

6. WINSLOW STREET – REQUEST FOR PARKING RESTRICTION ON THE STREET

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	George Kuek, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to advise the Fendalton/Waimairi Community Board's Works, Traffic and Environment Committee of the findings of investigations into the request for parking restrictions on Winslow Street, and to recommend that the Committee recommend that the Board agree that the additional option (see Option 9 below) to install a median on Roydvale Avenue to restrict traffic flow to "left-turn in/left-turn out" on Winslow Street be adopted.

EXECUTIVE SUMMARY

2. The Works, Traffic and Environment Committee at its meeting on 23 June 2008, received a deputation from David Moyle and Gary Walker of Winslow Street who expressed their concerns about traffic issues in Winslow Street, Burnside. They explained that there was pressure on parking in the street and movement through the street caused by long-term parking. The submitters discussed a number of options for addressing these concerns and noted that their views were generally supported by other residents in the street.
3. The Committee decided to request that staff report back to a future meeting of the Committee on options for addressing the concerns of the residents in Winslow Street, with options to include converting the street into a cul-de-sac (no through traffic), parking restrictions (either "No Parking" or "P120" restrictions), and the possibility of restricting the exit from Winslow Street onto Roydvale Avenue to left-turn only (no right turn out).
4. Winslow Street is a local residential street approximately eight metres wide and 105 metres long, running generally in the east-west direction, and with a speed limit of 50 kilometres per hour (refer **attachment 1**).
5. Winslow Street intersects with the southeast side of Roydvale Avenue (a collector road), at a point approximately 80 metres northeast of the signalised Memorial Avenue/Roydvale Avenue intersection.
6. Winslow Street links with Burnside Crescent (a local road) at its eastern end and with Roydvale Avenue at its western end. Both these intersections are uncontrolled.
7. Sir William Pickering Drive runs off the northwest side of Roydvale Avenue, on the opposite side of, but offset from the Winslow Street/Roydvale Avenue intersection.
8. At the western end of Winslow Street, the threshold kerbs are at right angles with the kerb and channel on Roydvale Avenue and the carriageway is narrowed to 4.5 metres, with a speed hump. The eastern threshold has a nine metre radius curve kerb and channel linking with those on Burnside Crescent, and the street narrows to 3.5 metres, with a speed hump, at this point.
9. A total of nine properties line both sides of Winslow Street, but only seven of these properties, namely 1, 4, 5, 6, 8, 10 Winslow Street, and 27 Burnside Crescent, have direct vehicle access from Winslow Street. All these seven properties have sufficient space for on-site parking.
10. Number 50 Roydvale Avenue has direct vehicle access onto Roydvale Avenue. A permitted business operates from this address that provides assessment and rehabilitation services for people who have sustained a traumatic brain injury or who have been diagnosed with neurotoxicity.
11. The main vehicle access to 31 Burnside Crescent is from Burnside Crescent, with a secondary access (which appears to be used for trailer parking) from Winslow Street.
12. There are currently no restrictions on parking along Winslow Street.

