

**12. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE  
REPORT OF 25 JUNE 2004 MEETING**

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The purpose of this report is to submit the outcomes of the Community Services Committee meeting held on Wednesday 23 June 2004.

The meeting was attended by Bob Shearing (Chairperson), Peter Laloli, Helen Broughton, Ken Cummings and Mike Mora.

**1 WAINUI STREET KERB AND CHANNEL RENEWAL  
(RICCARTON ROAD TO PEVEREL STREET)**

Approval was sought from the Transport & City Streets Unit to proceed to final design, tender and construction of the Wainui Street (Riccarton Road to Peverel Street) kerb and channel renewal project.

By way of background, Wainui Street is a local road that runs between Riccarton Road and Blenheim Road. The majority of the properties are rentals and some are poorly maintained.

The existing carriageway is 14.3 metres wide and the sight lines are uninterrupted right through from Riccarton Road to Blenheim Road, this tends to encourage high vehicle speeds.

As reported earlier to the Board there have been 18 reported crashes in Wainui Street in the section to be reconstructed. The major focus of the plan therefore is to reduce the crash rate and to improve the visibility of the roads intersecting Wainui Street.

Consultation started with Wainui Street residents in August/September 2003. There has been good feedback with four changes being made to address concerns expressed. The changes are:

- Property number 79 Wainui Street: Removing one angle park and installing additional landscaping.
- Property number 99 Peverel Street (corner Wainui Street and Peverel Street): Changing the height of the proposed landscaping on the grass berm adjacent to the property boundary on Peverel Street.
- Property number 100 Wainui Street: Installing one car park within the grass berm
- Property number 107 Wainui Street: Removing three angle parks and installing additional landscaping instead.

These adjustments will see four angle parking spaces removed, but, one additional parallel parking space installed.

**RECOMMENDED PLAN**

It is proposed to fully reconstruct Wainui Street, boundary to boundary, between Riccarton Road and Peverel Street and to replace the old dish guttering with kerb and flat channel. It is also proposed to reduce the width of the carriageway to seven metres and to meander the alignment of the carriageway along the length of the reconstruction.

The Urban Design Advocate and the Landscape Architect were keen to take advantage of the opportunity to reconstruct Wainui Street by providing, in the landscape plan, a linear wildlife corridor to link Riccarton Bush with the south western suburbs. Planting in the street will therefore consist of local native nectar bearing trees, shrubs and groundcovers installed in such a way that maintains the sight lines required for vehicle and pedestrian/cycle safety.

Residents have been particularly enthusiastic over the landscaping plan for Wainui Street.

**PROJECT BUDGET**

The budget for Wainui Street, Riccarton Road to Peverel Street, is \$597,000.

The Committee was supportive of proceeding with the project for final design, tender and construction, revoking all existing no stopping restrictions relating to the area and the full schedule of prohibited vehicle parking; and its recommendation is recorded under clause 4 of this report.

## **2. NEW BUS STOP LOCATIONS**

On behalf of the Transport & City Streets Unit Manager, Tim Taylor sought Board approval to establish five permanent bus stops as a result of the Environment Canterbury (Ecan) North-west and Southern bus service reviews. There are still seven temporary bus stops where further consultation is required.

### **BACKGROUND**

As a result of the North-west and Southern bus service review, and after extensive public consultation, Environment Canterbury made changes to the service network which began on 8 June 2004. These include new routes and extensions/alterations to existing routes.

The report dealt with five bus stops previously resolved by the Board as temporary bus stops, and recommended that these now be made permanent.

### **CONSULTATION**

In locating new stops, the Christchurch City Council investigates a number of locations to assess suitability. It consults as a courtesy the property owner adjacent to a suitable location. It is preferred to locate stops where agreement has been gained from the property owner. However, where this has not happened a decision and recommendation has to be made as to what is the best location for all parties; bus users, potential bus users, motorists, residents and the bus operator.

Of the five bus stops in question only the one in Penruddock Rise has met with objections from the local community.

Mr Bill Kingston, Chairperson of the Westmorland Residents' Association and other residents attended the meeting and voiced their concerns regarding safety issues due to the siting of this stop, noise issues, the frequency of service and even the need for it.

At times the bus is seen to reverse part of the roundabout due to the lack of turning room.

A residents' survey shows at times only one person using the bus service between 8.00 am and 4.30 pm. Yet the service runs every half hour and every 20 minutes at peak time.

Matthew Noonan from ECan was on hand to reply to these concerns. He pointed out that 88% of the replies to his survey of local residents favoured the new service. While ECan understands that half hourly frequency is a problem for some, others appreciate it. ECan, he said, is working on the noise issue.

After some lively discussion it was agreed that, as not 200 metres away there is a regular stop causing no concern, this stop should remain temporary with a view to removal should ECan agree to this.

The Committee was supportive of the full schedule of new bus stops and the creation of a temporary bus stop and its recommendation is recorded under clause 4 of this report.

