



**Christchurch City Council**

## **RICCARTON/WIGRAM COMMUNITY BOARD**

### **TRANSPORT AND ROADING COMMITTEE AGENDA**

**FRIDAY 1 DECEMBER 2006  
AT 8.30AM**

**IN THE BOARDROOM, SOCKBURN SERVICE CENTRE  
149 MAIN SOUTH ROAD, CHRISTCHURCH**

**To: Transport and Roding Committee**

#### **INDEX**

- 1. APOLOGIES**
- 2. CORRESPONDENCE**
- 3. DEPUTATIONS BY APPOINTMENT**
  - 3.1 MUIR AVENUE, HALSWELL**
  - 3.2 WESTMORLAND RESIDENTS' ASSOCIATION**
  - 3.3 RICCARTON PARK RESIDENTS' ASSOCIATION**
- 4. CHURCH CORNER – ON-STREET PARKING REVIEW**
- 5. O'HALLORAN DRIVE –NEIGHBOURHOOD IMPROVEMENT WORK**
- 6. FOREMANS ROAD – GIVEWAY CONTROL**
- 7. TRANSPORT & ROADING COMMITTEE FUNDS UPDATE**
- 8. MEMBERS' INFORMATION EXCHANGE**
- 9. CURRENT ISSUES**

**1. APOLOGIES**

**2. CORRESPONDENCE**

Nil.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 MUIR AVENUE, HALSWELL**

David Chamberlain and Rob Airns, residents of Muir Avenue, Halswell would like to address the Committee to seek the Board's support for the Council to reseal driveways in Muir Avenue with the current upgrade of the street.

**3.2 WESTMORLAND RESIDENTS' ASSOCIATION**

Bill Kingston, Chairman of the Westmorland Residents' Association would like to address the Committee regarding the development of the Westmorland area.

**3.3 RICCARTON PARK RESIDENTS' ASSOCIATION**

Steven Shimmin, on behalf of the Riccarton Park Residents' Association would like to address the Committee on local traffic and roading concerns raised at an earlier deputation in September 2006.

**4. CHURCH CORNER – ON-STREET PARKING REVIEW**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Paul Burden/Jeff Owen, Traffic Engineers

**PURPOSE OF REPORT**

1. The purpose of this report is to both inform the Board of the outcome of the consultation process regarding the management of on-street car parking on the streets surrounding the Church Corner commercial area, and seek the Board's approval for the installation of parking restrictions (refer to **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Transport and Greenspace Unit have received complaints from residents regarding the current high levels of all day car parking on the streets surrounding the Church Corner shopping area bounded by Waimairi Road, Riccarton Road, Yaldhurst Road, Peer Street, and Bowen Street. The high level of on-street car parking is directly attributed to overflow staff and customer parking predominantly from the Church Corner commercial area.
3. Two rounds of consultation have been carried out involving all affected stakeholders (a detailed analysis of this process and results are contained in **Attachment 2** of this report). The first round of consultation sought to identify the issues and problems currently being experienced in the area. A total of 230 consultation documents were delivered and 57 submissions were received. The large majority of the submissions received stated satisfaction with the status quo. The main issues emerging from the submissions were:
  - (a) Visibility and safety issues particularly in Angela Street and Brake Street.
  - (b) Vehicles illegally parking particularly in Angela Street and Brake Street.
  - (c) Safety issues exiting Brake Street and Angela Street onto Yaldhurst Road.

#### 4 Cont'd

- (d) Safety issues entering and exiting off street parking in Leslie Street due to no centre line.
- 4. A number of measures were developed to address the concerns that were raised in the first round of consultation. The measures were then presented to the public for comment in a second round of consultation.
- 5. A total of 230 consultation documents asking for feedback on the proposals were delivered and 63 submissions were received with the following results:
  - (a) Proposed 'no stopping' restriction on the west side of Angela Street from Yaldhurst Road to Bowen Street. For 55, Against 6, No Comment 2.
  - (b) Proposed 'no stopping' restriction on the west side of Brake Street at the Yaldhurst Road intersection and extending for two car parking spaces. For 57, Against 3, No Comment 3.
  - (c) Proposed 'no stopping' restriction on the east side of Brake Street at the Yaldhurst Road intersection and extending for two car parking spaces. For 54, Against 3, No Comment 6.
  - (d) Proposed centre line on Leslie Street from Waimairi Road to Brake Street. For 59, Against 1, No Comment 3.
  - (e) Proposed parking ticks on both sides of Brake Street. For 60, Against 0, No Comment 3.
  - (f) Proposed parking ticks on both sides of Leslie Street. For 58, Against 1, No Comment 4.
  - (g) Proposed parking ticks on both sides of Bowen Street. For 62, Against 0, No Comment 1.
  - (h) Proposed parking ticks on the east side of Angela Street. For 63, Against 0, No Comment 0.
  - (i) Recommend clear marking of mobility parking spaces in the off-street car park in Leslie Street. For 55, Against 1, No Comment 7.
- 6. A low response rate can indicate there is a general approval for the proposals and this is reflected in the feedback that was received. As such the following is recommended:
  - (a) That a broken yellow "no stopping" line be installed on the west side of Angela Street between Yaldhurst Road and Bowen Street.
  - (b) That a broken yellow "no stopping" line be installed on both sides of Brake Street extending north from the Yaldhurst Road intersection.
  - (c) That a centre line be installed on Leslie Street from Waimairi Road to Brake Street.
  - (d) That parking ticks be installed on both sides of Bowen Street, Brake Street, Leslie Street and the east side of Angela Street.

