

5. PEER STREET AND WAIMAIRI ROAD INTERSECTION TRAFFIC SIGNALS AND PEER STREET TRAFFIC MANAGEMENT CHANGES



General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Asset Network and Planning Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to recommend to the Council for the installation of traffic signals at the intersection of Peer Street and Waimairi Road as shown on **Attachment 1**, and for the Board to approve no stopping restrictions along Peer Street, and a minor realignment of kerb and channel to Athol Terrace as shown on **Attachment 2**.

EXECUTIVE SUMMARY

2. A resource consent was granted by the Council to Foodstuff South Island Limited for the development of a supermarket at 47 - 57 Peer Street with floor area of approximately 3,130 square metres. The consent requires the installation of traffic signals at the Peer Street and Waimairi Road intersection, with associated traffic management measures along Peer Street.
3. The Resource Consent also requires Foodstuffs South Island Limited to seek the Council's approval for the change to its existing road infrastructures prior to the commencement of the supermarket construction. In addition, it is a requirement of the resource consent that the traffic signals have to be in operation prior to the opening of the supermarket in April 2011.
4. Peer Street and Waimairi Road are both minor arterial roads along the city ring route network carrying approximately 14,000 vehicles per day. In close proximity of the development there is an existing high school, university hostels and a future retirement village. The proposed traffic signals are an appropriate form of traffic control for the road network.
5. The Council received 22 submissions when the approved resource consent traffic plan was presented to stakeholders for their input. Six submissions objecting to the proposals were received and several submissions raised other concerns and issues.
6. Peer Street and Waimairi Road are two important minor arterial roads within the city network and often specific needs of individuals cannot be accommodated with the existing proposed change. This was the case for the four objections received from residents who had concerns exiting a right of way. With the traffic signals installation their abilities to turn right from their driveway will be further disadvantaged particularly at peak travel times. The two other objections were on the grounds that the signals would disadvantage the flow of traffic for the ring route.
7. Other issues and concerns raised were the need for:
 - (a) Safer pedestrian and cycle route;
 - (b) Traffic controls for pedestrian and cyclist movements at the Athol Terrace and Peer Street intersection;
 - (c) Change to Athol Terrace intersection with Peer Street to accommodate cyclists and create adequate space for right and left turners onto Peer Street;
 - (d) Additional traffic signs to remind commuters of the speed restriction;
 - (e) Trimming of vegetation to improve sight distance;
 - (f) Additional 'no stopping' of vehicles to provide more road space;
 - (g) Driver education programmes to improve traffic behaviour on roads particular speeds, various functions of traffic arrangement measures such as flushed median, cycle lane etc.

8. In considering the feedback received and at the same time maintaining the function of the two minor arterial roads, two changes are considered appropriate:
 - (a) The provision of a pedestrian facility at Athol Terrace intersection;
 - (b) Extension of 'no stopping' of vehicles outside 93 Waimairi Road.
9. The provision of a pedestrian facility at Athol Terrace intersection will result in the resumption of road land currently occupied by the owners of 23 Peer Street. The land is densely landscaped with trees and shrubs. The existing ditched channel will be replaced on a new alignment as shown on **Attachment 2**. This will create adequate road spaces for a traffic island and sufficient space for left and right vehicular movements at the intersection.
10. Other operational issues raised, for example the trimming of vegetation and installation of extra traffic signs have been referred to Road Maintenance Team for appropriate actions.
11. The main features for the proposal can be summarised:
 - (a) Installation of traffic signals at Peer Street and Waimairi Road intersection incorporating pedestrian safety measures;
 - (b) Extending the 'no stopping' along the western side of Peer Street at Waimairi Road intersection to 87 Peer Street to create sufficient space for a painted flush median and adequate traffic lane width;
 - (c) Extending the 'no stopping' along the eastern side of Peer Street and Waimairi Road intersection to Athol Terrace to provide sufficient space for a painted flush median and adequate traffic lane width;
 - (d) Extending the 'no stopping' along the western side of Waimairi Road outside 93 Waimairi Road;
 - (e) Alteration to Athol Terrace at Peer Street intersection to provide a pedestrian facility and adequate road space for vehicles turning movements.

