



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

**FRIDAY 30 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 TO FOLLOW)

1. APOLOGIES

2. CORRESPONDENCE

2.1 YALDHURST MASHAM DEVELOPMENT

Correspondence (**separately circulated** to members) has been received from Stephen Shimmin regarding the proposed Masham Yaldhurst development.

3. CARMEN ROAD – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burden & Mike Thomson, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to extend a length of existing broken yellow “no stopping” line on Carmen Road immediately north of the Bella Rosa Drive intersection (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from residents of Bella Rosa Drive regarding safety and visibility problems at the Bella Rosa Drive/Carmen Road intersection.
3. Concerns have been raised regarding the lack of visibility of south bound vehicles on Carmen Road by vehicles turning right out of Bella Rosa Drive into Carmen Road. Observations have shown that vehicles currently have to move well into the intersection to check the road is clear before completing their manoeuvre. This lack of visibility is directly attributed to the presence of parked vehicles on Carmen Road immediately north of the Bella Rosa Drive intersection. The high traffic volumes being experienced on Carmen Road, coupled with the limited visibility attributed to the parked vehicles on Carmen Road, is resulting in safety concerns for vehicles turning right out of Bella Rosa Drive.
4. Bella Rosa Drive forms a “T” intersection with Carmen Road and the intersection is controlled by a “Give Way” control against Bella Rosa Drive. Carmen Road is classified as a “Major Arterial” road in the City Plan and it provides a significant traffic movement function and carries a large volume of traffic. Land use on Carmen Road in the immediate vicinity of the Bella Rosa Drive intersection is mixed. The west side of Carmen Road is predominantly residential and the east side of Carmen Road is predominantly industrial. On-street car parking on Carmen Road is currently unrestricted and demand for long term on-street parking is high. This demand is attributed to the employees from the industrial area on the east side of Carmen Road. Jerez Place and Cataluna Place intersect with Bella Rosa Drive and all three roads are residential cul de sacs, and provide a strong property access function, and are classified as “Local” roads in the City Plan.
5. A search of the Land Transport crash database for the last five years revealed that there have been no reported crashes resulting from poor visibility in the immediate vicinity. However, local residents have reported several near misses at the intersection.
6. To improve road safety and visibility for road users it is proposed that the existing length of broken yellow “no stopping” line be extended north along Carmen Road removing two car parking spaces. This is considered to be the most cost effective and practical solution to the problem.
7. Consultation has been carried out with all affected parties and support has been forthcoming.

3 Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

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

STAFF RECOMMENDATIONS

That the Board agrees:

- (a) That the existing "no stopping" restriction of the west side of Carmen Road commencing at the Bella Rosa Drive intersection and extending in a northerly direction for a distance of 25 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the west side of Carmen Road commencing at the Bella Rosa Drive intersection and extending in a northerly direction for a distance of 39 metres.

4. **HANSONS LANE – PROPOSED "NO STOPPING" RESTRICTION**

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Peter Harte & Mike Thomson, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the extension of broken yellow "no stopping" lines on the corner of Blenheim Road and Hansons Lane (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from residents of Hansons Lane regarding safety and access problems both entering and exiting driveways. Concerns have been raised about the presence of vehicles parked on both sides of driveways along Hansons Lane near its intersection with Blenheim Road.
3. Currently there are yellow "no stopping" lines present on the east side of Hansons line continuing around the corner to Blenheim Road. No restrictions or controls are present on the west side of Hansons Lane and the Blenheim Road intersection. The area is residential but the presence of Blenheim Road makes traffic flow along Hansons Lane constant and heavy.
4. To improve road safety and visibility for residents' exiting their properties it is proposed that a section of broken yellow "no stopping" lines be installed at the western side of Hansons Lane at the Hansons Lane/Blenheim Road intersection. This is considered the most cost effective and practical solution to the problem.
5. Consultation has been carried out with the affected residents and they support the proposed action.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Cost is minimal and provided for in the Transport Unit's operational budget.
7. Land Transport Rule, Road User 2004 provides for this action.

4 Cont'd

STAFF RECOMMENDATIONS

That the Board approves:

- (a) That the broken yellow "no stopping" lines on the eastern side of Hansons Lane commencing at its intersection with Blenheim Road and extending in a northerly direction for 10 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the eastern side of Hansons Lane commencing at its intersection with Blenheim Road and extending in a northerly direction for 25 metres.