#### FINANCIAL AND LEGAL CONSIDERATIONS

- 7. The installation of road markings and signage is within existing budgets.
- 8. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

**4 Cont'd****STAFF RECOMMENDATIONS**

That the Board agrees that the stopping of vehicles be prohibited at all times in the following locations:

- (a) The west side of Angela Street between Yaldhurst Road and Bowen Street.
- (b) The west side of Brake Street commencing 12 metres north of the Yaldhurst Road intersection and extending in a northerly direction for a distance of 12 metres.
- (c) The east side of Brake Street commencing 14 metres north of the Yaldhurst Road intersection and extending in a northerly direction for a distance of 10 metres.
- (d) That parking 'ticks' be installed adjacent to vehicle entrances on both sides of Brake Street, Bowen Street, Leslie Street and the east side of Angela Street.

**5. O'HALLORAN DRIVE – NEIGHBOURHOOD IMPROVEMENT WORK**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Brian Boddy, Project Consultation Leader

**PURPOSE OF REPORT**

- 1. The purpose of this report is to seek the Board's approval to maintain the intersection of O'Halloran Drive and Muir Avenue in its existing condition.

**EXECUTIVE SUMMARY**

- 2. This project was initiated in 2000 when local residents expressed their concern to the Board about the perceived high speeds and volume of traffic using O'Halloran Drive. The Board at that time requested that O'Halloran Drive be included in the Council's Capital Works Programme as Neighbourhood Improvement Work.
- 3. In response the project was added to the 2005/06 Capital Works Programme. A survey for this neighbourhood improvement work and consultation for a roundabout at the intersection of O'Halloran Drive and Muir Avenue was carried out in 2004. Several local residents expressed their concern that the work was unnecessary.
- 4. At the Board's meeting of 22 March 2005 the Board resolved "that the O'Halloran Drive Neighbourhood Improvement Work be delayed and replaced in the interim by Kennedys Bush Road/Glovers Road Neighbourhood Improvement Work in the 2005/06 Capital Works Programme."
- 5. The O'Halloran Drive carriageway is 10.1 – 10.4 metres wide with kerb and flat channel. There is a painted median at the intersection with Halswell Road to separate the exiting traffic from that entering O'Halloran Drive. The Halswell Road/O'Halloran Drive intersection is controlled with a 'Give Way' control against O'Halloran Drive, while the Muir Avenue/O'Halloran Drive intersection is controlled by compulsory 'Stops' against both Muir Avenue approaches.
- 6. An average of 1,150 vehicles/day use O'Halloran Drive, with 15% of these vehicles travelling in excess of 57 km/hr. No crashes have been reported in O'Halloran Drive in the last five years. O'Halloran Drive has been recently reassessed and at present scores 30 as a Neighbourhood Improvement Work. This is under the present cut-off score of 35.
- 7. The objectives of this project are:
  - (a) To improve safety for road users and local residents by lowering vehicle speeds.
  - (b) To discourage traffic from short cutting through O'Halloran Drive.

## 5 Cont'd

8. The project team considers that the available options do not produce significant benefits at a reasonable cost for the following reasons. There is significant community support for the do nothing option, the recorded average vehicle flow of 1150 vehicles/day does not indicate a short cutting problem, and no accidents have been reported to Land Transport New Zealand in O'Halloran drive for the last five years. Therefore, the do nothing option has been recommended as the preferred option, i.e. to maintain the intersection of O'Halloran Drive and Muir Avenue in its existing condition.

