to the proposed new stop. They did raise some concerns in regard to pedestrians crossing the road at this point and asked whether the grass berm could be landscaped.

7 Cont'd

13. The property owners were informed that the pedestrians could cross the road using the island near Nelson Street or the painted flush median. Changing the grass berm is beyond the bus stop work and would not be in keeping with the streetscape in Clarence Street.

OPTIONS

14. Two options were considered. These are outlined as follows:

(a) **Status Quo**

- (i) At present there is no bus stop on the east side of Clarence Street at the Nelson Street intersection because there is only 4.6 metres between the island or painted flush median and the kerb line. This allows for a 3.0 metre traffic lane and a 1.6 metre cycle lane. Even without the cycle lane, the 1.6 metres is not enough road space for a bus stop which requires 2.0 to 2.5 metres to allow the traffic lane to operate to capacity.
- (ii) The next bus stop in Clarence Street is 170 metres south of Nelson Street between Peverel and Burdale Street and is paired with a bus stop on the west side of Clarence Street between Dilworth Street and Peverel Street.
- (iii) To not replace or relocate the bus stop that was located in Clarence Street at Nelson Street is inconvenient to the residents and patrons in the Nelson Street area and requires a walk of some distance to be able to catch the Orbiter bus.

(b) **Install a bus stop in Clarence Street at Dilworth Street**

- (i) At present there are a pair of bus stops between Elizabeth Street and Lyndon Street and the next pair are staggered with the western side one between Peverel and Dilworth Street and the eastern side between Peverel and Burdale Street. The bus stops on the east side are 235 metres apart and then going north and to the next stop in Riccarton Road is a distance of 580 metres.
- (ii) If the eastern side bus stop between Peverel and Burdale Street was repositioned to Dilworth Street, the distances between stops would be more equal and better serve the residents in the area. It would mean residents in the Nelson Street area would have a bus stop 90 metres south of the intersection and the distance south to the next stop would be increased to 405 metres. The distance north and along Riccarton Road to the stop opposite Rotherham street would be 410 metres away.
- (iii) Relocating a bus stop at Dilworth Street would allow for better pairing of the bus stops, reduce the distance to bus stops for the Nelson Street Residents, and even the spacing of the bus stops along the Orbiter route south of Riccarton Road.

PREFERRED OPTION

15. Option (b) is the preferred option as it provides better pairing and spacing of the bus stops along the Orbiter route and provides better access to the bus route for residents and patrons in the Nelson Street area.

CONCLUSION

16. The installation of a bus stop on the eastern side of Clarence Street at the Nelson Street intersection is not possible due to a lack of road space but the community's concern can be addressed by relocating the bus stop on the eastern side between Peverel Street and Burdale street to the Dilworth Street intersection. It will also provides better pairing and spacing of the bus stops along the Orbiter route.

7 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Board approves:

- (a) That the bus stop on the east side of Clarence Street commencing at a point 50 metres from its intersection with Peverel Street and extending in a southerly direction for a distance of 13 metres be revoked.
- (b) That a bus stop be installed on the east side of Clarence Street commencing at a point 3 metres from its intersection with Dilworth Street and extending in a southerly direction for a distance of 13 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

8. NEXT MEETING DATE

Friday 30 September 2005 at 8.30am