5. **MAXWELL STREET – PROPOSED "NO STOPPING" RESTRICTION**

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Peter Harte & Mike Thomson, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of broken yellow "no stopping" lines on Maxwell Street (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from road users regarding safety and visibility problems at the Wainui Street entrance to Riccarton Mall. Concerns have been raised about the presence of vehicles parked on both sides of the entrance.
3. There are currently parking restrictions present at the other three entrances on Maxwell Street in the form of broken yellow lines for at least twenty metres on each side of the entrances. Restricted parking for 120 minutes is present along the whole south side of Maxwell Street. The area is residential but the presence of the Mall makes traffic flow along Maxwell Street constant and heavy.
4. To improve safety and remove the visibility problems it is proposed that broken yellow "no stopping" lines be installed on both sides of this entrance. This is considered the most cost effective and practical solution to the problem.
5. Consultation with the affected local residents in the area has been carried out and there are no issues with the proposed action.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Cost is minimal and provided for in the Transport Unit's operational budget.
7. Land Transport Rule, Road User 2004 provides for this action.

STAFF RECOMMENDATION

That the Board approves that the stopping of vehicles be prohibited at any time on the north side of Maxwell Street commencing at a point 55 metres from its intersection with Matipo Street and extending in an easterly direction for 65 metres.

6. SETON STREET – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Peter Harte & Mike Thomson, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for the installation of a broken yellow “no stopping” line in Seton Street (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from the residents of Seton Street regarding safety and visibility problems both entering and exiting Seton Street. Concerns have been raised about the presence of vehicles parked on both sides of Seton Street as well at its intersection with Kyle Street.
3. There are currently no restrictions or controls present in Seton Street or at the Seton/Kyle Street intersection.
4. Access to Seton Street is narrow (6.2 metres) and access for emergency services must be allowed. It should also be noted that refuse trucks cannot access the street when cars are parked on both sides of the road. With the unrestricted parking on the street this criteria cannot currently always be met.
5. The installation of broken yellow “no stopping” lines on the west side of Seton Street and around the corner into Kyle Street is considered the most cost effective and practical solution to the problem.
6. Consultation has been carried out with the affected residents and they support the proposed action.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Cost is minimal and provided for in the Transport Unit’s operational budget.
8. Land Transport Rule, Road User 2004 provides for this action.

STAFF RECOMMENDATIONS

That the Board approves:

- (a) That the stopping of vehicles be prohibited at all times on the west side of Seton Street commencing at its intersection with Kyle Street and extending in a northerly direction for a distance of 30 metres.
- (b) That the stopping of vehicles be prohibited at all times on the south side of Kyle Street commencing at its intersection with Seton Street and extending in a westerly direction for a distance of 12 metres.

7. WAIMAIRI ROAD – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Peter Harte & Mike Thomson, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for the extension of broken yellow “no stopping” lines on Waimairi Road south of its intersection with Peer Street (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from road users regarding safety and congestion problems at the Waimairi Road/Peer Street intersection. Concerns have been raised about the presence of vehicles parked on the west side of Waimairi Road.
3. Currently there are broken yellow “no stopping” lines extending 35 metres on the western side of the street from the intersection. There is also present a splitter island at the Waimairi Road/Peer Street intersection.
4. During peak hours the Waimairi Road/Peer Street Intersection is extremely busy. The presence of vehicles parked close to the intersection actually blocks the left turn traffic into Peer Street and creates a longer queue.
5. To improve road safety and traffic flow it is proposed that the current broken yellow “no stopping” lines be extended for a distance of 20 metres until the start of the first driveway on the western side of Waimairi Road. This is considered the most cost effective and practical solution to the problem.
6. The proposed action does not affect any residents in the area.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Cost is minimal and provided for in the Transport Unit’s operational budget.
8. Land Transport Rule, Road User 2004 provides for this action.

STAFF RECOMMENDATIONS

That the Board approves:

- (a) That the broken yellow “no stopping” lines on the western side of Waimairi Road commencing at its intersection with Peer Street and extending in a southerly direction for 32 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the western side of Waimairi Road commencing at its intersection with Peer Street and extending in a southerly direction for 52 metres.

8. UPDATE ON LOCAL ISSUES FROM TRANSIT NEW ZEALAND

Tony Spowart of Transit New Zealand will be in attendance to update members on various matters in the Board area.

9. UPDATE ON CURRENT TRANSPORT ISSUES

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

30. 3. 2007

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10. MEMBERS INFORMATION EXCHANGE

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

(SEMINAR TO FOLLOW)