



6. YALDHURST ROAD KERBS AND CHANNELS: FOVANT STREET TO RACECOURSE ROAD

Officer responsible City Streets Manager	Author Brian Neill
Corporate Plan Output: Capital Works Programme: New Assets	

The purpose of this report is to update the Council on the proposal to provide kerbs and channels along the north east side of Yaldhurst Road between Fovant Street and Racecourse Road. This report will also be considered by the Riccarton/Wigram and Fendalton/Waimairi Community Boards.

BACKGROUND

The Committee received a report on this proposal at its meeting in July 1999. The proposal is to provide kerbs and channels along the north-east side of Yaldhurst Road between Fovant Street and a point opposite Racecourse Road. The existing two lane roadway is to be widened to provide room for three vehicle lanes, cycle lanes and a painted (flush) median from Fovant Street south east to connect with the existing four lane, median divided section of Yaldhurst Road.

At the present time surface drainage along this section of Yaldhurst Road is carried along a deep water table up to 8 m out from residential and commercial property frontages. Areas of pavement have failed and it is proposed to place a granular overlay over the existing roadway to match with the widened and reconstructed road shoulder along the north-east side where the kerbs and channels are to be constructed. Generally the south western side of the roadway will be retained along the present alignment.

Power and telecommunications reticulation is presently being undergrounded along the section of Yaldhurst Road between Fovant Street and Racecourse Road. All new lighting standards are to be placed against the property boundaries and the roadway will be lit to main road standards from the north east side of the road.

CONSULTATION

Twenty-one people responded directly to the leaflet that was circulated to residents and businesses in September 1999. Most were in favour of the proposals and many made further enquiries about how the roadworks would effect their properties. Clarification was sought as to the reasons for placing median islands and footpath treatments around existing trees and along property frontages. Kerbside parking facilities and the positioning of bus stops were commented upon along with the difficulty many people were experiencing in exiting their driveways during periods of peak traffic. A number of motorists indicated that it was difficult to turn right from side roads during the morning and afternoon peak periods and, at Cutts Road in particular, visibility was an issue.

The Riccarton/Wigram Community Board received a petition from residents of Showgate Avenue who regularly use Racecourse Road as a route into town. The Riccarton Park Residents Association also made a deputation to the Board about the possibility of installing signals at the intersection. The Board has supported the call for traffic signals to be placed at the Racecourse Road/Yaldhurst Road intersection to assist right turning traffic out of Racecourse Road into Yaldhurst Road.

REVISED SCHEME PLAN

Engineering staff from both the City Streets and City Design Units have held various discussions with individual residents and have resolved property access and road design issues. The opportunity will be taken to enhance the streetscape by planting trees in the new grass berms to complement those already existing along this section of Yaldhurst Road. Many residents had a desire to improve the streetscape; others were more concerned about parking facilities and good access.

Attached to this report is a revised scheme plan for the proposed works along Yaldhurst Road between Fovant Street and Racecourse Road. Although the concept has not changed since the original scheme considered by the Board last year, footpath and tree planting changes have been made largely to enhance the streetscape.

TRAFFIC SIGNALS

The possibility of installing traffic signals at both the Racecourse and Withells Road intersections has been investigated.

Traffic volumes along Yaldhurst Road vary between 12,000 vehicles per day south east of Russley Road through 19,000 vehicles per day north east of Withells Road to 24,000 vehicles per day north-east of Brodie Street. Peak traffic intersection volumes (4.30pm–5.30pm) are 2,238 at the Racecourse Road/Yaldhurst Road intersection and 2,065 vehicles at the Withells Road/Yaldhurst Road intersection.

A full assessment of the likely affect of traffic signals at the Racecourse Road/Yaldhurst Road intersection has been undertaken.

Although right turn traffic volumes at the Racecourse Road intersection are relatively high during the evening peak, average delays are considered to be reasonable given existing traffic volumes and level of service to main road users. Although the delay to right turning traffic out of Racecourse Road could be reduced with signals during the evening peak, this is unlikely to be the case at other times of the day. Overall intersection delays would rise with traffic signals and Racecourse Road traffic penalised by the need to link with the traffic signals at Peer Street intersection and at Avonhead Road/Middlepark Road.

Although the number of reported collisions that are occurring at both the Racecourse Road and Withells Road intersections are a cause for some concern, traffic signals at Racecourse Road would solve a number of the predominant right turn against crashes that have been recorded at this junction (8 out of 9, mostly non-injury collisions) over the last 5 years, it is likely that other crash patterns (such as rear end collisions) would develop. The Council would therefore not normally consider placing traffic signals at either of these intersections given the existing traffic situations and need to provide a high level of service along the arterial (Yaldhurst Road) route.

The traffic situation at the Racecourse Road/Yaldhurst Road intersection will continue to be monitored and if, at any time in the future, traffic signals could be shown to benefit road users, appropriate action will be taken to prepare a scheme plan proposal for the Council to consider. Apart from roadmarking changes (including the marking of cycle lanes) no other work is planned as part of this project at the Racecourse Road junction with Yaldhurst Road. The proposed kerb and channel construction works on the north-east side of the roadway commence north-west of the intersection.