## **3. STATUS REPORT ON CURRENT PROJECTS**

### **Steadman Road, Landscape Plan**

This was discussed at length at the Board meeting on 5 May 2004 when funding was sought from the Transport & City Streets Unit. Tree removal to take place some time from July onward.

It is generally agreed that this work cannot be accorded a high priority, but the Board has approved 2004/05 Project Funds to initiate a full landscape plan.

### **Garvins Road Speed Issues**

Board has approved kerb extension work outside the school; issues of speed will be reported back. The suggestion to place a splitter island at the dead end of Dickson Crescent was put forward.

### **Racecourse Hotel, Overnight Truck Parking**

This issue was raised at the March meeting of this Committee, coming from the Annual General Meeting of the local residents' association.

Trucks are parked on the road whilst the drivers use the motels for overnight staying. Residents are concerned that road user visibility is affected, especially at the bend in the (Racecourse Road) roadway. The heavy motor vehicle build-up usually occurs from 4.00 pm onwards.

This issue was given further consideration at the May meeting where it was decided to ask the Sustainable Transport and Utilities Committee to investigate this growing issue, in that it could be city-wide.

Discussions have been held with our Transport Planning staff as there are resource management issues perhaps where a hotel has established motel accommodation, has the correct number of on-site parking available (for motor vehicles), but has actively promoted their site for overnight truck accommodation thereby creating the over-spill onto residential streets.

Basil Pettigrew (Transport & City Streets Unit) is investigating and will report to the Committee in due course. Trucks are parking legally.

### **Lancewood Drive Pedestrian Crossing Point**

We have asked the Transport & City Streets Unit to revisit the request from the Residents' Association for some sort of safe crossing point on Lancewood Drive for school children. To help, the Board has approved \$2,000 to enable the Transport & City Streets Unit to initiate a project brief for this work.

Andrew Hensley (Transport & City Streets Unit) is investigating and should have a report prior to the next meeting.

### **Hendersons Road/Halswell Road Intersection**

Following the attendance of Ken Sibley and Tony Spowart to the 27 April 2004 meeting, a scheme plan is expected from Transit which could involve some painted right-turn bays which will assist traffic movements out of Hendersons Road.

### **Racecourse Road/Yaldhurst Road Intersection**

The question of traffic signals at this intersection was discussed with Tony Spowart and it is expected that the Committee will be advised of any progress as part of the Yaldhurst Road intersection report which Transit now has.

### **Curletts Road/Parkhouse Road Sliplane**

Again Tony Spowart suggested that he may be able to secure funding in the 2004/05 year for this work.

### **Christchurch Rolleston and Environs Transport Study**

As reported to the 27 April 2004 meeting, a revised project timeline has been received and it is hoped that the elected member focus group will be called together within the next month or so. Ken Stevenson is to ask John Falconer and Stuart Woods to update the Committee.

### **Brynley Street/Tower Street Intersection/Roundabout**

Improvements to the roundabout and ways to address the use of the Brynley Street/Oakhampton Street roundabout for heavy vehicle manoeuvres is being looked into by the Transport & City Streets Unit. Hatching is being considered.

### **Traffic Management Plans for ANZAC Day Commemorations**

Discussed at the 27 April 2004 meeting in respect of the cost incurred for the Halswell RSA Commemorations (as this was sited on a State Highway) and Transit New Zealand has been asked to review their current code of practice.

Colin Mackay has acknowledged this issue and is making enquiries on a national level as to what happens elsewhere, especially where we have rural towns with a State Highway though them and the local war memorial sited on the State Highway. Martin Maguire has agreed to write to Tony Spowart.

The Committee wants Transit New Zealand to take urgent action on the Carmen Road/Main South Road intersection and remind them of its concerns over the Amyes Road/Shands Road intersection.

#### **Britnall Street, Templeton**

At our last Committee meeting a letter was tabled from a local resident in which he expressed concerns about the frequent parking of a large truck and trailer overnight in Britnall Street.

The Community Advocate has talked to the resident concerned and advised that if the vehicle complies with all the legal requirements for overnight parking, then there is nothing that we can do to have this vehicle moved on.

The resident and the Community Advocate have agreed to remain in touch regarding this issue.

#### **Harakeke Street Traffic Management Issues**

Members will recall the joint meeting with the Fendalton/Waimairi Works and Traffic Committee and the presentation by Jeff Owen.

The Board agreed that any work on Harakeke Street should wait until the reconstruction work is programmed but that an advancement of this work would be sought.

The Board also agreed to promote some minor works at the stream bridge which saw the placement of a footpath and a one-laning of the bridge with appropriate signage. Some issues are being worked through with a local resident and if resolved satisfactorily, the Transport & City Streets Unit intend to put this work out for community consultation.

#### **Auburn Avenue Traffic Issues**

A meeting was held with a local resident who had concerns relating to carriageway width, speed, parking, etc. Basil Pettigrew from the Transport & City Streets Unit is investigating.