FINANCIAL IMPLICATIONS

12. The traffic signals and traffic management measures along Peer Street as shown on **Attachment 1** will be funded by Foodstuffs South Island Limited.
13. Foodstuff South Island Limited will be contributing \$5,000 to the pedestrian facility at Athol Terrace. The estimated cost for this facility and other associated work is \$20,000. The funding for the balance of \$15,000 is available from the Transport and Greenspace Subdivision Budget.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. The work required is stipulated in the resource consents for the supermarket development. There is funding in the Subdivision LTCCP Budget for this work in 2010/11.

LEGAL CONSIDERATIONS

15. The changes to the Council's road infrastructure requires both the Board's and the Council's approvals as set out in the delegation register dated December 2009.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. Yes the work provides a safe sustainable road network that enables access to goods and services, work and leisure activities.

ALIGNMENT WITH STRATEGIES

17. This work is considered consistent with the traffic objectives in the Christchurch City Plan.

CONSULTATION FULFILMENT

18. A presentation was made to Riccarton/Wigram Board by representatives of Foodstuff South Island Limited prior to the plan being distributed to stakeholders for consultation. The plan was distributed after the appeal period of resource consent issued on 2 June 2010.
19. Consultation documents were delivered to surrounding residents along Peer Street and Waimairi Road and similar documents were also sent to other stakeholders and owners of the properties.
20. There were 22 responses with 16 supportive and six against.
21. Out of six submissions against the proposal four objections were from residents served by a right of way at 103 Waimairi Road. Their concerns were their abilities to turn right onto Waimairi Road. The right vehicular movement would be severely compromised particularly at peak travel times with traffic signals working. The two other objections were on grounds that signals would disadvantage the function of the ring route and one suggested of realigning Waimairi Road at the intersection.
22. There were 16 submissions in support of the proposal and at the same time some issues were also raised and these were:
 - (a) Safer pedestrian and cycle route;
 - (b) Traffic controls for pedestrian and cyclist movements at Athol Terrace and Peer Street intersection;
 - (c) Change to Athol Terrace intersection to accommodate cyclists and create adequate road space for right and left turns;
 - (d) Additional traffic signs to remind commuters of the speed restriction;
 - (e) Trimming of vegetation to improve traffic sight distance;
 - (f) Additional 'no stopping' of vehicles to provide more road space at 93 Waimairi Road;
 - (g) More resources to be employed for driver education.

STAFF RECOMMENDATION

It is recommended:

- (a) That the Committee recommends that the Board approve:
 - (i) That any existing parking restrictions at any time on the western side of Peer Street from Waimairi road the Athol Terrace be revoked;
 - (ii) That any existing parking restrictions at any time on the eastern side of Peer Street from Waimairi Road to a point measured 40 metres generally south of Athol Terrace be revoked;
 - (iii) That any existing parking restrictions at any time on the western side of Waimairi Road from Peer Street to a point measured 40 metres generally southeast be revoked;
 - (iv) That all existing parking restrictions on the eastern side of Peer Street from Waimairi Road the Athol Terrace be revoked;
 - (v) That the stopping of vehicles be prohibited at any time on the western side of Peer Street commencing at the intersection with Athol Terrace and extending in a generally southerly direction for a distance of 205 metres;
 - (vi) That the stopping of vehicles be prohibited at any time on the western side of Peer Street commencing at the intersection with Athol Terrace and extending in a generally northerly direction for a distance of 20 metres;

- (vii) That the stopping of vehicles be prohibited at any time on the western side of Waimairi Road commencing at the intersection with Peer Street and extending in a generally southerly direction for a distance of 55 meters;
 - (viii) That the stopping of vehicles be prohibited at any time on the western side of Peer Street commencing at the intersection with Waimairi Road and extending in a generally southerly direction for a distance of 57 metres;
 - (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Peer Street commencing at the intersection with Waimairi Road and extending in a generally southerly direction for a distance of 180 metres;
 - (x) That the pedestrian facility at Athol Terrace as shown on **Attachment 2** be installed.
- (b) That the Committee recommends that the Board recommend to the Council to approve:
- (i) That traffic signals be installed at the intersection of Waimairi Road and Peer Street as indicated in the **Attachment 1**.
 - (ii) That the Give Way control on Peer Street at the intersection with Waimairi Road be removed.