

11 **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE  
REPORT OF 20 AUGUST 2004 MEETING**

<b>Officer responsible</b> Community Advocate	<b>Author</b> 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 Roading Committee meeting held on Friday 20 August 2004.

The meeting was attended by Bob Shearing (Chairperson), Helen Broughton (except for clause 11), Peter Laloli and Ken Cummings.

**1 CLYDE ROAD – MINOR DESIGN CHANGE, UNIVERSITY DRIVE/CLYDE ROAD**

A local resident of Clyde Road, Mr Michael Bannister, was in attendance to seek the Committee's support to a minor design change on Clyde Road at its intersection with University Drive.

Mr Bannister sought the change, which would involve the loss of six or seven parking spaces on the north-west side of this intersection, so as to allow an open view into the University for the many visitors who stop at this point for photographs into the University campus.

The Urban Design and Heritage Team of the Council were supportive in this request which would see the opening up of this Greenspace area as a major enhancement opportunity.

The Committee was supportive of the request and its recommendation is recorded under clause 12 of this report.

**2 RICCARTON ROAD – NETWORK IMPROVEMENT PROJECTS**

On behalf of the City Streets Unit, Dave Aldridge was in attendance to discuss this report. The Councils intention is to consult with the owners and occupiers of land adjoining Riccarton Road for two projects. The two projects involve providing cycle lane facilities within the existing road carriageway in the following locations:

- 1 Riccarton Road from Deans Avenue to Mandeville Street, and
- 2 Riccarton Road from Ilam Road to Waimairi Road.

Sustainable Transport and Utilities Committee have already approved consultation on the Ilam Road to Waimairi Road section, however both this section and Deans Avenue to Mandeville Street will be carried out together in terms of consultation.

Additional improvements from these projects include:

Deans to Mandeville, including:

- Intersection improvements at Mona Vale Avenue
- Road markings (hatch) and kerbs adjacent to the Main North Railway Line
- Potential to relocate the bus stop from outside number 17 Riccarton Road to outside number 33 Riccarton Road.

Ilam to Waimairi, including:

- Pedestrian facilities between the Riccarton Park entrance and National Bank site (322 Riccarton Road)
- Improved road markings at the Riccarton Road intersection with Ilam Road and Middleton Road.
- Improved road markings at the Riccarton Road intersection with Waimairi Road.
- Propose flush median extended for the entire length from Waimairi Road to Ilam Road.

**PROJECT OBJECTIVES**

The objective of this project is to improve Riccarton Road to cater for cyclist and pedestrians and improve the road markings to enable a compatible transport environment between motorist, cyclist and pedestrians.

The proposed design has been drafted that considers a “no compromise” approach to enable the said users full use of the road reserve without impacting the existing carriageway (i.e. between each kerb and channel).

#### **COMMITTEE CONSIDERATIONS**

The Committee gave full consideration to the report and the recommendations.

A recommendation to include all recognised road-user organisations into the consultation process was not supported.

The Committee then gave consideration to the first recommendation from the City Streets Unit, that being:

“That the Community Board supports and provides feedback to Sustainable Transport and Utilities Committee on the attached Riccarton Road (Deans Avenue to Mandeville Street) concept plans for consultation.”

Support for this recommendation was **lost** on division number 1, the voting being one in favour and four against as follows:

For 1        Mike Mora  
Against 4    Peter Laloli, Ken Cummings, Helen Broughton and Bob Shearing

The second recommendation from the City Streets Unit lapsed for want of a seconder.

The following recommendation was **carried** on Division Number 2 by four votes to one. The voting being as follows:

For 4        Peter Laloli, Ken Cummings, Helen Broughton and Bob Shearing  
Against 1    Mike Mora

“That the Community Board does not support cycle lanes on Riccarton Road, and asks the Sustainable Transport and Utilities Committee to investigate other alternative on-street accommodation routes for cyclists who come from the western side of the city.”

The Committee noted that these recommendations will now be considered by the Board and referred on to the September meeting of the Sustainable Transport and Utilities Committee.

The Committee’s recommendation is recorded under clause 12 of this report.

