

## 12. OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIE ROAD) – TRAFFIC RESTRICTIONS

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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the traffic restriction associated with the Opawa Road upgrade.

### EXECUTIVE SUMMARY

2. Stage 2 of the Opawa Road upgrade will provide a new two-lane road on the north of the existing road. The existing road will be widened to provide a buffer zone and service lane for the residential properties on the south side of the road. The project is currently under construction and due to be completed by 23 December 2005.
3. The project involves the installation of a hoarding, a kerb, a new drainage system, and a new road surface. The project also involves the relocation of the existing road to the north of the new road.
4. This project is being undertaken in accordance with the Transport and Civil Service Unit's recommendation made in its report.
5. Consultation on the project was undertaken in 2004, which included the proposed traffic restriction.

### FINANCIAL AND LEGAL CONSIDERATIONS

6. The principal legal consideration associated with the project is the proposed widening of the road, which will involve the acquisition of land and the construction of a new road. The project will also involve the relocation of the existing road to the north of the new road.

### BACKGROUND ON OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIE ROAD) – TRAFFIC RESTRICTIONS

7. Opawa Road from Garland Road to the Point of the Sae High is a New York in Christchurch. Transport and Civil Service Unit is the road controlling authority responsible for the management of this road. However, some time ago the existing Opawa Road raised concerns with the Council of the increasing volume of traffic on the road, with the adverse effects being; increased traffic noise; vibration, local air pollution and lack of safe access to and from the properties. This is a significant element of the decision of Opawa Road with the high percentage of heavy vehicle, 12.5% recorded in 2003. Realignment of the road is a considered necessary to overcome all of the effects.
8. The plan provides a new two-lane road on the north of the existing road extending from the Garland Road in the section of the Currie Road. The existing road will be widened to provide a buffer zone and service lane for the residential properties on the south side of the road. The buffer zone allows the inclusion of the existing kerb and the existing drainage. The plan of the new road is shown in the plan of the section, with the existing being provided to the south of the new road.
9. On road cycle lane, adjacent to the kerb, will be provided along the entire length of Stage 2. A recent lane change means that a new kerb is required in the cycle lane and the existing kerb is to be removed. The majority of the kerb is to be removed and the existing kerb is to be removed. The kerb is to be removed and the existing kerb is to be removed.
10. Parking will be permitted on the new two-lane road at the Dai. There is a 10 minute parking restriction in the area. Parking on the service road is permitted at an angle to the kerb and the existing kerb is to be removed. The kerb is to be removed and the existing kerb is to be removed.
11. In the section of the Opawa Road, the existing kerb is to be removed and the existing kerb is to be removed. The kerb is to be removed and the existing kerb is to be removed.

12. The location has been designed to suit the new alignment and provide a suitable/convenient service for the public. The location does not affect an adjacent property as the bus stop is on the eastern side of the road and is located in the public land and not on the eastern side of the public land. The location is not occupied and does not encroach on the public land (as there is none).
13. The Council of New Zealand and the Council have been taking his project in a new way. The Council has managed the consultation, design and construction in liaison with the Council which has the effective decision directed above.

#### CONSULTATION

14. Consultation has been taken in the local area and the relevant stakeholders in July 2004. The consultation has been in the form of a public leaflet which has outlined the proposed plan along with an explanation of the aim and objectives for the project.
15. A total of 40 submissions were received, the majority of submissions were in support of the project but the submission also contained some suggestions for change to the plan.
16. The consultation material displayed the proposed effective decision. There was no negative feedback regarding the proposal or in all other matters making the decision, no ongoing decision and in the decision control change.

#### PROGRAMME

17. Construction of Opawa Road is under way and due to be completed by the end of December 2005. The effective decision will be effective on completion of the work.

#### STAFF RECOMMENDATIONS

It is recommended that the Council Board:

- (a) Approve the decision listed below:

##### Opawa Road restrictions

- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the eastern side of Opawa Road, commencing at a point 12 metres from the intersection with Gange Street and extending in a northerly direction for a distance of 19 metres.

##### Service Lane Restrictions

- (i) That the parking of vehicles be prohibited on the eastern side of Service Lane 1,

- (ii) That the loading of vehicle be prohibited on the east side of Service Lane 2, commencing 35 metres from the northern section of the O'Connell Road and ending in a quarter of a mile distance of 35 metres.
- (iii) That the loading of vehicle be prohibited at the north end of Service Lane 3, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 18 metres.
- (i) That the loading of vehicle be prohibited on the east side of Service Lane 3, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 20 metres.
- ( ) That the loading of vehicle be prohibited on the east side of Service Lane 3, commencing at the northern section of the O'Connell Road and ending in a northern quarter of a mile distance of 22 metres.
- (i) That the loading of vehicle be prohibited on the east side of Service Lane 3, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 18 metres and a quarter of the end of the lane.

