

3. HARAKEKE STREET/ROCHDALE STREET – TRAFFIC CONCERNS

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The purpose of this report is to advise the Board of information concerning the current traffic environment in Harakeke and Rochdale Streets.

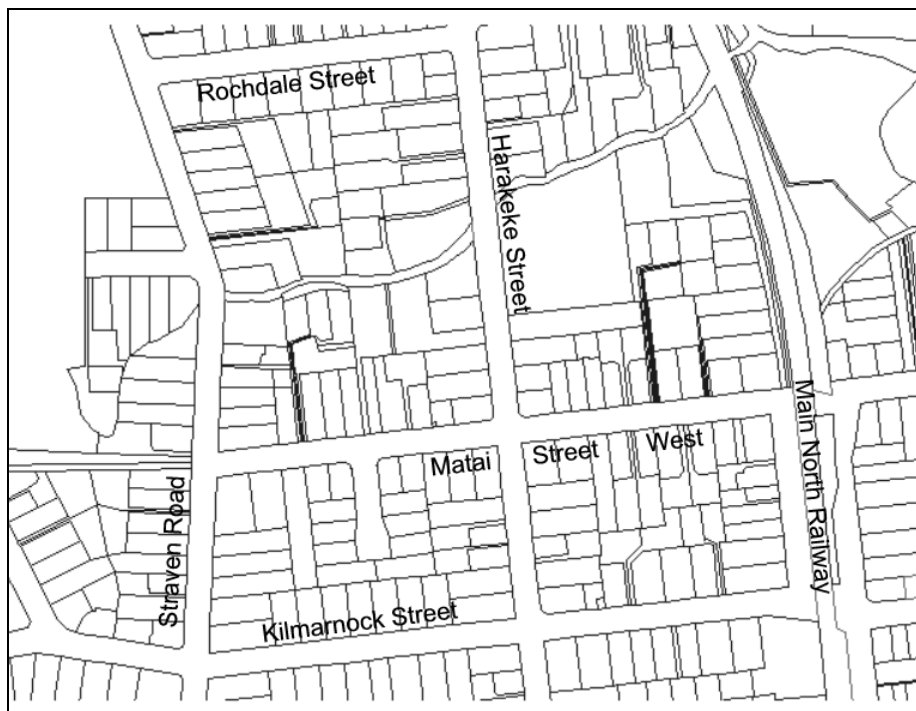
This report is also being considered by the Riccarton/Wigram Community Board as the section of Harakeke Street of concern is in both the Fendalton and Riccarton Wards.

INTRODUCTION

Late last year Community Board members met with residents from Harakeke and Rochdale Street to discuss the traffic concerns they had raised. It was stated that since the reconstruction of Straven Road, which was completed in August 2003, traffic is still using Harakeke and Rochdale Streets as a short cut to Kilmarnock Street. When Straven Road was under reconstruction traffic was diverted, by way of a temporary detour, to Kilmarnock Street. Traffic flow in their streets has not reverted back to volumes as it was before the Straven Road reconstruction.

BACKGROUND

Harakeke and Rochdale Streets are residential streets being classified as 'Local' roads in the roading hierarchy for Christchurch City. Rochdale Street is tree lined with older style dished channels behind the trees. The sealed carriageway width is 9.0 metres. Harakeke Street has no street trees but also has older style dished channels. The carriageway width between the kerb and channels is 14.0 metres. The plan below shows Harakeke and Rochdale streets relative to other streets in the area.



Locality Plan

TRAFFIC VOLUME

Traffic volumes were recently counted over a 24-hour period for seven days in Rochdale Street. This was done using pneumatic tubes fixed to the roads surface. The average daily total (ADT) is 890. This volume is consistent with that expected of local roads. Generally local roads should carry a maximum of 1,500 vehicles per day. The maximum volume was recorded on a Friday, this being 974 vehicles. The table below gives the directional splits.

Street	East Bound ADT	West Bound ADT	Combined ADT
Rochdale Street (February 2004)	488	404	892

Table of Volumes

TRAFFIC VOLUME MAKEUP

The data collected from the volume count tubes can also classify the type of vehicle it has counted. This is done by vehicle axle spacing using the AustRoads94 Classification Scheme. Vehicles are classed or grouped into 13 different classes. Light vehicles (cars, vans and small trucks) are grouped into the first 2 classes therefore any outside these classes are heavy vehicles. The table below gives the directional splits and totals for the whole week.

