

5. RICcarton/WIGRAM TRANSPORT AND ROADING COMMITTEE REPORT OF 2 SEPTEMBER 2005 MEETING

General Manager responsible:	General Manager, Regulation and 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 2 September 2005 meeting.

The meeting was attended by Mike Mora (Chairperson), Bob Shearing, Helen Broughton, Peter Laloli, Tony Sutcliffe and Neville Bennett.

Helen Broughton left the meeting at 11.15am, and was absent for clauses 2, 3 and 4.

Neville Bennett left the meeting at 11.45am, and was absent for clause 3.

An apology was received and accepted from Lesley Keast.

1. DEPUTATIONS BY APPOINTMENT

1.1 Mr David Mitchell on the Riccarton Road/Middleton Road/Ilam Road Intersection

As a daily commuter through this intersection, Mr Mitchell sought some redesigning of the intersection in order to diffuse the right turn manoeuvres out of Middleton Road and Ilam Road. A suggested course of work was to investigate a three-phase system to the current traffic signals for Riccarton Road, Middleton Road, and Ilam Road individually.

Members were supportive of Mr Mitchell's suggestion, and sought a staff report which should identify all options, including the three-phase signals proposed. It was acknowledged that Riccarton Road carried the greatest volume of traffic, and any proposals to improve the working of the intersection needed to recognise this.

The Committee recommendation is recorded under clause 6(a) of this report.

1.2 Mr Stan Wilson, Mr Kevin Coll and Mr Jason Marsden on the "Chalmers Street Link – Draft Transport Assessment Study"

Representing the Hornby Workingmen's Club and Hornby Mall Management, Mr Stan Wilson, Mr Kevin Coll and Mr Jason Marsden were in attendance to discuss this study which had been commissioned by the Club and Mall to investigate the potential for an additional road link for access to Hornby Mall from Hei Hei Road. The Board had contributed one third of the costs to fund the study.

The road link was seen as being a positive solution to ease traffic congestion in and around the Mall (Carmen Road and Chalmers Street in particular), and to allow better access to and from Waterloo Road (and the residential catchment).

The speakers identified proposed new bulk retail expansion in the area, the need for improve pedestrian safety and the better flow of traffic associated with the Mall.

Use of private land could see the development of a bus and light rail exchange, and off-road parking.

The Committee considered that a joint deputation to Council should be made at the next possible opportunity, to promote the ideas outlined in the study.

The Committee's recommendation is recorded under clause 6(b) of this report.

2. CURRENT ISSUES

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

3. HORNBY MALL BUS INTERCHANGE AND CHALMERS STREET IMPROVEMENTS

The Transport and City Streets Manager sought Board approval for the development of a bus interchange and associated improvements adjacent to the Hornby Mall. (The Board had already approved new works associated with the redevelopment of the Mall).

Associated work included new footpaths, the repositioning of a pedestrian crossing, and a free left turn island at the Main South Road intersection.

In view of the Committee's deliberations on the Chalmers Street Link Project, members considered that the proposed works should be supposed as an "interim option", while further consideration was given to the issues raised by the Chalmers Street Link study.

The Committee recommendations are recorded under clause 6(c) of this report.

4. CARMEN ROAD, SHANDS ROAD, GOULDING AVENUE – PROPOSED PARKING RESTRICTIONS

On behalf of the Transport and City Streets Unit, Lorraine Wilmhurst sought Board approval for parking restrictions as part of this major road intersection reconstruction, currently being undertaken by Transit New Zealand and the Council.

For the work to be undertaken, and the capacity of the roads and intersections to increase, there is the need to remove on-street parking along portions of these roads.

The Committee is supportive of the requested parking restrictions on Carmen Road and Shands Road, and their recommendations are recorded under clause 6(d) of this report. The Committee, however, expressed concerns about the further restrictions sought for Goulding Avenue. The recommendations with respect to Goulding Avenue were therefore held over for consideration by the Board at its meeting on 13 September 2005, at which time additional information relating to the issues could be considered.

The staff report on this matter is therefore attached.

5. CLARENCE STREET – PROPOSED BUS STOPS

Lorraine Wilmhurst sought Board approval for the removal and installation of a new bus stop in Clarence Street.

Following the reconstruction of the Riccarton Road/Clarence Street/Strowan Road intersection, the bus stops on Riccarton Road and Clarence Street have been relocated or removed as a rationalisation of the shops along the bus routes.

