

**RICCARTON/WIGRAM COMMUNITY BOARD**  
**TRANSPORT AND GREENSPACE COMMITTEE**

**AGENDA**

**MONDAY 24 MAY 2010**

**AT 9.30AM**

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

**Committee:** Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

**Community Board Adviser**

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**1. APOLOGIES**

**2. DEPUTATIONS BY APPOINTMENT**

- 2.1 Mrs L P Smalley, resident of Ludecke Place, will discuss with the Committee, the residents' request to remove street trees in Ludecke Place.
- 2.2 Mr D Kent, resident of Ludecke Place, will outline to the Committee his concerns with the street tree outside his residence.
- 2.3 Mr Andrew Metherell, Wigram Aerodrome Limited, will discuss the proposed installation of traffic signals at the Springs Road and Corsair Drive intersection.

**3. CORRESPONDENCE**

**4. NOTICE OF MOTION**

**5. BRIEFINGS**

## 6. SPRINGS ROAD AND CORSAIR DRIVE INTERSECTION - INSTALLATION OF TRAFFIC SIGNALS

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Asset Network and Planning
<b>Author:</b>	Weng Kei Chen, Asset Engineer, Asset and Network Planning

## 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 Springs Road and Corsair Drive and for the Board to approve parking restrictions on Springs and Garvins Roads and Corsair Drive. (As shown on **Attachment 1**).

## EXECUTIVE SUMMARY

2. A recent City Plan Change (Plan Change 12) allows for a further 300 households in the south west of Wigram. The installation of traffic signals at Springs Road and Corsair Drive intersection is a requirement for the anticipated increase in traffic movements.
3. The proposal is consistent with the transport network outlined in the South West Area Plan (SWAP) indicating Corsair Drive as a minor arterial road. Springs Road, which is currently carrying more than 20,000 vehicles per day, is an existing minor arterial road.
4. The signal installation will address the traffic delays and consequent road safety issues that existing road users experience accessing Springs Road. This treatment is appropriate for an intersection of two major roads.
5. The developer, Wigram Aerodrome Limited, has lodged a resource consent for a residential subdivision and the traffic signals will need to be installed prior to its completion.
6. The proposed plan has considered the concerns raised by some stakeholders. However, the concerns raised relating to the loss of car parking; the increased difficulties in manoeuvring vehicles to and from properties along Springs Road; increased traffic on De Havilland Street and the ability for right turning traffic from Garvins Road to Springs Road were not able to be accommodated for reasons that the city needs an efficient and safe road network.
7. The proposed plan, (**Attachment 1**) features:
  - (a) New kerb and channel alignments to cater for the left turn lanes in and out of Corsair Drive.
  - (b) A new pedestrian refuge on Corsair Drive.
  - (c) Alteration to existing traffic management measures at Garvins Road, traffic islands and raised pedestrian platforms.
  - (d) Replacement of dished kerb and channel and undergrounding of overhead utilities on the western side of Springs Road from Garvins Road to the pedestrian entry to the school.

## FINANCIAL IMPLICATIONS

8. The traffic signals installation and associated traffic management measures would be funded by Wigram Aerodrome Limited.

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

9. Yes. The work is a condition for resource consent.

**6 Cont'd**

**LEGAL CONSIDERATIONS**

10. The Council's approval as owner of infrastructure is required following the granting of a resource consent.
11. Traffic Signals and other traffic management and measures require the Council's and/or the Community Board's delegated approval as set out in the Delegation Register dated December 2009.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**ALIGNMENT WITH STRATEGIES**

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

**CONSULTATION FULFILMENT**

14. A presentation was made to the Riccarton/Wigram Community Board on 3 November 2009 by representatives of Wigram Aerodrome Limited prior to the plan being distributed to stakeholders for consultation.
15. Consultation documents were delivered to residents on Garvins Road, De Havilland Street, Neill Street, by the Springs Road intersection, and residents fronting Springs Road between Neill Street and Henry Wigram Road.
16. There were 18 feedback responses and issues identified were:
  - (a) No right turn from Garvins Road to Springs Road and vice versa.
  - (b) The ability for the Fire Service to use Garvins Road from Springs Road for any emergency.
  - (c) The ability to use Garvins Road by heavy haul vehicles for overwidth goods.
  - (d) No bus lane proposed.
  - (e) Heavy vehicles using Springs Road.
  - (f) More traffic movements on De Havilland and at Neill Street - Spring Roads intersections.
  - (g) Loss of off street parking on Springs Road.
17. A meeting was also held with representatives of Sockburn Primary School and their main concerns raised were:
  - (a) A decrease in the drop off and pick up area on Springs Road.
  - (b) A safer pedestrian crossing.
  - (c) Parking in the proximity of the gym on Corsair Drive.

**BACKGROUND**

18. Springs Road is a minor arterial road carrying 20,000 vehicles per day and Corsair Drive is functioning as a collector road.

