



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 2 MARCH 2007
AT 8.30AM

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

To: Transport and Roding Committee

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SEMINAR

1. RICCARTON ROAD TRAFFIC MANAGEMENT

1. APOLOGIES

2. CORRESPONDENCE

2.1 TEMPLETON RESIDENTS' ASSOCIATION

The **attached** letter has been received from the Templeton Residents' Association regarding the 100km speed limit on Barters Road, Hasketts Road and Waterloo Road.

3. DEPUTATIONS BY APPOINTMENT

3.1 ATHOL TERRACE PARKING CONCERNS

Cathy Watson, a resident of Athol Terrace would like to address the Committee to express her concern regarding the all day parking on Athol Terrace.

3.2 GILBERTHORPES ROAD – HEAVY TRUCK USAGE

Mr Banks, a resident of Gilberthorpes Road would like to address the Committee regarding heavy truck usage on Gilberthorpes Road.

4. RICCARTON ROAD – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burdon/Jeff Owen, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install a single section of broken yellow “no stopping” restriction on the north side of Riccarton Road, west of the Kauri Street intersection (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from road users and local businesses regarding safety issues associated with on-street parking on Riccarton Road, west of the Kauri Street intersection.
3. Riccarton Road is classified as a minor arterial road in the City Plan, accommodating traffic volumes of approximately 27,000 vehicles per day. Adjacent land on Riccarton Road east of the Matipo Street intersection is commercial, with the Westfield Riccarton Shopping Centre located on the south side and motel complexes located on the north. The north side of Riccarton Road, between the Matipo Street and Kauri Street intersections, is a major passenger transport hub with a bus stop measuring 27 metres in length, accommodating two buses.
4. On-street parking is prohibited on the north side of Riccarton Road between Puriri Street and Kauri Street, with the exception of five car parking spaces and a bus stop located immediately west of the Kauri Street intersection.
5. Two of the five on-street car parking spaces are located between the Kauri Motel and the Kauri Street intersection and are afforded the protection of the kerb build out at the Kauri Street intersection. Therefore, vehicles parked in these spaces are not blocking visibility or compromising road safety. It is proposed that this remain unchanged. The remaining three on-street car parking spaces are located directly east of the bus stop between the vehicle entrances to the Kauri Motel and the Deans Bush Motel. Removing these spaces through the installation of a section of broken yellow “no stopping” line would improve ingress and egress for the buses and improve the safety and visibility of vulnerable road users including

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pedestrians and cyclists around the buses. The installation of a section of broken yellow “no stopping” line would also improve visibility for vehicles exiting the Kauri Motel and the Deans Bush Motel. Observations have shown that vehicles turning left or right onto Riccarton Road from the motels have to move well into the road to check that the road is clear before completing their manoeuvre, due to a lack of visibility predominantly attributed to the presence of parked cars and buses on Riccarton Road.

6. A search of the Land Transport database revealed one reported crash within the last five years, where a vehicle turning right onto Riccarton Road from a motel did not see and/or look when required to give way and hit a vehicle east bound on Riccarton Road. However, local business owners have reported several unreported crashes at this location and numerous near misses predominantly attributed to a lack of visibility and congestion associated with parked cars and buses.
7. The preferred option to improve road safety is the installation of a section of broken yellow “no stopping” line and the removal of three of the five remaining car parking spaces on the north side of Riccarton Road west of the Kauri Street intersection. This option will improve ingress and egress for buses, improve safety for vulnerable road users around the buses and improve visibility for vehicles exiting neighbouring commercial properties as well as being cost effective.
8. Consultation has been carried out with the affected motel proprietors and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The installation of road markings is within operational budgets.
10. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATION

That the Board agrees that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at a point 38.5 metres east of the Kauri Road intersection and extending in an easterly direction for a distance of 15.5 metres.