#### **Steadman Road Residents' Association**

Correspondence was tabled at the 21 May 2004 meeting from the Association in which they sought advice on road closure processes. The Association has been provided with a copy of the process flow chart and a recommendation that they contact Mike Calvert (Transport Planner with Transport & City Streets Unit) to talk about the process in the first instance.

#### **Buchanans Road**

The Committee agreed the Transport and City Streets Unit be requested to investigate the installation of P120 signage on Buchanans Road for 500 metres from the Buchanans Road/Racecourse Road intersection.

#### **Roberts Road**

To be on the next agenda for discussion.

### **4 COMMITTEE RECOMMENDATIONS**

1. That the Riccarton/Wigram Community Board approve the Wainui Street, Riccarton Road to Peverel Street, kerb and channel renewal project for final design, tender and construction.
2. That the Riccarton/Wigram Community Board revoke all existing no stopping restrictions relating to the area covered by the proposed Wainui street kerb and channel renewal.
3. That the Riccarton/Wigram Community Board prohibit the parking of vehicles at any time in the following areas:
  - (i) That the stopping of vehicles be prohibited at any time on the south side of Riccarton Road commencing at its intersection with Wainui Street and extending in an easterly direction for a distance of 7 metres.

- (ii) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 14 metres
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at a point 55 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 17 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at its intersection with Dallas Street and extending in a northerly direction for a distance of 20 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Dallas Street commencing at its intersection with Wainui Street and extending in an easterly direction for a distance of 18 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Dallas Street commencing at its intersection with Wainui Street and extending in a northerly direction for a distance of 18 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at its intersection with Dallas Street and extending in a southerly direction for a distance of 24 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at a point 36 metres south of its intersection with Dallas Street and extending in a southerly direction for a distance of 6 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at its intersection with Maxwell Street and extending in a northerly direction for a distance of 12 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Maxwell Street commencing at its intersection with Wainui Street and extending in an easterly direction for a distance of 18 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Maxwell Street commencing at its intersection with Wainui Street and extending in an easterly direction for a distance of 18 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at its intersection with Maxwell Street and extending in a southerly direction for a distance of 26 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at a point 37 metres south of its intersection with Maxwell Street and extending in a southerly direction for a distance of 33 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at its intersection with Peverel Street and extending in a northerly direction for a distance of 35 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the north/east side of Peverel Street commencing at its intersection 17 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the south/east side of Peverel Street and extending in an easterly direction for a distance of 17 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the east side of Wainui Street commencing at its intersection with Peverel Street and extending in a southerly direction for a distance of 20 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the west side of Wainui Street commencing at its intersection with Peverel Street and extending in a southerly direction for a distance of 18.5 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the south/west side of Peverel Street commencing at it intersection with Wainui Street and extending in a westerly direction for a distance of 24 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the north/west side of Peverel Street commencing at its intersection with Wainui Street and extending in a southerly direction for a distance of 24 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the north/west side of Wainui Street commencing at its intersection with Peverel Street and extending in a northerly direction for a distance of 18 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the west side of Wainui Street commencing at a point 97 metres north of its intersection with Peverel Street and extending in a northerly direction for a distance of 32 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the west side of Wainui Street commencing at a point 136 metres north of its intersection with Peverel Street and extending in a northerly direction for a distance of 45 metres.

- (xxiii) That the stopping of vehicles be prohibited at any time on the west side of Wainui Street commencing at a point 145 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 17 metres.
  - (xxiv) That the stopping of vehicles be prohibited at any time on the west side of Wainui Street commencing at a point 103 metres south of its intersection with Riccarton Road and extending in a southerly direction for a distance of 23 metres.
  - (xxv) That the stopping of vehicles be prohibited at any time on the west side of Wainui Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 31 metres.
  - (xxvi) That the stopping of vehicles be prohibited at any time on the south side of Riccarton Road commencing at its intersection with Wainui Street and extending in a westerly direction for a distance of 7 metres.
4. That a bus stop be installed on the north east side of Dunbars Road commencing at a point 131 metres from its intersection with Cassinia Gardens and extending in a north westerly direction for a distance of 12 metres (160 Dunbars Road).
  5. That a bus stop be installed on the north side of Penruddock Rise commencing at a point 45 metres from its intersection with Highcrest Heights and extending in a easterly direction for a distance of 12 metres (66 and 68 Penruddock Rise).
  6. That a bus stop be installed on the south east side of Wales Street commencing at a point 22 metres from its intersection with Santa Rosa Avenue and extending in a south westerly direction for a distance of 12 metres (77 Santa Rosa Avenue).
  7. That a bus stop be installed on the north west side of Wales Street commencing at a point 43 metres from its intersection with Santa Rosa Avenue and extending in a south westerly direction for a distance of 12 metres (165 Wales Street).
  8. That a bus stop be installed on the north east side of Halswell Road commencing at a point 8 metres from its intersection with Village Lane and extending in a south easterly direction for a distance of 12 metres (10 Village Lane).

**Chairman's**

**Recommendation:** That the report be received and that the recommendation contained in clause 4 above be adopted.