	Classes 1 - 2	Classes 3 - 13	All Classes
Rochdale Street EB	3032	55	3087
Rochdale Street WB	2718	52	2770
Rochdale Street EB & WB	5750 (98.2%)	107 (1.8%)	5857 (100%)

Table of Vehicle Classes

A concern was raised by residents that empty tour coaches were using the street as a short cut to the newly formed Mona Vale bus park in Mona Vale Avenue. To verify this a video survey was conducted on Rochdale Street on Tuesday 24 February 2004 and Harakeke Street on Thursday 18 March 2004. The table below shows the number of heavy vehicles using each street.

	Trucks	Tour Coaches	School Buses	Totals
Rochdale Street 24/02/04 8:00 – 16:00	8	2	0	10
Harakeke Street 18/03/04 8:30 – 16:00	13	2	2	17

Table of Video Heavy Vehicle Count

TRAFFIC SPEED

Traffic speed was also recorded with the volume count from the pneumatic tube survey. It was for the same 24 hour period and seven days as the volume count. The mean speed of Rochdale Street is 46 km/hr with the 85th percentile speed being 54 km/hr. These results reflect a very typical speed environment. In fact, the speeds are lower than in other similar streets. Most local roads have a mean speed of 50 km/hr and a 85th percentile speed of 58 km/hr. The table below gives the speed results for each and combined directions.

	East Bound	West Bound	Combined
Mean Speed	46.5 km/hr	45 km/hr	46 km/hr
85 th Percentile	55 km/hr	54 km/hr	54 km/hr

Table of Speed

Speed on Harakeke Street has not been surveyed recently. The last survey was conducted in July 1999 when the mean speed was 44 km/hr and the 85th percentile 55 km/hr. Speed on Harakeke Street is expected to be slightly higher than Rochdale Street due to its extra carriageway width. However speed on either street is lower than what could be expected when compared to other streets of similar configuration and seems not to be a problem.

VEHICLE CRASHES

In the five-year period from January 1999 to December 2003 no crashes have been reported to the Police on Rochdale Street or at its intersection with other roads. All crashes that involve injury must be reported to the Police.

In the same period, January 1999 to December 2003, six crashes occurred on Harakeke Street that the Police attended. Three occurred at the Kilmarnock Street intersection, two along Harakeke Street and one at the Matai Street west intersection. Three of these six crashes involved injury, one classed as serious.

ON SITE OBSERVATIONS

Both Harakeke and Rochdale Streets have been visited at various times of the day to establish if any other problems exist. The two days of video surveillance was also used for this purpose.

The following observations were made:

- Both streets have numerous cyclists especially school pupils at school times.
- Vehicles tend to use the Rochdale Street as a short cut when the traffic queues back from the traffic signals at either Kilmarnock or Matai Streets.
- Vehicles turn into Rochdale Street from Straven Road both left and right. The split is about 80% left and 20% right turning.
- A higher than expected number of construction/trade type vehicles due to the large number of residences under redevelopment and refurbishment in the area.
- In the morning peak (8:00 – 9:00 am) a large proportion of vehicles southbound on Harakeke Street turn left into Matai Street. Most don't stop at the stop control. Some vehicles do the same at Kilmarnock Street.
- Christchurch Boys High School boarding hostel (Adams House) in Harakeke Street generates many truck movements per day.
- Adams House students cross Harakeke Street immediately south of the Avon River Bridge in mass taking over the roadway each morning.
- No footpath exists on the Avon River bridge. Pedestrians must cross the river on the roadway. Vehicles do not slow for these pedestrians.

DISCUSSION

Traffic Volume

Local roads can be expected to carry up to a maximum of 1,500 vehicles per day. The maximum recorded on any day in Rochdale Street was 974 vehicles per day well within this limit. The split between east and west bound traffic is very even with approximately 50% travelling in each direction, however between 7:00 and 9:00 am the split is weighted towards eastbound traffic. Within this two-hour time frame on the day of the survey the splits change to 70% eastbound and 30% westbound. The volume was 153 vehicles eastbound or 1 vehicle every 48 seconds. This volume is very low compared to other local roads.

Traffic Volume Makeup

As shown in the table earlier in the report heavy vehicles make up only 1.8% of the total traffic in Rochdale Street. This is a very low percentage and considering the number of construction type vehicles in the street at present the usual percentage will even be lower.

The two video surveys showed the makeup of traffic on two separate days. A cause of concern raised by residents was the number of empty tour coaches using the route from Straven Road through Rochdale and Harakeke Streets rather than Straven Road and Kilmarnock Street to get to the new bus park in Mona Vale Avenue. Tour coach drivers set down their passengers in Fendalton Road at the northern entrance to Mona Vale, let them walk through the grounds while they drive to the southern entrance in Mona Vale Avenue to collect them. On each of the two video survey days 2 empty tour coaches used Rochdale and Harakeke Streets to travel to the southern Mona Vale entrance. The question needs to be asked is 2 tour coaches out of a total of 900 vehicles excessive.