5. NGA MAHI ROAD – PROPOSED FIVE MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burdon/Jeff Owen, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install a short length of five minute parking restrictions on the southern side of Nga Mahi Road south of the Blenheim Road intersection (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The proprietor of the “Food Cube” take away food bar, located at 7 Nga Mahi Road, has requested that a five minute parking restriction be installed to service its customers.
3. Nga Mahi Road is placed within a newly developing light industrial area. The kerbside spaces are currently unrestricted and are occupied all day by employees from the surrounding businesses. The “Food Cube” business is very popular and services a wide catchment and there is a considerable demand for short term parking.

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4. It is likely that the economic vitality of "Food Cube" is being adversely affected by the lack of available customer parking. The installation of a five minute parking restriction, covering 2 spaces outside "Food Cube" and the neighbouring business (Bosch), would go some way to addressing the concerns being raised.
5. It is noted that the Council's Parking Strategy for "Business Areas" states that "short stay parking for retail needs" is a higher priority than "commuter parking".
6. "Food Cube" and neighbouring "Bosch" are considered to be the only businesses directly affected and their support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Installation of signs and posts is within existing budgets.
8. The Land Transport Rules provide for the installation of parking restrictions.

STAFF RECOMMENDATION

That the Board agrees that the parking of vehicles be limited to a five minute maximum on the southern side of Nga Mahi Road commencing at a point 72 metres south of the Blenheim Road intersection and extending 11 metres in a south westerly direction.

6. DOVEDALE AVENUE – NEW BUS SHELTER LOCATION

General Manager responsible:	General Manager City Environment, DDI: 941 8656
Officer responsible:	Transport & Greenspace Manager
Author:	Lindsay Eagle, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to provide the Board with information concerning the provision of a new bus shelter proposed to be located at Number 5 Dovedale Avenue and to enable the Board to consider funding the installation of a bus shelter at this location.

EXECUTIVE SUMMARY

2. Bus patrons have requested that the Council provide a bus shelter along the street frontage of Number 5 Dovedale Avenue, for Ilam Bus Route Number 21.
3. The College of Education and the density of accommodation and housing in this area generate a high volume of bus patrons. Installing shelters at this and other locations along the bus route would be appropriate.
4. The Transport and Greenspace Unit's operational budget does not contain financial provision for the construction and installation of shelters for the current financial year.
5. Agreement has not been gained from the owners of the property situated at Number 5 Dovedale Avenue to install a bus shelter in front of their property. At this stage this site is an empty section and although plans have been submitted to the Council for redevelopment, this has not proceeded to committed construction. The current status appears to be suspended. Ownership of the site may be changeable.
6. Proceeding with the installation of a bus shelter anywhere along the road frontage at this location would appear to be not prudent prior to the adjoining property owner's commitment to a substantial and specific development programme on the site.

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FINANCIAL AND LEGAL CONSIDERATIONS

7. The Council is empowered under Section 339 of the Local Government Act to direct installation of public transport infrastructure within the legal road. To exercise the power of the Council, a hearings panel would hear and determine objections and make a decision.
8. Should the Board recommend the installation of a shelter at this time, the Council would be required to have a suitable shelter constructed and erected on the site. The overall cost for a Council shelter would be around \$15,000 which would have to be met from the Board's budget.

OPTIONS

9. The Board could recommend the installation of a shelter at Number 5 Dovedale Avenue and allocate funding for its construction and erection, providing that there is not a conflict with the position of the private development on the adjoining site.
10. The Board could recommend the installation of a shelter at Number 5 Dovedale Avenue, provided that the Council approves funding from its 2008/09 budget, providing that there is not a conflict with the position of the private development on the adjoining site.
11. The Board does not recommend the installation of a shelter at Number 5 Dovedale Avenue.

STAFF RECOMMENDATION

That the Board recommends to the Council that a bus shelter be installed at Number 5 Dovedale Avenue provided that the Council approves funding from its 2008/09 budget, providing that there is not a conflict with the position of the private development on the adjoining site (Option 10).