CONSTRUCTION PROGRAMME

The underground reticulation of overhead services has been started. Tenders for the kerb and channel and shoulder construction works are being considered in another report to this Committee with a view to commencing work in June/July 2000.

CONCLUSION

Planning for the construction of kerbs and channels along the north-east side of Yaldhurst Road between Fovant Street and Racecourse Road have progressed to a point where the Council can accept tenders for the work. The traffic management plan which includes the provision of two vehicle lanes in a south easterly direction, cycle lanes, a flush median, right turn bays and median islands has been accepted by the community and will improve levels of service along the Yaldhurst Road arterial link between State Highway 1 and Upper Riccarton.

The prospect of installing traffic signals at the Racecourse Road/Yaldhurst Road intersection has been investigated. However, if signals were installed at this time overall delays to traffic travelling through the intersection would rise leading to a loss in service to traffic using the intersection both on Racecourse Road and along Yaldhurst Road.

- Recommendation:**
1. That the information be received.
 2. That the Showgate Avenue residents and Riccarton Park Residents Association be thanked for their submissions on the prospect of installing traffic signals at the Racecourse Road/Yaldhurst Road intersection and informed that the Council will not be proceeding with the installation of signals at this time.

3. That the stopping of vehicles be prohibited at any time in the following areas:
 - (a) On the north-east side of Yaldhurst Road commencing at its intersection with Fovant Street and extending in a northwesterly direction for a distance of 22 m.
 - (b) On the north-west side of Fovant Street commencing at its intersection with Yaldhurst Road and extending in a northeasterly direction for a distance of 20 m.
 - (c) On the south-east side of Fovant Street commencing at its intersection with Yaldhurst Road and extending in a northeasterly direction for a distance of 20 m.
 - (d) On the north-east side of Yaldhurst Road commencing at its intersection with Fovant Street and extending in a southeasterly direction for a distance of 53 m.
 - (e) On the north-east side of Yaldhurst Road commencing at a point 142 m from its intersection with Cutts Road and extending in a northwesterly direction for a distance of 29 m.
 - (f) On the north-east side of Yaldhurst Road commencing at a point 83 m from its intersection with Cutts Road and extending in a northwesterly direction for a distance of 30 m.
 - (g) On the north-east side of Yaldhurst Road commencing at its intersection with Cutts Road and extending in a northwesterly direction for a distance of 23 m.
 - (h) On the north-west side of Cutts Road commencing at its intersection with Yaldhurst Road and extending in a northeasterly direction for a distance of 10 m.
 - (i) On the south-east side of Cutts Road commencing at its intersection with Yaldhurst Road and extending in a northeasterly direction for a distance of 25 m.

- (j) On the north-east side of Yaldhurst Road commencing at its intersection with Cutts Road and extending in a southeasterly direction for a distance of 20 m.
- (k) On the north-east side of Yaldhurst Road commencing at a point 143 m from its intersection with Cutts Road and extending in a southeasterly direction for a distance of 56 m.
- (l) On the north-east side of Yaldhurst Road commencing at a point 37 m from its intersection with Withells Road and extending in a northwesterly direction for a distance of 40 m.
- (m) On the north-east side of Yaldhurst Road commencing at its intersection with Withells Road and extending in a northwesterly direction of 20 m.
- (n) On the north-west side of Withells Road commencing at its intersection with Yaldhurst Road and extending in a northeasterly direction for a distance of 25 m.
- (o) On the south-east side of Withells Road commencing at its intersection with Yaldhurst Road and extending in a northeasterly direction for a distance of 30 m.
- (p) On the north-east side of Yaldhurst Road commencing at its intersection with Withells Road and extending in a southeasterly direction for a distance of 20 m.
- (q) On the north-east side of Yaldhurst Road commencing at a point 82 m from its intersection with Withells Road and extending in a southeasterly direction for a distance of 23 m.
- (r) On the north-east side of Yaldhurst Road commencing at a point 22 m north-west of its intersection with Racecourse Road and extending in a southeasterly direction for a distance of 65 m.

- (s) On the south-west side of Yaldhurst Road commencing at its intersection with Racecourse Road and extending in a northwesterly direction for a distance of 37 m.
 - (t) On the south-west side of Yaldhurst Road commencing at a point 135 m from its intersection with Racecourse Road and extending in a northwesterly direction for a distance of 397 m.
 - (u) On the south-west side of Yaldhurst Road commencing at its intersection with Steadman Road and extending in a southeasterly direction for a distance of 800 m.
4. That bus stops be installed in the following areas:
- (a) On the north-east side of Yaldhurst Road commencing at a point 20 m from its intersection with Withells Road and extending in a northwesterly direction for a distance of 17 m.
 - (b) On the south-west side of Yaldhurst Road commencing at a point 78 m from its intersection with Withells Road and extending in a northwesterly direction for a distance of 19 m.
5. That any existing parking restrictions in the aforementioned areas be revoked.