



### **13. YALDHURST ROAD KERBS AND CHANNELS: FOVANT STREET TO RACECOURSE ROAD**

The Board was in receipt of a report from the City Streets Manager on the proposal to provide kerbs and channels along the north east side of Yaldhurst Road between Fovant Street and Racecourse Road. This report was also be considered by the Fendalton/Waimairi Community Board and City Services Committee.

The Board 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.

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 affect their properties.

The Community Board received a petition from residents of Sockburn 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.

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.

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.

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

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 not necessarily solve the predominant left turn into and right turn into Racecourse Road crashes that have been recorded at this junction (6 out of 9 collisions) over the last 5 years.

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.

In **receiving** the information the Board reiterated its desire for traffic signals to be installed at the Racecourse/Yaldhurst Roads intersection.