### **3 ROTHERHAM STREET RECONSTRUCTION AND PARKING RESTRICTIONS**

Peter Atkinson (City Streets) and Rex Harrison (Westfield NZ Ltd) were in attendance to inform the Committee of progress on Rotherham Street, and to seek formalisation of proposed parking restrictions.

The Board has already given its approval in principal to upgrade part of Rotherham Street, and for a structure across the street.

Certain enhancement works were also proposed, and all initiatives had been supported by property owners.

The change to the street include:

- The relocation of the angle parking spaces to parallel parks
- A change to some of the time limits
- The introduction of a pedestrian crossing
- The introduction of additional no-stopping restrictions to improve the sight distance at the intersections

The Committee was supportive of the proposed works on Rotherham Street and the new parking restrictions; its recommendations are recorded under clause 12 of this report.

**4 CLARENCE STREET/RICCARTON ROAD/STRAVEN ROAD INTERSECTION IMPROVEMENTS**

On behalf of the City Streets Unit, Lee Kelly reported on the proposed improvements to the Clarence Street/Riccarton Road/Straven Road intersection; the improvements include improving safety at the intersection; reducing delays, increasing capacity and to allow for future capacity through the intersection.

It was noted that approval of the Sustainable Transport and Utilities Committee was required for the project to proceed to final design, tender and construction.

If this approval was forthcoming, the Board could then resolve the no-stopping restrictions and bus stop location issues.

The Committee was supportive of the proposals; its recommendations are recorded under clause 12 of this report.

**5 MASHAM ROAD/RUSSLEY ROAD/YALDHURST ROAD PARKING RESTRICTIONS**

On behalf of the City Streets Unit, Jeff Owen requested the Board to approve the installation of various parking restrictions at this major intersection, with the installation of traffic signals imminent.

The Committee was supportive of the proposals; its recommendations are recorded under clause 12 of this report.

**6 CARMEN ROAD/BUCHANANS ROAD – PARKING RESTRICTIONS**

On behalf of the City Streets Unit, Jeff Owen requested the Board to approve the installation of various parking restrictions at this major intersection, with the installation of traffic signals imminent.

The Committee was supportive of the proposals; its recommendations are recorded under clause 12 of this report

**7 MIDDLEPARK ROAD – P5 LOADING ZONE (SCHOOL DAYS)**

Jeff Owen requested the Board to approve the installation of a P5 loading zone on Middlepark Road, outside St Thomas School for drop off and pick up purposes.

The Committee was supportive of the proposal; its recommendations are recorded under clause 12 of this report.

**8 AUBURN AVENUE TRAFFIC CALMING**

Basil Pettigrew reported on a proposal in response to a petition relating to problems associated with speeding vehicles in Auburn Avenue.

The issues relate to traffic flows, traffic speeds and traffic safety.

The project was assessed by the NIP rating score; it came out as a work of a “medium priority”. The work could be programmed into the 2006/07 year, by City Streets Unit.

In receiving the information the Committee is recommending (see clause 12) that the incoming Board look at bringing this work forward, with a financial contribution to assist.

**9 DUNBARS ROAD, UPDATE**

Ken Stevenson reported on the plans to upgrade the road surface, new markings and kerb works.

**10 ENVIRONMENT CANTERBURY : PARK AND RIDE SERVICE**

The Committee **received** a report from the 14 July meeting of the (ECan) Christchurch Area Committee meeting which sought to endorse research into park and ride schemes.

## **11 KYLE PARK ACCESS ROAD PROPOSAL**

The Committee gave consideration to a request to provide funding towards a preliminary report being prepared on a possible road linking Chalmers Street to Waterloo Road, through Kyle Park.

The recommendation is recorded in clause 12 of this report.

## **12 COMMITTEE RECOMMENDATIONS**

### **CLYDE ROAD – MINOR DESIGN CHANGES**

That the Board approve the minor design change on the north-west corner of Clyde Road/University Drive to eliminate six or seven on-street parking spaces, so as to allow the open vista into the grounds of the University.