#### **Grange Street Restrictions**

- (i) That the loading of vehicle be prohibited on the north side of Grange Street, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 23 metres.
- (ii) That the loading of vehicle be prohibited on the quarter side of Grange Street, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 21 metres.
- (iii) That the loading of vehicle be prohibited on the north side of Grange Street, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 25 metres.
- (iv) That the loading of vehicle be prohibited on the quarter side of Grange Street, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 30 metres.

#### **Kennedy Place Restrictions**

- (i) That the loading of vehicle be prohibited on the north side of Kennedy Place, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 29 metres.
- (ii) That the loading of vehicle be prohibited on the quarter side of Kennedy Place, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 29 metres.

#### **Ribbonwood Place Restrictions**

- (i) That the loading of vehicle be prohibited on the north side of Ribbonwood Place, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 21 metres.
- (ii) That the loading of vehicle be prohibited on the quarter side of Ribbonwood Place, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 29 metres.

#### **Brabourne Street Restrictions**

- (i) That the loading of vehicle be prohibited on the north side of Brabourne Street, commencing at the northern section of the O'Connell Road and ending in a quarter of a mile distance of 24 metres.

- (ii) That the stopping of vehicle be prohibited on the south side of Babcock Street, commencing at intersection with O'Connell Road and extending in an easterly direction for a distance of 22 metres.

#### **Curries Road Restrictions**

- (i) That the stopping of vehicle be prohibited on the north side of Curries Road, commencing at intersection with O'Connell Road and extending in an easterly direction for a distance of 14 metres.
- (ii) That the stopping of vehicle be prohibited on the south side of Curries Road, commencing at intersection with O'Connell Road and extending in an easterly direction for a distance of 18.5 metres.

#### **Port Hills Road Restrictions**

- (i) That the stopping of vehicle be prohibited on the north side of Port Hill Road, commencing at intersection with O'Connell Road and extending in an easterly direction for a distance of 25 metres.
  - (ii) That the stopping of vehicle be prohibited on the south side of Port Hill Road, commencing at intersection with O'Connell Road and extending in an easterly direction for a distance of 40 metres.
- (b) Approve the intersection control change listed below:
- (i) That a Stop sign be placed again Service Lane No. 1 at intersection with O'Connell Road.
  - (ii) That a Give Way sign be placed again Service Lane No. 2 at intersection with O'Connell Road.
  - (iii) That a Give Way sign be placed again Service Lane No. 3 at intersection with O'Connell Road.
  - (iv) That a Stop sign be placed again Kennedy Place at intersection with O'Connell Road.
  - (v) That a Stop sign be placed again Babcock Street at intersection with O'Connell Road.
  - (vi) That a Stop sign be placed again Ribbon Road Place at intersection with O'Connell Road.
  - (vii) Revoke and remove the Give Way sign again Babcock Street at intersection with O'Connell Road.
  - (viii) Revoke and remove the Give Way sign again Ribbon Road Place at intersection with O'Connell Road.
  - (i) That a Stop sign be placed again Service Lane No. 4 at intersection with O'Connell Road.
- (c) Approve the location of the following bus stops:
- (i) That a bus stop be installed on the east side of O'Connell Road, commencing at point 37 metres from intersection with Garland Road and extending in a westerly direction for a distance of 29 metres.
  - (ii) That a bus stop be installed on the east side of O'Connell Road, commencing at point 351 metres from intersection with Garland Road and extending in a westerly direction for a distance of 29 metres.
  - (iii) That a bus stop be installed on the east side of O'Connell Road, commencing at point 233.5 metres from intersection with Kennedy Place and extending in a westerly direction for a distance of 29 metres.

- (iv) That a bus stop be installed on the east side of O'Connell Road, commencing at a point 308.5 metres from its intersection with Garland Road and extending in a westerly direction for a distance of 29 metres.
- (v) That a bus stop be installed on the east side of O'Connell Road, commencing at a point 348.5 metres from its intersection with Gange Street and extending in a westerly direction for a distance of 29 metres.

#### **CHAIRPERSON'S RECOMMENDATION**

For decision.