### FINANCIAL AND LEGAL CONSIDERATIONS

9. The Neighbourhood Improvement Work at the intersection of O'Halloran Drive and Muir Avenue was previously programmed in the Transport and Greenspace Unit's Capital Programme for implementation in the 2005/06 financial year. The do nothing option is recommended, which requires no funding.
10. There are no legal implications for this project.

### BACKGROUND ON THE O'HALLORAN DRIVE NEIGHBOURHOOD IMPROVEMENT WORK

11. This project was initiated to improve safety issues such as speeding and traffic volumes in O'Halloran Drive. O'Halloran Drive is located within the Wigram ward, which falls within the jurisdiction of the Riccarton/Wigram Community Board. The surrounding area is mostly residential in nature with a rural area to the south and west. O'Halloran Drive and Muir Avenue are both classified as Local Roads in the City Plan.
12. Following the installation of traffic signals at the Halswell Road/Sparks Road/Halswell Junction Road intersection a traffic recorder placed outside No.14 for a week recorded an average of 1,150 vehicles/day use O'Halloran Drive (the recommended maximum daily traffic flow for a local road is 3,000 vehicles/day) with 15% of these vehicles travelling in excess of 57 km/hr. A residents' survey was also carried out in February 2004 to determine if there was still a safety problem. Several residents who responded reported near collisions on the Muir Avenue/O'Halloran Drive intersection, identifying this intersection as the main safety concern for local residents, with the perception that there were a significant number of short cutting vehicles using the street.
13. After considering the residents' survey feedback, the crash statistics, and the traffic recorder results, three different options were considered by the project team:
  - (a) A roundabout at the O'Halloran Drive/Muir Avenue intersection.
  - (b) A four-way stop control at the O'Halloran Drive/Muir Avenue intersection.
  - (c) The do nothing option.
14. The residents and property owners of O'Halloran Drive and neighbouring streets were advised by publicity leaflet in December 2004 and the 'project information' section of the Council's website about option 1 (i.e. the proposed roundabout at the Muir Avenue/O'Halloran Drive intersection) (refer Attachment 4). Of the 37 responses received:
  - (a) 22 supported the proposed roundabout.
  - (b) Two are conditional in their support.
  - (c) Two are non-committal.
  - (d) 11 were against the proposed roundabout.
15. There have been no accidents reported to Land Transport New Zealand (L.T.N.Z) in the last five years (i.e. 2001 to 2005) on O'Halloran Drive. However, there have been two accidents reported to the L.T.N.Z. over this period on adjoining roads. These incidents involved:

## 5 Cont'd

- (a) A van losing control turning right off Sabys Road into O'Halloran Drive. Police advised that the road was slippery with rain and the driver was inexperienced.
  - (b) A car northbound on Halswell Road lost control at O'Halloran Drive going off the road to the left. Police advised that the driver refused an alcohol test or was above the limit – excess speed was also involved.
16. At its meeting of 22 March 2006 a report was presented to the Board seeking its approval for the O'Halloran Drive traffic Neighbourhood Improvements Work to proceed to final design, tender and construction. The Board resolved "that the O'Halloran Drive Neighbourhood Improvement Work be delayed and the Kennedys Bush Road/Glovers Road Neighbourhood Improvement Work brought forward." It is expected that the Kennedys Bush Road/Glovers Road Neighbourhood Improvement Work will be completed early in 2007.
17. O'Halloran Drive has been recently reassessed and now scores 30 as a Neighbourhood Improvement Project. This is under the present cut-off score of 35. The project team has therefore reconsidered the O'Halloran Drive Neighbourhood Improvement Work, and the most cost effective option that also provides a satisfactory level of service to local residents is a do nothing option. This option is recommended for the Board's approval.

## OPTIONS

18. Option 1 is a roundabout at the O'Halloran Drive/Muir Avenue intersection with a mountable apron and splitter islands on all four approaches. This proposal will both slow vehicles and improve traffic safety at the intersection as shown on **Attachment 1**. The roundabout has a semi-mountable apron so that heavy vehicles can negotiate it when necessary but cars would not normally use the apron meaning that straight through and right turning traffic would be slowed. Splitter islands on each of the approaches are proposed, including designated crossing points for pedestrians. This proposal has an estimated cost of \$142,000 (2006 estimate).
19. Option 2 is to install a four-way stop control as shown on **Attachment 2**. This option would be as effective as option 1 in terms of achieving the project objectives if all drivers observed the compulsory stop signs. However, it is the most expensive at \$158,000 (2005 estimate), due to the alterations that would need to be made to the existing kerb alignment.
20. Option 3 is to do nothing. This option is the most cost effective and provides a satisfactory level of service to local residents.