### **RICCARTON ROAD - NETWORK IMPROVEMENT PROJECTS**

That the Community Board does not support cycle lanes on Riccarton Road, and asks the Sustainable Transport and Utilities Committee to investigate other alternative on-street accommodation routes for cyclists who come from the western side of the city.

### **ROTHERHAM STREET RECONSTRUCTION AND PARKING RESTRICTIONS**

- 1 That the works proposed in Rotherham Street be extended to Riccarton Road.
- 2 That the existing angle parking spaces and parking restrictions in Rotherham Street be revoked.
- 3 That no stopping at all time parking restriction be located on the eastern side of Rotherham Street
  - i Between Riccarton Road and a point 18 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road.
  - ii Between Dilworth Street and a point 48 metres measured in a northerly direction from a point opposite the northern kerblines of Dilworth Street
- 4 That a no stopping at all time parking restriction be located on the western side of Rotherham
  - i Between Riccarton Road and a point 16 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road.
  - ii Between Dilworth Street and a point 48 metres measured in a northerly direction from a point opposite the northern kerblines of Dilworth Street.
- 5 That a P60 time parking restriction be imposed on eastern side of Rotherham Street between a point 69 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road and extending in a southerly direction for a distance of 107 metres.
- 6 That a P60 time parking restriction be imposed on western side of Rotherham Street between a point 94 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road and extending in a southerly direction for a distance of 82 metres.
- 7 That a P30 time parking restriction be imposed on eastern side of Rotherham Street between a point 18 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road and extending in a southerly direction for a distance of 31 metres.
- 8 That a P30 time parking restriction be imposed on western side of Rotherham Street between a point 16 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road and extending in a southerly direction for a distance of 34 metres.
- 9 That a taxi stand be created on western side of Rotherham Street between a point 50 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road and extending in a southerly direction for a distance of 13 metres.

- 10 That a pedestrian crossing across Rotherham Street be located at a point 102 metres measured in a southerly direction from a point opposite the southern kerblines of Riccarton Road.

#### **CLARENCE STREET/RICCARTON ROAD/STRAVEN ROAD INTERSECTION IMPROVEMENTS**

1. That the Board support the proposal and recommend to the Sustainable Transport and Utilities Committee that the project proceed to final design, tender and construction.
2. That, subject to the Sustainable Transport and Utilities Committee approving this project to proceed,
  - (i) That the Board revoke all existing no stopping restrictions on both sides of Straven Road commencing at its intersection with Kilmarnock Street and extending in a southerly direction to its intersection with Riccarton Road.
  - (ii) That the Board revoke all existing no stopping restrictions on both sides of Clarence Street commencing at its intersection with Dilworth Street and extending in a northerly direction to its intersection with Riccarton Road.
  - (iii) That the Board revoke the existing bus stop on the south side of Riccarton Road commencing at a point 15 metres from its intersection with Clarence Street and extending in a westerly direction for a distance of 13 metres.
  - (iv) That the Board remove the existing bus stop on the north side of Riccarton Road commencing at a point 20 metres from its intersection with Straven Road and extending in an easterly direction for a distance of 13 metres.
  - (v) That the Board remove the existing P5 parking area on the north side of Riccarton Road located adjacent to no. 110 Riccarton Road.
  - (vi) That the Board remove the existing 3 metered parks on the north side of Riccarton Road located immediately adjacent to property no's 110, 106 and 104b Riccarton Road.
  - (vii) That the Board prohibit the parking of vehicles at any time in the following areas.
    - (a) On the north side of Riccarton Road commencing at its intersection with Straven Road and extending in an easterly direction for a distance of 49.2 metres
    - (b) On the south side of Riccarton Road commencing at its intersection with Clarence Street and extending in a westerly direction for a distance of 49.1 metres
    - (c) On both sides of Straven Road commencing at its intersection with Riccarton Road and extending in a northerly direction to its intersection with Kilmarnock Street
    - (d) On both sides of Clarence Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street.
  - (viii) That a 'bus stop' be installed on the south side of Riccarton Road commencing at a point 49.1 metres from its intersection with Clarence Street and extending in a westerly direction for a distance of 25.7 metres.
  - (ix) That a 'bus stop' be installed on the north side of Riccarton Road commencing at a point 18 metres from its intersection with Rimu Street and extending in an easterly direction for a distance of 29.4 metres.