13. Analysis of crashes for the last five years shows that no crashes have been reported on Winslow Street. The only reported crash was a car losing control and crashing into a tree as it sped round the right hand bend on Burnside Crescent at its intersection with Winslow Street.
14. A traffic survey in September 2009 yielded the following information:
 - (a) Average daily total traffic volume of 780 vehicles (418 eastbound, 362 westbound)
 - (b) Weekly total traffic volume of 5,459 vehicles
 - (c) Maximum speed of 57.9 kilometres per hour
 - (d) Mean speed of 31.2 kilometres per hour
 - (e) 85 percent speed of 36.4 kilometres per hour.
15. Since there are only seven residential properties in this street which have direct vehicle access, the relatively high average daily total traffic volume of 780 vehicles would indicate that the street is being used as a short cut ('rat run') between Roydvale Avenue and the residential area southeast of Roydvale Avenue.
16. Motorists travelling south on Roydvale Avenue and heading east into the city centre are turning left into Winslow Street, driving along Burnside Crescent and exiting onto Memorial Avenue via Kendal Avenue, to avoid having to stop when the signals are red at the Memorial Avenue/Roydvale Avenue signalised intersection.
17. Motorists travelling through the residential area on the southeast side of Roydvale Avenue are using the Winslow Street/Roydvale Avenue exit to head west along Memorial Avenue via the Memorial Avenue/Roydvale Avenue signalised intersection, to avoid possible delays turning right at the Memorial Avenue/Kendal Avenue unsignalised intersection, which is also viewed as a less safe intersection.
18. Long-term commuter parking is generated by employees from the business at 50 Roydvale Avenue, and from industries, offices and businesses along Sir William Pickering Drive, which is only 6.5 metres wide and has only 30 spaces available for on-street parking.
19. A door-knocking survey was carried out on 2 October 2009 to consult with residents on their views on the traffic issues on Winslow Street. Residents from only three properties were available at that time for comments, and all agreed that there is an issue with all-day commuter parking and indicated that they would be in support of time restricted parking on one side of the street. Note that these three residents did not include the two submitters.
20. Staff have visited the street on a number of other occasions to carry out observations, and it was noted during all those visits that the street was not fully parked.
21. In response to the Committee's request, the following options were considered, and the pros and cons identified:

Option 1 – Do-nothing option

22. Under this option, no action is proposed as the treatment of this street is working as intended, for example, the narrow thresholds and the narrowness of the carriageway are discouraging excessive rat running.

Option 2 – P120 Parking Restrictions on the south side of Winslow Street

23. Time restricted parking along a residential street should be sufficiently long for visitors and tradesmen to comfortably achieve the purposes of their visits. It is considered that allowing a maximum of 120 minutes of restricted parking from 8am to 5pm on Mondays to Fridays will be sufficient and appropriate in this instance.

24. There are three vehicle cutdown crossings on the north side of Winslow Street as opposed to five cutdown crossings on the south side. In order to make more spaces available for long-term commuter parking, P120 8am to 5pm Mondays to Fridays parking restrictions was considered for the south side of Winslow Street, while leaving the north side available for long-term commuter parking.
25. Currently when vehicles are parked on both sides of this narrow street, vehicles travelling in opposite directions are being forced to slow down and yield to each other. Such vehicular movements are desirable, and result in the street becoming safer for all road-users (including pedestrians and cyclists). The narrowness of the street is helping to traffic calm the street, and this is supported by the following findings:
 - (a) No crashes had been recorded on Winslow Street in the last five years.
 - (b) Speed data collected from the September 2009 traffic survey, which recorded the mean and 85 percent speeds of vehicles at 31.2 kilometres per hour and 36.4 kilometres per hour, respectively, with only six vehicles (out of a total of 5,459 vehicles for the week) travelling above the 50 kilometres per hour speed limit.
26. By introducing P120 parking restriction on the south side of the street as suggested in this option, the negative effect is that gaps between parked vehicles will occur more frequently resulting in wider trafficable lanes which will encourage higher vehicle speeds which in turn will result in the street becoming less safe for all road-users.
27. Wider trafficable lanes will smooth traffic flow, but this will also attract more traffic, hence traffic volume is likely to increase.
28. While the introduction of parking restrictions will alleviate parking pressure and improve traffic flow, it will create new problems like increased traffic volume and increased vehicle speeds. This option is therefore considered not suitable because of the expected increase in traffic volume and vehicle speeds, making the street less safe for all road-users.

Option 3 – No Parking restriction

29. While the introduction of a No Parking restriction on one or both sides of Winslow Street will help ease congestion and allow smoother traffic flow, it is also likely to encourage more motorists to 'rat run' at higher speeds along the street, making the street less safe than it currently is.
30. This option is considered not suitable because it will affect the safety of all road users.

