

## 10. COLLINS STREET TRAFFIC ISSUES

<b>General Manager responsible:</b>	General Manager City Environment, DDI: 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to advise and update the Board on the findings of the traffic accessing the surrounding area to and from Collins Street via Emerson Street.

### EXECUTIVE SUMMARY

2. The Council received a request concerning through traffic travelling from and onto Brougham Street through Collins Street, Emerson Street and then Dickens Street to Lincoln Road.
3. The issues raised were to be addressed as part of the kerb and channel renewal project for Emerson Street, however, in August 2006 the Board was advised through a memo from the Capital Projects Team that the kerb and channel renewal in this Addington Cluster group was being deferred.
4. A number plate survey was undertaken on 29 November 2006 from 4pm until 6pm. The pm peak period was selected to capture the maximum number of vehicles travelling through Emerson Street. The number plates of the vehicles were recorded opposite 11 Dickens Street and outside 27 Collins Street.

The following summary of the results, shows all the possible cut through traffic by way of Emerson Street:

	<b>No. of Vehicles</b>
Within 5 minutes of each location	11
More than 10 minutes apart at each location	7
Recorded more than twice	3

(Note: The actual data is not shown in this report due to privacy reasons.)

5. There were seven vehicles that were recorded to have travelled between Collins Street and Dickens Street but were recorded at over ten minutes apart, ranging up to 1.55 hours apart. Due to the time difference, these motorists are assumed to be visiting in the area or for drop offs/pick ups and therefore have a reason to be there. There were three vehicles that were recorded more than twice; these vehicles are therefore assumed to be residing in the area but have travelled out for errands and then back again.
6. Only vehicles that were recorded at each location within five minutes of each other are considered to be cut through traffic. There were 11 vehicles in this category, which is approximately 5.8% of the traffic that may have travelled through Emerson Street from Collins Street. This proportion of cut through traffic using Emerson Street is not considered to be unreasonable.
7. Transit New Zealand is currently planning for the Southern Motorway upgrade. This will involve construction of an on/off ramp. It would be desirable to include a solid median across Collins Street and Simeon Street at the same time. This would have the effect of reducing the number of vehicles using Collins Street, and likely to reduce the volume of traffic through Emerson Street.
8. Access onto and from Collins Street via Brougham Street would be reduced to "left in" and "left out" only. The same applies to Simeon Street. Alternative access into the area for the local traffic is available via Selwyn Street, which is a "Collector" road where traffic should be travelling to access the area. Signals would, however, remain for pedestrians and cyclists access across Brougham Street at this location.

9. Improvements to the Collins Street and Emerson Street junction could be made in the short term, by removing the standard Christchurch City Council (CCC) chevron board that is present, and replacing it with more appropriate structures, eg bollards/posts to prevent vehicles utilising the adjacent driveway to cut through the junction. Installing a 30m centreline on Emerson Street leading up to Collins Street junction will further delineate the junction.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

10. The costs of replacing the standard CCC chevron board with bollards/posts and linemarking are minimal and provided for in the operational budget.
11. The construction of a median on Brougham Street will be undertaken as part of the alterations to the Southern Motorway on/off ramp by Transit New Zealand.
12. Land Transport Rule, Road User 2004 provides for this.

#### **STAFF RECOMMENDATIONS**

It is recommended that:

- (a) The Spreydon/Heathcote Community Board supports the plan (for consultation purposes) for a solid median to be extended across Collins Street and Simeon Street as part of Transit New Zealand's proposed alterations to the on/off ramp of the Southern Motorway. This will allow left in and left out only vehicle access to and from Collins Street, and Simeon Street onto Brougham Street.
- (b) The CCC chevron board be replaced with bollards/posts, and a centreline on Emerson Street at the Collins Street junction be installed.

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

For discussion.