Residents and patrons in the vicinity of Nelson Street/Clarence Street had sought the bus stop to be reinstated, or a new stop installed close to its original position. Property owner approval has been obtained to site a new bus stop at the Dilworth Street/Clarence Street intersection.

The Committee is supportive of the requested new bus stop at this intersection, and their recommendation is recorded under clause 6(f) of this report.

6. COMMITTEE RECOMMENDATIONS

It is recommended that:

- (a) In respect to the Riccarton Road/Middleton Road/Ilam Road intersection, a staff report be requested on issues raised by Mr Mitchell's deputation, that identify possible options to improve the efficiency of this intersection, including Mr Mitchell's three-phase traffic signal proposal.
- (b) In respect to the Chalmers Street Link Study, the findings of the Study be presented to Council, by way of a joint deputation of the Board/Hornby Mall management/Hornby Working Men's Club, to promote the development of a transport exchange site, and a roading link across Kyle Park (passing over the Main Trunk Rail Line).

- (c) In respect of the Hornby Mall Bus Interchange and Chalmers Street improvements, the following recommendations be approved on the basis of their being an interim option only, and that Council consideration be given to the longer term options promoted for this area:
- (i) That the existing pedestrian crossing across Chalmers Street be relocated to a position 217 metres to the west from a point opposite the western kerb line of Carmen Road.
 - (ii) That an area for buses to park be located on the southern side of Chalmers Street commencing at a point measured in a westerly direction from a point opposite the western kerblines of Carmen Road and extending in a westerly direction for a distance of 32 metres.
 - (iii) That the Hornby bus interchange be located on the southern side of Chalmers Street commencing at a point 235 metres measured in a westerly direction from a point opposite the western kerblines of Carmen Road and extending in a westerly direction of 70 metres.
 - (iv) That the bus stop on the northern side of the Main South Road, west of Carmen Road, be relocated at a point 145 metres measured in a westerly direction from a point opposite the western side kerblines of Carmen Road and extending in a westerly direction for a distance of 20 metres.
 - (v) That the no stopping restriction on the northern side of the Main South Road be extended to a point 145 metres measured in a westerly direction from the western kerblines of Carmen Road.
 - (vi) That the existing parking restrictions in the above described areas be deleted.
 - (vii) That these parking restrictions become operative when the new signs have been installed.
- (d) In respect to the Carmen Road and Shands Road proposed parking restrictions, the following restrictions be approved:
- (a) **Carmen Road**
 - (i) That the no stopping restriction on the east side of Carmen Road extending from Main South Road in a northerly direction for 65 metres be revoked.
 - (ii) That the parking of vehicles be prohibited at all times on the east side of Carmen Road commencing at the intersection with Main South Road and extending in a northerly direction for a distance of 230 metres.
 - (iii) That the parking of vehicles be restricted to sixty minutes (P60) on the east side of Carmen Road commencing at a point 230 metres from the Main South Road and extending in a northerly direction for a distance of 30 metres.
 - (iv) That the parking of vehicles be prohibited at all times on the east side of Carmen Road commencing at a point 260 metres from the Main South Road and extending in a northerly direction for a distance of 20 metres.

(b) **Shands Road**

- (i) That the no stopping restriction on the east side of Shands Road commencing at the intersection of Amyes Road and extending in a southerly direction for 25 metres be revoked.
 - (ii) That the no stopping restriction on the west side of Shands Road commencing at the Goulding Avenue intersection and extending in a southerly direction for 25 metres be revoked.
 - (iii) That the parking of vehicles be prohibited at all times on the east side of Shands Road commencing at the intersection of Amyes Road and extending in a southerly direction for a distance of 86 metres.
 - (iv) That the parking of vehicles be prohibited at all times on the west side of Shands Road commencing at the intersection with Goulding Avenue and extending in a southerly direction for a distance of 88 metres.
- (e) In respect to the Goulding Avenue proposed parking restrictions, the Board consider the recommendations on those restrictions at its meeting on 13 September 2005, after receiving further visual information sought by the Committee.
- (f) In respect of the Clarence Street proposed bus stops, the Board approve:
- (i) The bus stop on the east side of Clarence Street commencing at a point 50 metres from its intersection with Peverel Street and extending in a southerly direction for a distance of 13 metres being revoked.
 - (ii) A bus stop to be installed on the east side of Clarence Street commencing at a point 3 metres from its intersection with Dilworth Street and extending in a southerly direction for a distance of 13 metres.

DEPUTY CHAIRPERSON'S RECOMMENDATION

That the Committee's recommendations be adopted.