**6 Cont'd**

19. Traffic analysis for morning peak (7.30am to 8.30am) recorded four right turners (less than five per cent) turning right from Garvins Road to Springs Road. However, the afternoon peak (4pm to 5pm) recorded 16 right turners (23 per cent).
20. A diagrammatic summary showing the traffic movements at peak times is in **Attachment 2**.

**STAFF RECOMMENDATION**

**1. Installation of Traffic Signals**

It is recommended that the Committee recommend that the Board recommends to the Council that:

- (a) The installation of traffic signals at the intersection of Springs Road and Corsair Drive and the associated traffic managements, (as shown on **Attachment 1**) be approved.
- (b) That all vehicles are prohibited from turning right from Springs Road into Garvins Road.
- (c) That all vehicles entering Springs Road from Garvins Road must turn left.

**2. Parking Restrictions**

It is recommended that the Committee recommend to the Board to approve:

- (a) That all existing parking restrictions on the south eastern side of Springs Road, from Corsair Drive to 60 metres north east of Corsair Drive, be revoked.
- (b) That all existing parking restrictions on the south eastern side of Springs Road, from Corsair Drive to 48 metres south west of Corsair Drive, be revoked.
- (c) That all existing parking restrictions on the north western side of Springs Road, from 12 metres south west of Garvins Road to 100 metres of Garvins Road, be revoked.
- (d) That the existing give way control placed on Garvins Road at its intersection with Springs Road be removed.
- (e) That a give way control be installed on the slip lane from Springs Road into Corsair Drive.
- (f) That a give way control be installed on the slip lane from Corsair Drive into Springs Road.
- (g) That the marked (zebra) pedestrian crossing on Springs Road 45 metres north east from Corsair Drive be removed.
- (h) That the stopping of vehicles be prohibited at any time on the north west side of Springs Road commencing at the intersection with Garvins Road and extending in a north easterly direction for a distance of 100 metres.
- (i) That the stopping of vehicles be prohibited at any time on the north west side of Springs Road commencing at the intersection with Garvins Road and extending in a south westerly direction for a distance of 12 metres.
- (j) That the stopping of vehicles be prohibited at any time on the north east side of Garvins Road commencing at the intersection with Springs Road and extending in a north westerly direction for a distance of 18 metres.
- (k) That the stopping of vehicles be prohibited at any time on the south west side of Garvins Road commencing at the intersection with Springs Road and extending in a north westerly direction for a distance of 16 metres.

**6 Cont'd**

- (l) That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at the intersection with Corsair Drive and extending in a north easterly direction for a distance of 55 metres.
- (m) That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at the intersection with Corsair Drive and extending in a south westerly direction for a distance of 48 metres.
- (n) That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at the intersection with Springs road and extending in a south easterly direction for a distance of 81 metres.
- (o) That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at the intersection with Springs Road and extending in a south easterly direction for a distance of 76 metres.

**7. MOBILE LIBRARY SERVICE - INSTALLATION OF PARKING RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Greg Barnard, Public Transport Infrastructure Co-ordinator

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Committee's recommendation to the Board to install parking restrictions to provide the Council's Mobile Library Service vehicles with a consistent stopping place at each designated stop.

**EXECUTIVE SUMMARY**

2. The Mobile Library Service timetable has been reviewed under a separate process and changes to the timetable service have been approved for implementation. This process also included the approval of the general location of stops.
3. It is proposed that parking restrictions will be such that the parking space will be available for general parking at times other than when being utilised by the Mobile Library.
4. It is proposed that Mobile Library Stops be installed at the locations listed below and that parking restrictions be in force at the times shown.

<b>Address</b>	<b>Location</b>	<b>Day</b>	<b>Restriction times</b>	<b>Attachment</b>
40 Kirk Road	65 metres north of Banks Street	Tuesday	09:00 -11:00	1
126 Hei Hei Road	40 metres south of Buchanans Road	Tuesday	11:00 -12:00	2
8 Wycola Avenue	90 metres south of Hei Hei Road	Tuesday	12:00 -1:00	3
9 Nicholls Road	65 metres east of Rearsby Drive	Thursday Friday	9:00 -11.00	4
26 Balcairn Street (beside park)	200 metres west of Ensign Street	Friday	11:00 -12:00	5
23 Bibiana Street	96 metres south of Kinsella Crescent	Friday	12:00 -2:00	6
54 Lancewood Drive	33 metres north of Westlake Drive	Thursday	11:00 -12:00	7
38 Ensign Street	270 metres north of Lillian Street	Thursday	12:00 -1:00	8

**FINANCIAL IMPLICATIONS**

5. Costs of \$500 each for installing the stops including line marking and signage will be met from the Transport Infrastructure budget.

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

6. Yes.

**LEGAL CONSIDERATIONS**

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

**7 Cont'd**

8. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices including bus stops.
9. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

10. Yes. See above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. LTCCP– Provide a mobile library service to residents without access to a local library.

