


### 3. RIMU STREET AT THE RICCARTON SERVICE LANE



The City Streets Manager reported on an appropriate course of action concerning the Rimu Street at the Riccarton Service Lane project which appears in the current year's capital works programme.

In the 1998/99 financial year approximately \$40,000 and \$61,000 was allocated to fund the planning and implementation of traffic restraints immediately north of the Riccarton Service Lane on Kauri and Rimu Streets respectively. The Kauri Street project was completed several years ago. The Rimu Street project has not commenced to date.

The report examined the status of the Rimu Street project and sets out the processes that could be followed to progress the matter.

The Special Development Zone 7 (SDZ7) Local Area Traffic Management Scheme completed in 1995 identifies the need to implement "severe" traffic restraints on Harakeke, Kauri and Rimu Streets immediately north of the Riccarton Service Lane. The Harakeke Street restraint was completed in 1996 and Kauri in 1999. Both the Kauri and Rimu Street projects were planned to proceed simultaneously.

At the consultation phase both projects received a mixed reaction from the stakeholders.

The Board invited the stakeholders to its Traffic Committee meeting where they were given an opportunity to voice their opinions. Following this the Board decided to proceed with the Kauri Street project and continue discussions with stakeholders over the Rimu Street project. Various discussions have taken place to date but unfortunately the situation has remained unchanged in that generally residents support the project and local businesses are opposed.

Given the inability to reach agreement with key stakeholders and the continual carrying forward of this project, it has been suggested that the funds be transferred to the Straven Road (Rata and Kahu) kerb and channel project to help fund the threshold at the Straven/Rata intersection. The Straven/Rata intersection was also identified in the SDZ7 Local Area Traffic Management Scheme.

A recommendation would be made from the Board to the Strategy and Finance Committee for the request for the funding to be transferred.

The City Streets Unit support this transfer as a satisfactory outcome. This decision rests with the Council through the Strategy and Finance Committee.

The Board **decided** to support the officer's recommendation that, owing to the difficulties in getting agreement on a suitable scheme and to its current lowrating, the Rimu Street project be deleted from the programme and the funding transferred to the Straven Road kerb and channel project, specifically incorporating a threshold treatment at the Rata Street intersection.