

**10. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE
REPORT OF 27 APRIL 2004 MEETING**

Officer responsible Martin Maguire, Community Advocate	Author Roger Cave, Community Secretary, DDI 941 6502
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The purpose of this report is to submit the outcomes of the Transport and Roothing Committee meeting held on Tuesday 27 April 2004.

The meeting was attended by Bob Shearing (Chairperson), Peter Laloli, Ken Cummings and Mike Mora. Ishwar Ganda was also in attendance.

An apology was received and accepted from Helen Broughton.

1 DEPUTATION ON THE HALSWELL ROAD (SH 75) – HENDERSONS ROAD INTERSECTION

Mr Ken Sibly (a local resident) and Mr Tony Spowart (Transit New Zealand's Regional Traffic and Safety Manager) were in attendance to discuss traffic problems at this intersection.

In a letter, Ken wrote:

“... over several years the difficulty of turning right out of Hendersons Road into Halswell Road and as the new subdivisions in the Halswell area are growing at a dramatic rate the problem is getting considerably worse.”

There was general discussion on the problems associated with traffic turning out of Hendersons Road, especially at peak times, when Halswell Road was carrying a large volume of continuous traffic.

It appeared that Hendersons Road was becoming a major route for the increasing residential catchment to the east and south and it was suggested that some flush median work could be undertaken at the intersection so as to assist in traffic movements from Hendersons Road.

Tony Spowart advised that this minor safety work would be looked at by Transit New Zealand and he will keep this Committee informed.

2 NELSON STREET/PICTON AVENUE – P120 PARKING RESTRICTIONS

Approval of the Board was sought to change various existing P60 parking restrictions and install new P120 parking restrictions on Nelson Street and Picton Avenue.

The City Streets Unit had received complaints from residents concerning all day parking, and indiscriminate parking by persons who worked in the adjoining commercial/retail premises. Also, there were no opportunities for short term visitor parking (to the residences).

Community consultation identified good support to changes being made to the existing parking restrictions.

The Committee was supportive of the request; their recommendation is recorded under clause 10 of this report.

3 MAIN SOUTH ROAD PARKING

Approval of the Board was sought to place parking restrictions on the southeast side of Main South Road, between Symes Road and Harvard Avenue.

The City Streets Unit was responding to concerns raised by local businesses in the immediate area who had concerns for their safety due to parking.

Various minor “on street” parking remedies were identified, which City Streets Unit believe will provide effective safety to all users and customers.

The Committee was supportive of the request; their recommendation is recorded under clause 10 of this report.

4 MANDEVILLE STREET – PROPOSED P120 PARKING RESTRICTION

Approval of the Board was sought to extend an existing P120 parking restriction in Mandeville Street.

A request has been received from the manager of a business house at 52 Mandeville Street to extend the existing P120 parking restriction in the street to outside her business. Some years ago Mandeville Street had parking restriction installed from Blenheim Road to Riccarton Road. To help businesses and workers only one side to the street had a restriction installed. This was done in an alternating fashion from side to side along the street with the predominate restriction being 120 minutes. However one small section outside and opposite number 52 was left unrestricted, the reason for this is unknown.

Local businesses in the area were contacted to comment on the proposal; overwhelming support was received.

The Committee was supportive of the request; their recommendation is recorded under clause 10 of this report.

5 CYCLE STRATEGY – DRAFT UPDATE 2004 VERSION

The Cycling Planner, Michael Ferigo, was in attendance to introduce a draft of an update of the current Council Cycle Strategy and to invite feedback.

In 1996 the Council adopted its first Cycle Strategy; it was updated in 2000 and a full revision will be done in 2008.

The Committee was supportive of the draft strategy and their recommendation is recorded under clause 10 of this report.

6 TRANSIT PROJECTS WITHIN THE BOARD AREA

Whilst Tony Spowart was in attendance, members took the opportunity to discuss other major Transit projects.