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

12. Yes, as per above.

**ALIGNMENT WITH STRATEGIES**

13. Provide community spaces through a comprehensive network of libraries and the mobile service.

**Do the recommendations align with the Council's strategies?**

14. Yes. Our Community Plan.

**CONSULTATION FULFILMENT**

15. All residents of properties adjacent to the proposed stops have been consulted and have agreed to the placement of the stops.

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend to the Board to approve to place mobile library stops at the locations detailed below:

- (a) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 10am to 11am be installed on the eastern side of Kirk Road commencing at a point 65 metres north of Banks Street and continuing in a northerly direction for a distance of 20 metres. **(Attachment 1)**.
- (b) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 11am to 12 pm be installed on the eastern side of Hei Hei Road commencing at a point 40 metres south of Buchanans Road and continuing in a westerly direction for a distance of 20 metres. **(Attachment 2)**.
- (c) That a bus parking space restricted to Mobile Library vehicles only on Tuesdays from 12pm to 1pm be installed on the northern side of Wycola Avenue commencing at a point 100 metres west of Hei Hei Road and continuing in a westerly direction for a distance of 20 metres. **(Attachment 3)**.
- (d) That a bus parking space restricted to Mobile Library vehicles only on Thursdays and Fridays from 9am to 11am be installed on the southern side of Nicholls Road commencing at a point 65 metres west of Rearsby Drive and continuing in an easterly direction for a distance of 20 metres. **(Attachment 4)**.



**7 Cont'd**

- (e) That a bus parking space restricted to Mobile Library vehicles only on Fridays from 11am to 12pm be installed on the northern side of Balcairn Street commencing at a point 200 metres west of Ensign Street and continuing in a westerly direction for a distance of 20 metres. **(Attachment 5).**
- (f) That a bus parking space restricted to Mobile Library vehicles only on Fridays from 12pm to 2pm be installed on the north west side of Bibiana Street commencing at a point 96 metres west of Kinsella Crescent and continuing in a south westerly direction for a distance of 20 metres. **(Attachment 6).**
- (g) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 11am to 12pm be installed on the western side of Lancewood Drive commencing at a point 33 metres north of Westlake Drive and continuing in a northerly direction for a distance of 20 metres. **(Attachment 7).**
- (h) That a bus parking space restricted to Mobile Library vehicles only on Thursdays from 12pm to 1pm be installed on the western side of Ensign Street commencing at a point 270 metres north of Lillian Street and continuing in a northerly direction for a distance of 20 metres. **(Attachment 8).**

**8. BROKEN RUN/WIGRAM ROAD– PROPOSED NO STOPPING RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Paul Forbes, Assistant Traffic Engineer, Network Operations

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Committee's recommendation to the Board to approve that the stopping of vehicles be prohibited at any time at the intersection of Broken Run and Wigram Road.

**EXECUTIVE SUMMARY**

2. The Council Staff have received a request from a resident requesting that a no stopping parking restriction be installed at the intersection of Broken Run and Wigram Road to increase the sight distance when entering Wigram Road from Broken Run. (Refer to **Attachment 1**).
3. Wigram Road is classified as a collector road and has a 80 km/h speed limit. Broken Run is a local road with a speed limit of 50 km/h.
4. Currently there are no parking restrictions on these sections of Wigram Road and Broken Run.
5. Design standards, that staff follow, prescribe 95 metres for the minimum safe intersection sight distance for an intersection on a road that has an 80 km/h speed limit. If a motorist chose to park on Wigram Road with the current situation sight distances could be as low as 40 metres which is less than half the recommended safe sight distance.
6. With the installation of no stopping restrictions at this intersection adequate sight distances for vehicles entering Wigram Road from Broken Run would be maintained.
7. There have been no reports of crashes at this intersection in the last ten years.

**FINANCIAL IMPLICATIONS**

8. The estimated cost of this proposal is approximately \$100.

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

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

**LEGAL CONSIDERATIONS**

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

**8 Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. 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?**

15. As above.

**ALIGNMENT WITH STRATEGIES**

16. The recommendations align with the Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

**Do the recommendations align with the Council's Strategies?**

17. As above.

**CONSULTATION FULFILMENT**

18. As no residents were considered by staff to be detrimentally affected by this proposal, no consultation was sought from residents.
19. There is no Residents' Association representing this area.
21. The Officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend to the Board to:

- (a) approve the following parking restrictions on Broken Run:
- (i) That the stopping of vehicles be prohibited at any time on the south-western side of Broken Run commencing at its intersection with Wigram Road and extending in a south-easterly direction for a distance of 12 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the north-eastern side of Broken Run commencing at its intersection with Wigram Road and extending in a south-easterly direction for a distance of 12 metres.
- (b) approve the following parking restrictions on Wigram Road:
- (i) That the stopping of vehicles be prohibited at any time on the south-eastern side of Wigram Road commencing at its intersection with Broken Run and extending in a north-easterly direction for a distance of 28 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the south-eastern side of Wigram Road commencing at its intersection with Broken Run and extending in a south-westerly direction for a distance of 32 metres.

24. 5. 2010

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**9. ELECTED MEMBERS' INFORMATION EXCHANGE**