

4. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE REPORT OF 18 OCTOBER 2002 MEETING

The Board was in receipt of the report of the Transport and Roading Committee meeting held on 18 October 2002, covering the following issues.

1. CITY STREETS PROJECT MANAGEMENT AND CONSULTATION MANAGEMENT PROCESS

Alix Newman (City Streets Capital Programme Team Leader) was in attendance to discuss the new consultation process.

One pleasing aspect of the new process was the early input of the local Community Board/Community Advocate, and the acknowledgement that they were important in the major thrust in the wider consultation.

2. CITY STREETS SCHOOLS CO-ORDINATOR

Joy Kingsbury-Aitken was in attendance as the new co-ordinator. Her role is part of the Promotions and Education Team in the City Streets Unit; the emphasis is to encourage people to behave in ways that will ensure their safety when on the streets and roads.

Joy is the liaison link between the school community and City Streets Unit.

3. ENVIRONMENT CANTERBURY: REVIEW OF SOUTH WEST CHRISTCHURCH BUS SERVICES

Ms Jill Atkinson and Mr Matthew Noon were in attendance.

Over the last three months Environment Canterbury has undertaken the first stage of the public consultation process concerning the review of the following services:

- 7 Halswell, Hoon Hay, Oaklands and Kennedys Bush
- 11 Westmorland

The widespread consultation process will give valuable feedback to help finalise route proposals which are due to be implemented at the end of 2003.

A very good presentation was made; patronage growth is strong, and new service opportunities have been identified.

Minor route changes were sought in respect of the 'Halswell to Hospital', and 'Kirkwood to Lincoln' routes.

4. MATIPO STREET/PRINCESS STREET INTERSECTION IMPROVEMENTS

The City Streets Manager sought Board consideration of the placement of a "give way" sign against Princess Street at its intersection with Matipo Street, and to introduce appropriate bans on kerbside parking adjacent to the intersection.

Princess Street is constructed to a suitable standard to accommodate trucking movements within the B4 business zone. There are a number of heavy industries here, and many truck movements.

There is a need to introduce traffic management measures to overcome some of the problems associated with corner cutting and to establish right of way turning between vehicles.

There is little demand for kerbside parking adjacent to the two intersections. Appropriate bans on kerbside parking would assist truck manoeuvres, for instance.

The Board's resolution on this issue is separately recorded in clause 12 of this report.

5. RICCARTON ROAD TRAFFIC MANAGEMENT PROJECT

On behalf of the City Streets Unit, Alix Newman was in attendance to advise the Committee of the status of proposed plans for traffic management changes on Riccarton Road.

Alix's report outlined the progress of the project to improve the traffic management on Riccarton Road. The project was initiated with the aim of providing cycle facilities on Riccarton Road only, however it will be impossible to achieve cycle treatments without considering other traffic and safety issues. In addition, there is capital available in 2003/04 which was specifically intended to address the traffic management issues generated by the Traffic Management Plan for Riccarton Road created in 1998.

The project has thus been redirected to improve general traffic management issues for the road, inclusive of cycle facilities and treatments, where possible.

The Committee was keen to accept the STU Committee invitation to attend meetings on the progress of this project, although it expressed concern about the emphasis on cycleway facilities on Riccarton Road.

When the project was first considered by the Committee (8 March 2002) it was recorded:

“Whilst the Committee were happy to see the project, there were concerns that the ‘real’ issue for Riccarton Road was traffic volume, rather than cycleways.”

The outcomes of the 1997 “Riccarton Road Traffic Management Study” recorded, in respect of cyclists, that they “should be encouraged off main arterial routes” with the need to emphasise and encourage use of Kilmarnock Street and Suva Street cycle routes.

The Board's resolution on this issue is separately recorded in clause 12 of this report.

6. WATERLOO ROAD AT HALSWELL JUNCTION ROAD CHANGE OF ROAD PRIORITY; AND FOREMANS ROAD TRAFFIC CALMING

On behalf of the City Streets Unit, Lee Kelly was in attendance to discuss this project.

The purpose of this report was to seek the Boards approval to install a change of road priority on Waterloo Road at the intersection of Halswell Junction Road and, in conjunction with this work, to implement a heavy commercial vehicle ban in Foremans Road along with undertaking some traffic calming engineering changes to reinforce this ban.

Background

In 1998, a sign was erected on Halswell Junction Road on the approach to the railway line at Waterloo Road, prohibiting trucks longer than 9m in length from travelling in a northerly direction between Foremans Road and Waterloo Road. This was a safety measure, agreed to by Tranzrail, to prevent an articulated truck or B-train overhanging the railway line.

With this ban in place it then shifted the desire line for these trucks to along Foremans Road between Parker Street and Halswell Junction Road. Foremans Road is a local road and as such its main focus is provide property access. Consequently residents of Foremans road were unhappy with the increase of heavy commercial vehicles along their street and the number of drivers taking shortcuts.

Proposed Work

To rectify this situation, the Council is proposing to ban heavy commercial vehicles from using Foremans Road by implementing a formal ban in conjunction with undertaking some traffic calming engineering changes to reinforce this ban.

However, before the physical work and formal ban can be implemented in Foremans Road, the intersection at Waterloo Road/Halswell Junction Road at the railway line, needs to be upgraded to provide an alternative truck route to Foremans Road. The existing ban on trucks over 9m in length can then be removed from the rail crossing in Halswell Junction Road.

It is proposed to upgrade the intersection by changing the roading priority from Waterloo Road to Halswell Junction Road into Waterloo Road east and vice versa. This would be achieved by installing two traffic islands in conjunction with two Give-Way controls on Waterloo Road. Yellow cross-hatched road markings would be installed to prevent larger vehicles stopping in an area where the rear of the truck and trailer units could encroach onto the railway line.

Consultation

A previous plan for the upgrade of the Waterloo Road/Halswell Junction intersection was to install traffic signals. This plan did not gain approval from the community, specifically those residents in Waterloo Road, between Wilson Street and Mortlake Street, who would be most affected. These residents approved the second option, to change the road priority.

The Committee was very supportive of the scheme plan.

This report will also be considered by the Sustainable Transport and Utilities Committee.

The Board's decision on this issue is separately recorded in clause 12 of this report.

7. CHRISTCHURCH TO LITTLE RIVER CYCLEWAY/WALKWAY PROPOSAL

The Committee received a progress report on the planning group business in respect of this project.

A financial commitment was being sought from the Council to include this project in the 2003/04 annual plan process.

8. ROBERTS ROAD RURAL THRESHOLD TREATMENT PROPOSAL

A scheme plan was tabled for discussion. This work had been funded by the Community Board and was now available for comment prior to going out for community consultation.

There was some discussion on the desire to erect signage relating to the use of exhaust brakes, and the City Streets Unit is looking at a policy/position report on this issue at present.

The Committee **agreed** to release the Roberts Road scheme plan for comment.

9. LOCHEE ROAD TRAFFIC ISSUES

In 1996 the Board received community deputations on the need to combat excessive speeds on Lochee Road.

Funding was secured, but the project was abandoned owing to the community not being able to give a clear mandate on what physical works should be constructed. Recent accidents in Lochee Road have again promoted this issue for consideration. The City Streets Unit advises that the work is of a high priority.

The Committee **agreed** to invite the residents to an on-site meeting, for Saturday 2 November 2002 to establish the level of community support to address the issues of safety and speed on Lochee Road.