7. PENTONVILLE CLOSE/PENRUDDOCK RISE – PROPOSED “GIVE WAY” CONTROL AND NO STOPPING

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Jeff Owen & Michael Thomson, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval of the installation of a "Give Way" control against Pentonville Close at the Penruddock Rise intersection and the installation of associated no stopping restrictions at the intersection (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from local residents and road users regarding the level of safety at the intersection of Pentonville Close and Penruddock Rise. The intersection is currently an uncontrolled "T" junction with the normal *"giveway to the right"* rule applying. There are several factors that are causing concern at this intersection. Penruddock Rise continues uphill to the Westmorland residential community from the intersection at Pentonville Close. The curves in the road mean vehicles wishing to turn right out of Pentonville Close must effectively nearly stop to observe vehicles approaching from their left. Vehicles turning left into Pentonville Close tend to cross the centre of the roadway. Guidance of vehicle position is required for the driver. There is general concern regarding the level of safety at the intersection.
3. Pentonville Close and Penruddock Rise are both classified "local" roads in the City Plan. Both roads have a 50kph speed limit. Both roads are residential with a larger new residential subdivision being developed off Pentonville Close. Pentonville Close was a short cul de sac until recent times. At this stage of the development, Pentonville Close provides the only access to the subdivision. The subdivision will add approximately 150 extra dwellings, which are to be serviced off Pentonville Close.

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4. A search of reported crashes at or within 30 metres of the intersection over the last five years has shown that there have been no crashes that could have been prevented with the installation of a "Give Way" control. However, the intersection is still "*perceived*" as unsafe.
5. The preferred option to address the issues of concern is the installation of a "Give Way" control and markings against Pentonville Close at the Penruddock Rise intersection.
6. In association with the "Give Way" control, the existing no stopping restriction on Pentonville Close will be extended to the east to provide better clearance for the "Give Way" control.
7. There is adequate visibility so that this method of control is considered appropriate. This option would resolve the priority and confusion issues being experienced at the intersection and will be cost effective. Guidance for left turning vehicles into Pentonville Close will be achieved by the associated road markings of the "Give Way" control. This option will produce a safer and more efficient intersection.
8. The Westmorland Residents' Association supports this proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

9. Sign and markings are provided for within existing budgets.
10. The Land Transport Rules provide for the installation of Give Way controls.

STAFF RECOMMENDATIONS

That the Board agrees that:

- (a) A "Give Way" control be placed against Pentonville Close at the Penruddock Rise intersection.
- (b) The existing "No Stopping" restriction, at the intersection of Penruddock Rise and Pentonville Close be revoked.
- (c) The stopping of vehicles be prohibited at any time on the south side of Pentonville Close commencing at the southeast corner of the Penruddock Rise intersection and extending in an easterly direction for a distance of 15.0 metres.
- (d) The stopping of vehicles be prohibited at any time on the north side of Pentonville Close commencing at the northeast corner of the Penruddock Rise intersection and extending in an easterly direction for a distance of 16.0 metres.
- (e) The stopping of vehicles be prohibited at any time on the east side of Penruddock Rise commencing at the northeast corner of the Pentonville Close intersection and extending in a northerly direction for a distance of 25.0 metres.
- (f) The stopping of vehicles be prohibited at any time on the east side of Penruddock Rise commencing at the southeast corner of the Pentonville Close intersection and extending in a southerly direction for a distance of 12.0 metres.

8. TRANSPORT AND ROADING COMMITTEE FUNDS UPDATE

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

9. UPDATE ON CURRENT TRANSPORT ISSUES

9.1 LANCEWOOD DRIVE

Andrew Hensley, Capital Programmes Unit, will provide the Board with an update on its request for information on options to bring forward the Lancewood Drive Neighbourhood Improvement Works project from 2010/11 and instead fund the project from available 2006/07 Transport and Roading Committee Funds or partial 2006/07 Committee/Discretionary Funds.

9.2 CURRENT ISSUES

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

10. MEMBERS INFORMATION EXCHANGE

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

SEMINAR

1. RICCARTON ROAD TRAFFIC MANAGEMENT

Kirsty Ferguson, Transport Consultation Leader, City Environment Group would like to present for feedback the draft Riccarton Road Traffic Management plans.