

11. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE
REPORT OF 29 OCTOBER 2005 MEETING**

General Manager responsible:	General Manager, Regulation & Democracy Services
Officer responsible:	Lisa Goodman, Community Board Principal Adviser
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PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 28 October 2005 meeting.

The meeting was attended by Mike Mora (Chairperson), Neville Bennett, Helen Broughton, Lesley Keast and Peter Laloli.

Apologies were received and accepted from Bob Shearing and Tony Sutcliffe.

1. CURRENT ISSUES

The Committee **received** the information tabled on progress relating to current traffic/street issues in the Riccarton/Wigram area.

Following the 17 October 2005 meeting with the Central Riccarton Residents' Association (at which the various traffic issues around the Riccarton Mall were discussed) the Committee **agreed** to consider funding the Wharenui School pedestrian crossing traffic island work, subject to more information being provided to the Board.

2. ENSIGN STREET/LILLIAN STREET AND ENSIGN STREET/DUNBARS ROAD – PROPOSED “GIVE WAY” AND “STOP” CONTROLS

On behalf of the Transport and City Streets Unit, Jeff Owen sought Board approval for the installation of a “Give Way” control against Lillian Street at the Ensign Street intersection, and a “Stop” control against Ensign Street at the Dunbars Road intersection.

The Council had received complaints concerning traffic behaviour, associated with confusion as to priority, and the subsequent conflicts that result at the two intersections.

The Committee is supportive of the requested new controls; its recommendations are recorded under clause 9(a) and (b) of this report.

3. PARKSTONE AVENUE/SOLWAY AVENUE – PROPOSES “GIVE WAY” CONTROL

Board approval was sought for the installation of a “Give Way” control against Solway Avenue at the Parkstone Avenue intersection.

There have been complaints concerning the level of safety at this intersection (it is currently an uncontrolled “T” junction, with the normal “give way to the right” rule applying).

The recommended “Give Way” control would resolve the road hierarchy issue, corner cutting and speed.

The Committee is supportive of the requested new control; its recommendation is recorded under clause 9(c) of this report.

4. EDMONTON ROAD – PROPOSED P10 PARKING RESTRICTION

Board approval was sought for the installation of a short length of 10 minute parking restriction on the north west side of Edmonton Road, immediately north of the Mountview Place intersection.

The proprietors of a fast food and takeaway lunch bar have expressed concerns that their customers are not able to use the kerbside parking in front of their business, due to all day parking of other business employees and/or students associated with an educational facility.

The Committee is supportive of the requested parking restriction; its recommendation is recorded under clause 9(d) of this report.

5. LESTER LANE AT DEANS AVENUE – PROPOSED “STOP” CONTROL

Board approval was sought for the installation of a “Stop” control against Lester Lane at its intersection with Deans Avenue, and a “Give Way” sign against the slip lane servicing the local businesses, at its intersection with Deans Avenue; also, the placement of associated “No Stopping” lines.

Following a recent safety audit, and as part of the works for the Blenheim Road Deviations Project, these signs and markings will need to be installed.

The Committee is supportive of the requested new controls; its recommendations are recorded under clause 9(e) to (j) of this report.

6. MAIN SOUTH ROAD – PROPOSED P30 PARKING RESTRICTION

Board approval was sought for the installation of a short length of 30 minute parking restriction on the south side of Main South Road, immediately west of Shands Road.

There is a small group of commercial buildings at this location, which requested some time restricted parking for customers to use.

The Committee is supportive of the requested parking restriction; its recommendation is recorded under clause 9(k) of this report.

7. MAIN SOUTH ROAD – PROPOSED P5 PARKING RESTRICTION

Board approval was sought for the conversion of an existing no time limit parking space to a P5 parking restriction on the south east side of Main South Road, directly north east of the vehicle crossing that provides access to 93 Main South Road.

The request is from a takeaway food outlet which is seeking short term parking for its customers.

The Committee is supportive of the requested parking restriction; its recommendation is recorded under clause 9(l) of this report.

8. ACHERON DRIVE – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

Board approval was sought for the installation of a “Loading Zone (Goods Vehicles Only)” on the north side of Acheron Drive, approximately midway between the intersections with Blenheim Road.

At present there is no kerbside parking for truck deliveries (although there is goods delivery facilities at the rear of a number of buildings). A 5 minute zone has been requested, therefore.

The Committee is supportive of the requested parking restriction and placement of the Loading Zone; its recommendation is recorded under clause 9(m) of this report.

9. COMMITTEE RECOMMENDATIONS

It is recommended that:

- (a) A “Give Way” control is placed against Lillian Street at the Ensign Street intersection.
- (b) A “Stop” control is placed against Ensign Street at the Dunbars Road intersection.
- (c) A “Give Way” control is placed against Solway Avenue at the Parkstone Avenue intersection.
- (d) The parking of vehicles be limited to a maximum of 10 minutes on the North West side of Edmonton Road from a point 10m in a north easterly direction from the intersection with Mountview Place and extending 19m in a north easterly direction.

- (e) That a “Stop” control be placed against the Lester Lane at its intersection with Deans Avenue.
- (f) That a “Give Way” control be placed against the slip lane at its intersection with Deans Avenue.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Lester Lane commencing at its intersection with Deans Avenue and extending 11 metres in a westerly direction.
- (h) That the stopping of vehicles be prohibited at any time of the north side of Lester Lane commencing at its intersection with Deans Avenue and extending 15 metres in a westerly direction.
- (i) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing at its intersection with the north boundary of Lester Lane and extending 16 metres in a northerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing at its intersection with the south boundary of Lester Lane and extending 21 metres in a southerly direction.
- (k) The parking of vehicles is limited to a maximum of 30 minutes on the south side of Main South Road from a point 8m west of the intersection of Shands Road and extending 23m in a westerly direction.
- (l) The parking of vehicles be restricted to a maximum of 5 minutes on the southeast side of Main South Road from a point 25 metres southwest of the Craven Street intersection and extending 7.1 metres in an south-westerly direction.
- (m) The parking of vehicles be restricted to a maximum of 5 minutes for goods vehicles only on the north side of Acheron Drive from a point (following the kerb line) 240 metres east of the western intersection of Blenheim Road and extending 31 metres in an easterly direction.

CHAIRPERSON’S RECOMMENDATION

That the Committee’s recommendations be adopted.