## Preferred Option

21. The preferred option is the do nothing approach as shown on **Attachment 3**.

## ASSESSMENT OF OPTIONS

### Alternative Options

22. Option 1 included the following features (see **Attachment 1**):
- (a) Semi-mountable apron so that heavy vehicles can negotiate it when necessary but cars would not normally use the apron meaning that straight through and right turning traffic would be slowed.
  - (b) Splitter islands on each of the approaches.
  - (c) Designated crossing points for pedestrians.
  - (d) No parking restrictions on both sides of all approaches to the intersection.

**5 Cont'd**

23. Due to the strong opposition to this proposal by 30% of the residents and the significant cost of implementation with relatively minor benefits Option 1 is not recommended for implementation. The other shortfall is the relocation of 34 metres of existing kerb and flat channel.
24. Option 2 included the following features:
- (a) A large kerb re-alignment/build-out on the north side of O'Halloran Drive on the western side of its intersection with Muir Avenue.
  - (b) The installation of compulsory stop restrictions against all traffic approaching the intersection.
25. Due to the cost of this proposal, Option 2 (see **Attachment 2**) was not recommended for implementation. Other shortfalls of this proposal included the reconstruction of 158 metres of existing kerb and flat channel, and no parking in the vicinity of the intersection.

**The Preferred Option**

26. As stated above, the objective of this project was to improve safety for road users by lowering vehicle speeds and to discourage traffic from short cutting through O'Halloran Drive.
27. The option to do nothing essentially means to do no capital works in O'Halloran Drive. This would retain the road environment in its existing condition.
28. The project team holds the view that neither of the proposals will achieve the aim of the project at reasonable cost. Both proposals could improve the safety of the intersection by reducing speed. There have been no crashes recorded at this intersection in the five-year period (2001-2005) and the vehicle volume of 1,150 vehicles/day is well below the recommended level for a local road of up to 3,000 vehicles/day.
29. Therefore, the do nothing option has been recommended as the preferred option, i.e. to maintain the intersection of O'Halloran Drive and Muir Avenue in its existing condition.

**STAFF RECOMMENDATION**

That the Board agrees to the do nothing option for the O'Halloran Drive Neighbourhood Improvement Work i.e., maintain the intersection of O'Halloran Drive and Muir Avenue in its existing condition.

**6. FOREMANS ROAD – GIVE WAY CONTROL**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Patricia Su, Traffic Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the installation of a "Give Way" control on the cul-de-sac section (western end) of Foremans Road (refer to **attached** plan).

**EXECUTIVE SUMMARY**

2. The Council has received a request from road users regarding the confusion that some drivers have over who gives way at the T-junction where Foremans Road splits into two different sections. The junction is currently an uncontrolled T-junction, therefore the standard T-junction rule should apply. However, due to the unlikelihood of encountering a vehicle approaching from the cul-de-sac end, there is a low expectation of vehicles turning right from Foremans Road (southern leg) having to yield to any vehicles approaching from the left (cul-de-sac end).

**6 Cont'd**

3. The predominant movement of vehicles is between the southern and eastern leg of Foremans Road. Installation of a "Give Way" control on the cul-de-sac end of Foremans Road would improve the safety and the efficiency by providing right of way to the predominant movement.
4. According to the LTNZ Crash Database, there have been no reported crashes at this junction in the last five years.
5. The visibility at this junction is adequate, therefore a "Give Way" control is appropriate. The two adjacent properties have been informed of the proposal.

**FINANCIAL AND LEGAL CONSIDERATIONS**

6. Cost is minimal and provided for in the Council's Operational Budget.
7. Land Transport Rule Traffic Control Devices 2004 "Part 10.3 Intersections controlled by give-way signs" provides for this.

**STAFF RECOMMENDATION**

That the Board approves that a "Give Way" control be installed against the cul-de-sac section (western end) of Foremans Road at the T-junction of Foremans Road (east and south approach).

**7. TRANSPORT AND ROADING COMMITTEE FUNDS UPDATE**

**Attached** is a schedule with up-to-date information on the 2006/07 Transport and Roding Committee Fund (this excludes all financial recommendations contained within the agenda).

**8. MEMBERS INFORMATION EXCHANGE**

Members will have an opportunity to provide updates on community activities/Council issues.

**9. CURRENT ISSUES**

Weng Kei Chen will provide a verbal update on current traffic/streets issues in the Riccarton/Wigram ward.