

3. REPORT OF THE WORKS AND TRAFFIC COMMITTEE

The Board considered the following items referred from the 21 July meeting of the Board's Works and Traffic Committee:

3.1 PARKING RESTRICTIONS SOUTH OF RICCARTON ROAD

At the May meeting of the Community Board members gave consideration to a proposal to introduce parking restrictions on Mandeville Street, Picton Avenue and Burdale Street.

Earlier representation from the Central Riccarton Residents Association had identified that all day parking from local businesses was of concern to residents.

The Community Engineer had undertaken a leaflet drop outlining the proposal and seeking feedback.

The Community Engineer reported that the leaflet was distributed to 234 commercial and residential premises in the local area.

Five submissions in opposition (four from commercial businesses and one from a resident) were received. The general concern from the submitters was that staff parking (on the streets) would be diminished if the proposals were initiated. However, the Community Engineer noted the desire to balance the need to manage on-street parking in a fair and equitable manner.

The Board **decided** that the following parking restrictions be implemented on a twelve month trial to monitor parking migration, the outcome to be reported back to the Community Board for deliberation.

1. That the parking of vehicles be limited to a maximum of 60 minutes on the east side of Picton Avenue from the Nelson Street intersection, extending to the Dilworth Street intersection.
2. That the parking of vehicles be limited to a maximum of 120 minutes on the east side of Picton Avenue from the Peverel Street intersection, extending to the Elizabeth Street intersection.
3. That the parking of vehicles be limited to a maximum of 120 minutes on the west side of Mandeville Street from the Riccarton Road intersection, extending to the Kyle Street intersection.
4. That the parking of vehicles be limited to a maximum of 120 minutes on the east side of Mandeville Street from the Kyle Street intersection, extending to the most northern intersection of Leslie Hills Drive.
5. That the parking of vehicles be limited to a maximum of 120 minutes on the south side of Burdale Street between Picton and Mandeville Streets.

3.2 CURLETT'S ROAD TRAFFIC SAFETY

For some months the Committee has had dialogue with residents and local schools on various traffic and pedestrian safety issues.

At the 19 May meeting of this Committee, attended by residents and school representatives, it was agreed that officers from the City Streets Unit work with local schools on the issues relating to the pedestrian and cyclist movements crossing Curletts Road.

The Council's Road Safety Project Officer (Lee Kelly) was in attendance at the July Committee meeting.

In conjunction with Riccarton High School a 'travel survey' was to be undertaken; this was seen as a positive 'partnership' with all stakeholders.

The Community Engineer reported that this site was being identified as a trial site for the new fluorescent green signage, currently under trial at two other schools in Christchurch.

Lee Kelly undertook to report the outcomes of the travel survey back to the Committee; also she would seek the involvement of the local primary school.

The Board, in **receiving** the information, was very appreciative of the work done to date.

3.3 AMYES ROAD TRAFFIC ISSUES

The Committee received an extensive report from the Community Engineer in which he addressed issues that had been raised at the 16 June meeting of the Committee by a long time resident, Mr J Perry.

Some of the issues previously identified included structural condition of Amyes Road, traffic volumes and composition, signage and discouraging of heavy motor vehicle usage.

Whilst the members were receptive to the report and its conclusions, Mr Perry expressed a concern that the report did not, in his view, adequately address the issues, namely noise and vibration levels to the residential properties.

The Committee decided to, in acknowledging Mr Perry's concerns, request information on the noise and vibration issues.

In respect of the monitoring of noise levels, this could be undertaken by the Environmental Health Team.

Enquiries were made of the University of Canterbury in respect of traffic-induced vibration. Members were advised that this exercise could be quite expensive and the results could be "reasonably inconclusive". In reality it would be difficult to measure the vibration effects on the residential properties unless there were mitigating factors such as uneven road surface or inadequate road structure.

The majority of members considered that there was an obligation to pursue the monitoring of noise and vibration.

Accordingly, the Board **decided** that further information on noise, and a possible 'cheaper' costing for vibration monitoring be sought from staff.

(Mark Kunnen asked that his vote against this decision be recorded.)

3.4 CHURCH CORNER PEDESTRIAN CROSSING

The Community Engineer had provided an extensive report which identified a review of the performance of the pedestrian crossing and associated (Riccarton/Main South/Yaldhurst Roads) intersection.

Both sites had high crash rates. The report was to be considered by the City Services Committee, also, at its August meeting.

Four local elderly residents were in attendance at the Committee meeting. They, and the members, were very supportive of the removal of the existing crossing, being in the interests of road safety.

The Board **decided** to support the proposal to remove the existing pedestrian crossing and that the local community be advised of this.

The Board supported the installation of a "mid-block" facility (ie between the existing pedestrian crossing and the intersection lights).

The Board also acknowledged the later opportunity to consider the provision of pedestrian operated lights at the new facility.