#### **MASHAM/RUSSLEY/YALDHURST ROADS – PARKING RESTRICTIONS**

1. That all existing no stopping restrictions and bus stops at the intersection of Masham Road, Russley Road and Yaldhurst Road be revoke.
2. That the stopping of vehicles be prohibited (at any time) on the south side of Yaldhurst Road commencing at its intersection with Masham Road and extending in a westerly direction for a distance of 106.5 metres.
3. That the stopping of vehicles be prohibited (at any time) on the north side of Yaldhurst Road commencing at its intersection with Russley Road and extending in a westerly direction for a distance of 120 metres.

4. That the stopping of vehicles be prohibited (at any time) on the west side of Russley Road commencing at its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 24 metres.
5. That the stopping of vehicles be prohibited (at any time) on the west side of Russley Road commencing at a point 98 metres from its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 53 metres.
6. That a Bus Stop be created on the west side of Russley Road commencing at a point 151 metres from its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 15 metres.
7. That a Bus Stop be created on the east side of Russley Road commencing at a point 58 metres from its intersection with Dinton Street and extending in a northerly direction for a distance of 16.5 metres.
8. That the stopping of vehicles be prohibited (at any time) on the east side of Russley Road commencing at its intersection with Yaldhurst Road and extending in an easterly direction for a distance of 106 metres.
9. That the stopping of vehicles be prohibited (at any time) on the east side of Russley Road commencing at its intersection with Dinton Street and extending in a northerly direction for a distance of 58 metres.
10. That the stopping of vehicles be prohibited (at any time) on the north side of Yaldhurst Road commencing at its intersection with Russley Road and extending in a easterly direction for a distance of 115 metres.
11. That the stopping of vehicles be prohibited (at any time) on the south side of Yaldhurst Road commencing at its intersection with Masham Road and extending in a easterly direction for a distance of 122 metres.
12. That the stopping of vehicles be prohibited (at any time) on the east side of Masham Road commencing at its intersection with Yaldhurst Road and extending in a southerly direction for a distance of 170 metres.
13. That the stopping of vehicles be prohibited (at any time) on the east side of Masham Road commencing at its intersection with Rosella Street and extending in a southerly direction for a distance of 64 metres.
14. That a Bus Stop be created on the east side of Masham Road commencing at a point 64 metres from its intersection with Rosella Street and extending in a southerly direction for a distance of 15 metres.
15. That the stopping of vehicles be prohibited (at any time) on the east side of Masham Road commencing at a point 79 metres from its intersection with Rosella Street and extending in a southerly direction for a distance of 140 metres.
16. That the stopping of vehicles be prohibited (at any time) on the west side of Masham Road commencing at its intersection with Kintyre Drive and extending in a southerly direction for a distance of 127 metres.
17. That the stopping of vehicles be prohibited (at any time) on the west side of Masham Road commencing at its intersection with Kintyre Drive and extending in a northerly direction for a distance of 36 metres.
18. That a Bus Stop be created on the west side of Masham Road commencing at a point 36 metres from its intersection with Kintyre Drive and extending in a southerly direction for a distance of 15 metres.
19. That the stopping of vehicles be prohibited (at any time) on the west side of Masham Road commencing at its intersection with Bellina Place and extending in a southerly direction for a distance of 114 metres.

20. That the stopping of vehicles be prohibited (at any time) on the west side of Masham Road commencing at its intersection with Yaldhurst Road and extending in a southerly direction for a distance of 104 metres.