Recently at a regular meeting of the New Zealand Tour Drivers Guild a plan showing a preferred route from the northern to southern entrance to Mona Vale was tabled. The route was Fendalton Road, Straven Road, Kilmarnock Street and then left into Mona Vale Avenue. Knowing the low numbers of coaches now using Rochdale Street perhaps the number has already dropped and the residents concerns have been met.

Traffic Speed

Traffic speed on both Rochdale and Harakeke Street is lower than what could be expected when compared to other streets of similar layout, hence speed does not seem to be a problem. However all streets have their share of vehicles that exceed the speed limit. Residents seem to be more responsible for this as they are more familiar with the environment. This was observed while on site on a few different occasions.

Vehicle Crashes

The majority of crashes were at intersections that have stop controls in place. If motorists chose not to obey the control then they do so at their own peril. It was noted from the video surveys that few obeyed these controls especially left turners.

Intersection Treatment

A concern raised by residents was the number of empty tour coaches entering Rochdale Street from Straven Road. Residents are concerned that when Straven Road was recently reconstructed a traffic threshold was not built with that project to help stop this problem. When Straven Road was reconstructed last year the project rebuilt the kerb and channel to the south corner on Straven Road and did not include the whole intersection. The north corner was rebuilt in 1996.

A traffic threshold could be considered in the future when Rochdale Street has its kerb and channels replaced. With the Straven Road reconstruction the left turn into Kilmarnock Street from the north was reconstructed to allow an easier turn for tour coaches into Kilmarnock Street. This was done because of concerns raised by residents of Harakeke and Rochdale Streets that tour coaches were shortcutting through their streets due to the difficulty of the left turn at Straven and Kilmarnock Streets.

Avon River Bridge – Harakeke Street

From a Traffic Engineering perspective the most significant safety issue along this route is the lack of a footpath facility across the Avon River bridge on Harakeke Street. Pedestrians must cross the river on the road bridge mixing with the passing traffic. One feels intimidated by motorists who show little regard for the pedestrian who is crossing the bridge. The bridge is 6.5 metres wide therefore when two vehicles pass on the bridge little space is left for pedestrians. The City Transport Unit has a budget available for minor footpath work, which could be used to improve the current situation. This is currently being investigated. (Refer accompanying report by the Transport Planner – Cycling and Pedestrian.)

Kerb And Channel Renewal

It has been advised that both Harakeke and Rochdale Streets are included in the Councils 5 Year Capital Expenditure Programme. Details are below:

- Rochdale Street (Harakeke – Straven) 2006/07
- Harakeke Street (Riccarton – Rochdale) 2008/09

This puts both streets in the 2 to 5 year portion of the programme.

Knowing that both streets will be reconstructed within the next 5 years it is appropriate to address the issues raised by the residents at that time except for the lack of a footpath on the Avon River bridge.

CONCLUSION

The main concern raised by residents of Harakeke and Rochdale Streets was the number of vehicles using the streets as a short cut to Kilmarnock Street. Of particular concern is the number of empty tour coaches using this route to get to the Mona Vale bus parking area.

Surveys were conducted to check the severity of the claims. Vehicles do use the route as a short cut but generally only in the morning peak. This is not excessive. Vehicle movements through out the rest of the day is evenly split between each direction. Two video surveys on different days show that 2 empty tour coaches each day travelled through to Kilmarnock Street. This represents 2 vehicles in a total of 900. In general speed and volume is not a problem and could be said to be less than other streets of similar layout.

Both streets will be reconstructed within the next 5 years, Harakeke Street in the 2008/09 financial year and Rochdale Street in the 2006/07 year. Knowing this it is appropriate to address the issues raised by the residents at that time.

The lack of a footpath on the Avon River bridge on Harakeke Street is the most significant safety issue through out the route.

Staff

- Recommendations:**
1. That the information be received.
 2. That the residents' concerns over short cutting of vehicles be addressed with the reconstruction of Rochdale Street in 2006/07 and Harakeke Street in 2008/09.
 3. That the recommendations of the Transport Planner's report regarding the Avon River bridge on Harakeke Street report be considered.

The Community Secretary advises:

Previous considerations of this matter were undertaken jointly with the Riccarton/Wigram Community Board where it was agreed at the time that the further requested reports (i.e. Clauses 2 and 3 of this agenda) be similarly considered on a joint basis. Accordingly members of Riccarton/Wigram Transport and Roading Committee will be present at 8.00 am.