

8. CLARENCE STREET/RICCARTON ROAD/STRAVEN ROAD INTERSECTION IMPROVEMENTS

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The purpose of this report is to seek approval to implement the improvements to the Clarence Street/Riccarton Road/Straven Road intersection.

The improvements include improving safety at the intersection; reducing delays; increasing capacity and to allow for future capacity through the intersection.

An 'inform' consultation process has been implemented for this project (consultation plan attached). The aim of the consultation was to provide interested and effected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised and that where possible concerns are addressed, albeit, within a project that has set engineering requirements.

This report has also be submitted to the Riccarton/Wigram Community Board for information and the Board is supportive of the proposals.

BACKGROUND

The Riccarton/Wigram Community Board received a report, abridged below, from the transport planning engineer in early 2003 outlining the importance of implementing improvements to the Clarence Street/Riccarton Road/Straven Road intersection as a critical element in the on-going development of the Traffic Designs Group's Riccarton Road Traffic Management Plan.

PROBLEMS

The existing intersection is very busy, catering for about 45,000 vehicles on a typical day. It suffers from a number of problems:

- Limited capacity because of only one south bound through lane on Straven Road,
- Poor orientation of the nearside northbound through/left lane (on Clarence Street).

This results in significant delays on all approaches, including Riccarton Road. The delays have a significant adverse effect on all motorists, not least, on the reliability of public transport along this key bus corridor.

The resulting queuing also has implications for safety, especially where driveway traffic seeks to cross queues. For example, there have been some 25 reported crashes on the Clarence Street approach to the intersection in the last five years. While the crash record north of the intersection is not so bad, there are still difficulties and safety concerns with access to and from the service lane that runs behind the shops on the north side of Riccarton Road.

OBJECTIVES

The principal objectives of the scheme are to reduce delays and improve safety at the existing intersection and on its approaches.

PROPOSED OPTION

The preferred scheme is illustrated in the attachment. It extends from Rata Street across Riccarton Road to Dilworth Street. The scheme plan also shows the integration of this scheme with the proposed kerb and channel replacement on Straven Road north of Rata Street, and the changes to the Kahu Road/Kilmarnock Street/Straven Road intersection endorsed as part of the kerb and channel renewal north of that intersection.

The intersection improvements involve the realignment of the south-east corner, including the purchase and demolition of No 95 Riccarton Road (leased by Kutwell Fabrics) and the purchase of a piece of the Windmill Centre car park, (previously approved by the Council) to provide two straight through lanes from Straven Road into Clarence Street and a merge lane past the intersection.

It also includes the realignment of the south-west corner to provide better utilisation for the two south-north lanes. Other changes would see the remarking of traffic lanes to provide cycle lanes and a central island on the Clarence Street approach to the intersection to reduce a significant recorded crash problem.

As indicated, the scheme consists of the provision of an additional southbound through lane and realignment of the Clarence Street approach through widening, that will also provide for merge facilities and cycle lanes on the north and south intersection approaches. A solid median is proposed on the Clarence Street approach to restrict turning manoeuvres to left in/left out only at two existing driveways.

A flush median is proposed on Straven Road from Kilmarnock Street to Riccarton Road and on-road cycle lanes will be installed to serve the north-south demand.

Improvement of capacity on Straven Road/Clarence Street would, as well as reducing queues and delays on the north and south approaches, also allow more signal green time to be devoted to Riccarton Road, reducing queuing and delay here. It is also proposed to remark the Riccarton Road approaches to provide a separate right-turning lane. The remarking and relocation of one existing bus stop on the south side of Riccarton Road and the revoking of an existing bus stop on the north side of Riccarton Road and the installation of a new bus stop further west on Riccarton Road will require the removal of nine existing on-street parks. Six parks will be removed on the south side of Riccarton Road west of the intersection and three metered parks and one P5 will be removed on the north side of Riccarton Road east of the Riccarton Road/Rimu Street intersection.

The new bus stops to be installed are required to be double length bus stops to cater for an additional new service that is due to be implemented shortly.

The proposed option is fully consistent with the Regional Land Transport Strategy which recognises the importance of the 'inner-western ring route'; the City Plan, which classifies all approach roads as minor arterials, and the Traffic Design Group's Riccarton Road Traffic Management plan, which has been previously endorsed in principle by the former City Services Committee, the Community Board and local interest groups.

CONSULTATION

An 'inform' consultation plan was implemented whereby business owners/operators were advised before the publication of the formal publicity leaflet.

An initial site visit to businesses has seen the original proposal amended and the existing bus stop, on the north side of Riccarton Road east of the intersection, removed and reinstalled further west on Riccarton Road east of Rimu Street.

Committee

- Recommendation:**
1. That the proposed improvements to the Clarence Street/Riccarton Road/Straven Road intersection be implemented.
 2. That the Council revoke all existing no stopping restrictions on both sides of Straven Road commencing at its intersection with Kilmarnock Street and extending in a southerly direction to its intersection with Riccarton Road.
 3. That the Council revoke all existing no stopping restrictions on both sides of Clarence Street commencing at its intersection with Dilworth Street and extending in a northerly direction to its intersection with Riccarton Road.
 4. That the Council revoke the existing bus stop on the south side of Riccarton Road commencing at a point 15 metres from its intersection with Clarence Street and extending in a westerly direction for a distance of 13 metres.

5. That the Council prohibit the parking of vehicles at any time in the following areas.
 - (a) On the north side of Riccarton Road commencing at its intersection with Straven Road and extending in an easterly direction for a distance of 49.2 metres.
 - (b) On the south side of Riccarton Road commencing at its intersection with Clarence Street and extending in a westerly direction for a distance of 49.1 metres.
 - (c) On both sides of Straven Road commencing at its intersection with Riccarton Road and extending in a northerly direction to its intersection with Kilmarnock Street.
 - (d) On both sides of Clarence Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street.
6. That a 'bus stop' be installed on the south side of Riccarton Road commencing at a point 49.1 metres from its intersection with Clarence Street and extending in a westerly direction for a distance of 25.7 metres.

(Note: Recommendations 5, 6, 7 and 10 of the Committee report were withdrawn at the meeting to be further reported back on in November 2004.)