#### **CARMEN ROAD & BUCHANANS ROAD – PARKING RESTRICTIONS**

1. That all existing no stopping restrictions and bus stops at the intersection of Carmen Road and Buchanans Road be revoke.
2. That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Carmen Road commencing at a point 64 metres from its intersection with Buchanans Road and extending in a southerly direction for a distance of 20 metres.
3. That the stopping of vehicles be prohibited (at any time) on the west side of Carmen Road commencing at its intersection with Tirangi Street and extending in a northerly direction for a distance of 33 metres.
4. That a Bus Stop be created on the west side of Carmen Road commencing at a point 33 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 17 metres.
5. That the stopping of vehicles be prohibited (at any time) on the west side of Carmen Road commencing at a point 50 metres from its intersection with Tirangi Street and extending in a northerly direction for a distance of 133 metres.
6. That the stopping of vehicles be prohibited (at any time) on the south side of Buchanans Road commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 35 metres.
7. That the stopping of vehicles be prohibited (at any time) on the north side of Buchanans Road commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 128 metres.
8. That the stopping of vehicles be prohibited (at any time) on the west side of Carmen Road commencing at its intersection with Buchanans Road and extending in a northerly direction for a distance of 155 metres.
9. That the stopping of vehicles be prohibited (at any time) on the east side of Carmen Road commencing at its intersection with Buchanans Road and extending in a northerly direction for a distance of 175 metres.
10. That the stopping of vehicles be prohibited (at any time) on the north side of Buchanans Road commencing at its intersection with Carmen Road and extending in an easterly direction for a distance of 30 metres.
11. That a Bus Stop be created on the north side of Buchanans Road commencing at a point 30 metres from its intersection with Carmen Road and extending in a easterly direction for a distance of 17 metres.
12. That the stopping of vehicles be prohibited (at any time) on the north side of Buchanans Road commencing at a point 169 metres from its intersection with Carmen Road and extending in an easterly direction for a distance of 30 metres.
13. That the stopping of vehicles be prohibited (at any time) on the south side of Buchanans Road commencing at a point 70 metres from its intersection with Carmen Road and extending in an easterly direction for a distance of 25 metres.
14. That a Bus Stop be created on the south side of Buchanans Road commencing at a point 56 metres from its intersection with Carmen Road and extending in an easterly direction for a distance of 14 metres.
15. That the stopping of vehicles be prohibited (at any time) on the south side of Buchanans Road commencing at its intersection with Carmen Road and extending in an easterly direction for a distance of 56 metres.

16. That the stopping of vehicles be prohibited (at any time) on the east side of Carmen Road commencing at its intersection with Buchanans Road and extending in a southerly direction for a distance of 46 metres.
17. That a Bus Stop be created on the east side of Carmen Road commencing at a point 46 metres from its intersection with Buchanans Road and extending in a southerly direction for a distance of 18 metres.
18. That the stopping of vehicles be prohibited (at any time) on the east side of Carmen Road commencing at a point 84 metres from its intersection with Buchanans Road and extending in a southerly direction for a distance of 54 metres.
19. That the stopping of vehicles be prohibited (at any time) on the east side of Carmen Road commencing at its intersection with Halwyn Drive and extending in a southerly direction for a distance of 40 metres.

#### **MIDDLEPARK ROAD – P5 LOADING ZONE (SCHOOL DAYS)**

1. That a P5 Loading Zone be created between the hours of 8.00 am to 9.00 am and 2.30 pm to 3.30 pm, School Days, on the south eastern side of Middlepark Road commencing at a point 49 metres from its intersection with Takaro Avenue and extending in a north easterly direction for a distance of 16 metres.
2. That a P5 Loading Zone be created between the hours of 8.00 am to 9.00 am and 2.30 pm to 3.30 pm, School Days, on the south eastern of Middlepark Road commencing at a point 71.5 metres from its intersection with Takaro Avenue and extending in a north easterly direction for a distance of 24 metres.

#### **AUBURN AVENUE TRAFFIC CALMING**

That the incoming Community Board be asked to give consideration to the advancement of this work from 2006/07 and that Board funding be provided to help initiate any advancement.

#### **KYLE PARK ACCESS ROAD PROPOSAL**

That the Board give consideration to funding a preliminary report for a proposal to construct a road through Kyle Park from Chalmers Street to Waterloo Road, the maximum contribution being \$5,000.

#### **Chairman's**

**Recommendation:** That the above recommendations be adopted.