Option 4 – Additional traffic calming

31. The September 2009 traffic survey found that speeding is not an issue on Winslow Street.
32. *Austroads Local Area Traffic Management Appendix A* recommends speed control device (speed humps in this case) spacing of 80 metres to 120 metres for speed control to be effective. Both ends of Winslow Street have already been narrowed, together with speed humps which are spaced approximately 86 metres apart.
33. There is no advantage in introducing additional traffic calming measures along this short street.

Option 5 – Convert street into a cul-de-sac

34. Converting the street into a cul-de-sac involves road closure which will require a resolution by the Council following extensive public consultation. Any objection to a proposed road closure is resolved through the Environment Court which can be a lengthy and costly process. If and when approved, planning and implementing the road closure would be carried out as a capital project.

35. There is an obvious desire line (travel route) in both directions through Winslow Street, and closing the street at one end will have the positive effect of eliminating 'rat running'. However, it will not eliminate long term commuter parking on the street. In addition, vehicles turning round to leave at the only entry/ exit have the potential to add to traffic congestion.
36. Apart from inconveniencing local residents, another negative effect is that motorists intending to travel west along Memorial Avenue can no longer take advantage of using the safer Memorial Avenue/Roydvale Avenue signalised intersection via Winslow Street, as opposed to the Memorial Avenue/Kendal Avenue unsignalised intersection.
37. This option is considered not suitable because of the inconvenience it will cause, the safety concerns, the potential for it to escalate to a lengthy and costly legal process should there be any public objection, and the much wider area than just the local residents that the public consultation process will involve.

Option 6 – Introduce one-way eastbound

38. While this option is possible, the negative impacts are that vehicle speeds and rat-running are likely to increase, given the wider trafficable lane achieved with this option. In addition, motorists intending to travel west along Memorial Avenue can no longer take advantage of using the safer Memorial Avenue/Roydvale Avenue signalised intersection via Winslow Street, as opposed to the Memorial Avenue/Kendal Avenue non-signalised intersection.
39. This option is considered not suitable because of the safety concerns for all road-users resulting from a likely increase in traffic speed and volume. The removal of the option for vehicles to use the safer signalised Memorial Avenue/Roydvale Avenue intersection is also a safety concern.

Option 7 – Introduce one-way westbound

40. Similar to Option 6, while this option is possible, the negative impacts are that vehicle speeds and 'rat running' are likely to increase, given the wider trafficable lane.
41. Motorists intending to travel west along Memorial Avenue can still take advantage of using the safer Memorial Avenue/Roydvale Avenue signalised intersection via Winslow Street, as opposed to the Memorial Avenue/Kendal Avenue unsignalised intersection.
42. This option is considered not suitable because of the safety concerns for all road users as a result of the likely increase in vehicle speed and volume.

Option 8 - Restrict exit from Winslow Street onto Roydvale Avenue to left-turn only

43. The positive aspects are that this will ease congestion for traffic exiting Winslow Street onto Roydvale Avenue, eliminate frustrations caused to drivers held up behind a vehicle waiting to turn right onto Roydvale Avenue, eliminate the potential for crashes caused by right-turning traffic into Roydvale Avenue from Winslow Street, reduce traffic volume by diverting right-turning traffic to alternative routes, and at the same time still allow motorists intending to head west on Memorial Avenue to use the Memorial Avenue/Roydvale Avenue signalised intersection via Winslow Street.
44. A "NO RIGHT TURN" sign requiring a Board resolution will need to be erected on Winslow Street at its intersection with Roydvale Avenue.
45. Analysis of crashes for the last five years show that no crashes have been reported at this intersection, so there appears to be no safety issue at this location.
46. While this option will have a positive impact at the Winslow Street/Roydvale Avenue intersection and should reduce traffic volume through the street, it should be noted that it will not eliminate or reduce long-term commuter parking. This option does not directly address the parking and related issues raised by the submitters, and is therefore considered not a suitable option for the purpose of this report.

