

7. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE REPORT OF 8 MARCH 2002 MEETING**

The Board was in receipt of the report of the Transport and Roding Committee meeting held on 8 March 2002.

7.1 **TONY SPOWART, TRANSIT NEW ZEALAND**

Information was provided in respect of the following major works.

- Main South/Carmen/Shands intersection and Shands/Goulding/Amyes intersection; consultation is nearly completed, full design work will be tendered out shortly, with construction funding to be sought in the 2002/03 year.
- Southern Motorway scheme assessment proceeding. Extension to Templeton will be investigated in the "Christchurch to Rolleston and Environs Transportation Study".
- Southern Motorway/Parkhouse/Lunns intersections, upgrade and traffic signals scheme to be investigated shortly.

7.2 **STEPPING STONES EARLY LEARNING CENTRE NOTTINGHAM AVENUE, TRAFFIC ISSUES**

Sandy Mathieson and Julie Harrington were in attendance to discuss various traffic issues.

The following letter was received from the Early Learning Centre:

"We are a fully Government and Resource Consent approved Preschool operating in Nottingham Avenue. We have approximately 200 families using our service and a total of 55 children on the properties at one time.

Since we began operating 9 years ago concerns for the safety of the children crossing the road as they arrive and leave our Centre.

We put a lot of effort into educating and monitoring the parents but still incidents occur.

I feel that it is reasonable to request Council assistance with a solution such as a traffic slower or a Zebra Crossing as they have with the Wales St Kindergarten.

The installation of either of these solutions would not only provide safety for our clients but would also serve to moderate traffic on Nottingham Ave which has become a major thoroughfare through to Westlake where vehicles consistently travel at unsafe speed."

The Committee **agreed** to undertake an on-site inspection, and then discuss options which would assist in mitigating the Early Learning Centre's concerns.

7.3 **PROJECT FUND ALLOCATION, 2002/03**

There was some discussion on the amount allocated (\$15,000) by the Board's Finance and Policy Committee.

7.4 **ST BERNADETTE'S SCHOOL**

In response to a request, the Area Engineer agreed to place signs at both ends of Hei Hei Road to assist the school.

7.5 **WATERLOO ROAD, AT HALSWELL JUNCTION ROAD, TRAFFIC SIGNALS**

It was noted that the consultation pamphlet had been released; some local residents had concerns which the Committee was keen to have addressed.

The City Streets Unit will be reporting back to this Committee prior to construction.

7.6 **RICCARTON ROAD CYCLE ROUTE PROJECT**

Alix Newman, the Cycle Planning Manager, was in attendance to discuss this new initiative.

A précis of the report received for consideration by the Committee noted:

Riccarton Road has always been a very popular cycle route for commuters, university students and school children. Cycle counts at intersections over the last couple of years have shown consistent numbers of cyclists of between 160 and 220 per day (peak hours only) along most sections of the road.

In 1997, the Council commissioned a consultancy to develop a traffic management plan for Riccarton Road. The planning process involved public and council consultation, option developments and selection of a recommended option. The final proposed traffic management plan recommended a number of actions to increase the effectiveness of the arterial function of the road and improve pedestrian crossability. It had minimum impact on road-side parking.

It also recommended that no specific provision be made for cyclists on the road, and that cycle routes be developed away from Riccarton Road.

However, owing to the continuing high number of cyclists on Riccarton Road the City Streets Unit considers that it would be appropriate to revisit the issue of cycle facilities.

It is acknowledged that Riccarton Road is a busy arterial road, with high volume vehicle, bus and pedestrian use, with an identified need for on-road parking. This makes the consideration of changing road uses a complex issue. It is therefore proposed to work through a decision making process that will be clear and transparent to all parties involved, and will ensure appropriate contact with the community.

As the project concerns a major metropolitan road, and there may well be capacity issues involved, the decision making body for this process is the Sustainable Transport and Utilities Committee. This report is part of the process to keep the Community Board fully informed, and involved in the discussion process.

The following is the proposed decision making process for the project. The process as outlined is intended to be a simple version of the project management plan, which also includes the basics of a consultation plan.

STEP ONE: CONSIDER CYCLE ROUTE NEED: Determine whether it is worthwhile to investigate (or not) cycle facilities on Riccarton Road - Council decision.

STEP TWO: CONSIDER CYCLE FACILITIES OPTIONS: Should it be determined to proceed with further investigation, the generic type of facilities and their impacts need to be considered - Council decision.

STEP THREE: COMMUNITY ENGAGEMENT: Establish community responses to the broader issues in the above steps.

STEP FOUR: DEVELOPMENT OF PRACTICAL OPTIONS: Based on impacts and community responses, develop a series of design options (if possible/practical).

STEP FIVE: RESPOND BACK TO COMMUNITY: Show the options to the community and seek feedback on effects.

STEP SIX: DEVELOP AGREED OPTION: Scheme plan of final options for final approval process - Council decision.

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.

7.7 SITES INSPECTION

The Board **decided** to hold a site inspection on Tuesday 19 March 2002, leaving from the Sockburn Service Centre at 7.30am, and visiting the following sites:

- Annex Road cycle lane, (revisit)
- Westmorland entrance (upgrade)
- Milns Road, footpath (lack of)

- Nottingham Street, Early Learning Centre
- Halswell Junction/Waterloo Intersection
- Main South/Carmen/Shands Intersection
- Templeton Waitaha and Brackenridge
- Buchanans Road calming

7.8 STEPHEN SHIMMIN, RICCARTON PARK RESIDENTS ASSOCIATION ATTENDANCE

Stephen asked about progress on the Yaldhurst/Racecourse intersection and the traffic calming on Buchanans Road. These will be followed up.

7.9 CARMEN ROAD FOUR LANING AND SOUTHERN ARTERIAL ROUTES

The Board **decided** to produce a "Statement of Intent" for both these projects.

This will be followed up for the next meeting.

7.10 MAIN SOUTH ROAD, HORNBY RELOCATION OF 50 KPH SPEED LIMIT

This was discussed.

7.11 CREYKE ROAD "LIVING STREETS" PRESENTATION/PROJECT

There was some discussion on the recent presentation; whilst the need to upgrade Creyke Road was supported, members could not recommend the additional funds sought to create the "living streets" concept.

Council budgetary constraints did not, in the opinion of the members, make this project supportable.

That Board **decided**:

1. To express its reservations about the wisdom of making a commitment to the Riccarton Road Cycle Route Project, bearing in mind the ongoing traffic issues on Riccarton Road.
2. To seek the appointment of Bob Shearing as a member of the Sustainable Transport and Utilities Committee working party.
3. That Transit NZ be asked to investigate the possible relocation of the current 50 kph speed limit area on Main South Road (just south of the Park Street intersection) to a point just south of the Fulton Hogan site.