- Blenheim Road overbridge
Tenders are being called to the installation of queuing lights to be installed (similar to those operating on the Moorhouse Avenue overbridge)
- Congestion monitoring surveys
Being undertaken with City Council and Environment Canterbury
- Carmens/Buchanans Roads roundabout
Construction due to be completed in May
- Russley/Yaldhurst Roads roundabout
Due to go to tender in July
- Main South Road/Carmen Road intersection
Some minor property acquisition required and perhaps it could be tied in to some remedial work at the Tower Street/Brynley Street roundabout.
- Racecourse Road/Yaldhurst Road intersection
Report received on possible improvement options
- Curletts Road/Parkhouse Road sliplane
Possible funding in the 2004/05 year to increase the length of the left turn sliplane
- Cycle Lanes – Curletts Road to Sockburn roundabout
Being programmed

7 TRAFFIC MANAGEMENT PLANS FOR ANZAC DAY COMMEMORATIONS

At the recent Halswell Domain Commemoration, a full traffic management plan was required to be submitted as this was on a State Highway. Members felt that the cost of the plan could not be justified in view of the time of day and the length of time required for the commemoration to take place.

It is probable that this situation occurs in many rural towns where a State Highway is the main road and the war memorial is cited on this road, thereby creating similar situations to that at Halswell.

It was **agreed** that a letter be written to Transit New Zealand to ask them to review this code of practice.

8 CHRISTCHURCH TO ROLLESTON AND ENVIRONS STUDY

Members expressed concern at the lack of progress since the last meeting in August 2003 and further information is being sought as to when the elected member group (covering three Community Boards) will be meeting to receive an update on this major study.

9 COMMITTEE PROJECT FUND UPDATE

It was noted that the Committee still had \$14,300 of Project Funds in the current financial year and that two works had been identified for possible funding, being Steadman Road enhancement and the Lancewood Drive crossing.

Members would give further consideration to these funds at the next Community Board meeting, when it met on 5 May 2004 to discuss the Board's Review of Funds.

10 COMMITTEE RECOMMENDATIONS

- 1 In respect of the Nelson Street/Picton Avenue parking restrictions:
 - (i) That the stopping of vehicles be prohibited on the west side of Picton Avenue commencing at its intersection with Nelson Street and extending in a southerly direction for a distance of 16 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Picton Avenue commencing at a point 16 metres from its intersection with Nelson Street and extending in a southerly direction for a distance of 83 metres.
 - (iii) That the existing time restricted parking with a maximum period of 60 minutes on the south side of Nelson Street commencing at a point 11 metres from its intersection with Picton Avenue and extending in a westerly direction for a distance of 103 metres be revoked.
 - (iv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Nelson Street commencing at a point 11 metres from its intersection with Picton Avenue and extending in a westerly direction for a distance of 103 metres.
 - (v) That the existing time restricted parking with a maximum period of 60 minutes on the north side of Nelson Street commencing at a point 16 metres from its intersection with Picton Avenue and extending in a westerly direction for a distance of 82.5 metres be revoked.
 - (vi) That the existing time restricted parking with a maximum period of 60 minutes on the east side of Picton Avenue commencing at a point 44 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 149 metres be revoked.
 - (vii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Picton Avenue commencing at a point 44 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 149 metres.

- 2 In respect of the draft Cycle Strategy that the report be received and that members be invited to make individual comments on this document.
- 3 In respect to the Main South Road parking:
 - (i) That the stopping of vehicles be prohibited at any time on the southeast side of Main South Road commencing at its intersection with Symes Road and extending in a south-westerly direction for a distance of 36 metres.
 - (ii) That a "Loading Zone time limit 5 minutes" be created on the south side of Main South Road commencing at a point 36 metres from its intersection with Symes Road and extending in a south-westerly direction for a distance of 12.5 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the southeast side of Main South Road commencing at its intersection with Harvard Avenue and extending in a north-easterly direction for a distance of 77.5 metres.
- 4 In respect of the Mandeville Street parking restrictions that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Mandeville Street commencing at a point 18 metres from its intersection with Leslie Hills Drive (south intersection) and extending in a southerly direction for a distance of 52 metres.