SUMMARY OF OPTIONS

47. **Option 1, Option 4 and Option 8** will not create negative impacts on the traffic system on Winslow Street, of the eight options considered. The remaining five options are either not suitable for the purpose of this report, or have negative impacts, and should be ruled out.
48. The door-knocking survey on 2 October 2009 identified all-day commuter parking as an issue on Winslow Street, and data collected from the September 2009 traffic survey indicate that while Winslow Street is being used for rat-running, vehicle speeds are currently being restricted by the width of the trafficable lanes. This is a desirable situation for road safety. If **Option 1** is adopted, the safe environment on Winslow Street will be maintained for all road users.
49. Speeding is not an issue on Winslow Street, and there is no benefit in introducing additional traffic calming, as discussed in **Option 4**. This option should therefore be ruled out.
50. As previously discussed, **Option 8** will not resolve the parking issues raised by the submitters, and should therefore be ruled out for the purpose of this report.
51. While investigating the options suggested by the submitters, staff have identified another option which the Committee may wish to consider:

Option 9 – Restrict the Winslow Street/Roydvale Ave intersection to left-turn in only/left-turn out only (no right-turn in/no right-turn out)

52. Currently, vehicles queuing in the right turn lane at the Memorial Avenue/Roydvale Avenue signalised intersection may force vehicles intending to turn right into Winslow Street to pause in the middle of the northbound lane on Roydvale Avenue, and this has the potential to cause rear-end crashes.
53. Under this option, it is suggested that a traffic island be constructed on the median on Roydvale Avenue, across the Winslow Street intersection, to prohibit right-turn into Winslow Street from Roydvale Avenue, as well as right-turn into Roydvale Avenue from Winslow Street (refer attached plan).
54. Prohibiting the right turn into Winslow Street will remove the potential for rear-end crashes on Roydvale Avenue. Motorists will still have the options to use Kendal Avenue and Teesdale Street to access the residential area on the southeast side of Roydvale Avenue.
55. The positive aspects of prohibiting right-turn from Winslow Street onto Roydvale Avenue have already been discussed in **Option 8**.
56. By restricting access to, and exit from, Winslow Street, traffic volumes should reduce on Winslow Street, and this should in turn ease congestion on the narrow trafficable lanes caused by parked vehicles. However, the drop in traffic volume is not expected to be significant.
57. **Option 9** should also make the Winslow Street/Roydvale Avenue intersection safer, as it will remove the potential for conflicts arising from right-turning traffic.
58. The owners of all nine properties with boundaries on Winslow Street, and the motel owner at 45 Roydvale Avenue, were consulted on this option at the end of January 2010. Eight responses were received, of which six were for, and two were against, this proposal. This gives a response rate of 80 percent and a support rate of 60 percent.
59. For the above reasons, it is recommended that **Option 9** be adopted, that is, restrict traffic movement at the Winslow Street/Roydvale Avenue intersection to “left-turn in and left-turn” out.

FINANCIAL IMPLICATIONS

60. The estimated cost of the median, signs and road markings for this proposal is approximately \$6,500.

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

- 61. This proposal is not in the 2009-19 LTCCP.
- 62. If approved, funding for this proposal will be sought in the next LTCCP.

LEGAL CONSIDERATIONS

- 63. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 23 December 2009. The list of delegations for the Community Boards includes the resolution of traffic islands and Traffic Control Devices.

Have you considered the legal implications of the issue under consideration?

- 64. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

- 65. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

- 66. As above.

ALIGNMENT WITH STRATEGIES

- 67. The recommendations align with the Council Strategies including the Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

- 68. As above.

CONSULTATION FULFILMENT

- 69. Consultation with residents was carried out, as discussed above.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board's Works, Traffic and Environment Committee recommend to the Board to agree with the staff recommendation that:

- (a) The request for parking restrictions on Winslow Street, be rejected.
- (b) The request to convert Winslow Street into a cul-de-sac, be rejected.
- (c) The restriction of the Winslow Street/Roydvale Avenue intersection to left turn in only/left turn out only (ie. no right turn in/no right turn out) be supported by the Board for consideration by the Council for inclusion in the next LTCCP, to be achieved by installing a median, traffic signs and markings on Roydvale Avenue at the Winslow Street intersection.