

1. OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIES ROAD) – ONE WAY BYLAW FOR TWO SERVICE LANES

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 to prohibit all vehicles in two of the new service lanes on Opawa Road from travelling in a southerly direction.
2. This report was considered at the Board's 18 October 2005 meeting, when it was recommended that the matter be held over to the Board's next meeting, pending clarification of south-bound cycle facilities alongside the service lanes.

EXECUTIVE SUMMARY

3. Stage 2 of the Opawa Road Upgrade will provide a new two lane road to the north of the existing road. The existing road will be used to provide a buffer zone and service lanes for residential properties on the south side of the road. Two of these new service lanes are designed for one way traffic flow. The project is currently under construction and due to be completed by 23 December 2005.
4. The project involves a one way traffic restriction in two of the service lanes.
5. This project is being undertaken in partnership with Transit New Zealand which supports the recommendation made in this report.
6. Consultation on the project was undertaken in 2004, which included the proposed traffic restrictions.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The one way status can be imposed by making an amendment to the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991.
8. The principal legal consideration associated with the approvals sought is that without the approval of these resolutions the new and changed traffic restrictions will not be legally enforceable upon implementation.

BACKGROUND ON OPAWA ROAD STAGE 2 (GARLANDS ROAD TO CURRIES ROAD) – ONE WAY BYLAW FOR TWO SERVICE LANES

9. Opawa Road, from Garlands Road towards the Port of Lyttelton is part of the State Highway network in Christchurch. Transit New Zealand is the road controlling authority responsible for improvements to this network. However, some years ago the residents of Opawa Road raised concerns with the Council about the increasing volume of traffic on the road, with the adverse effects being increased traffic noise, vibration, local air pollution and lack of safe accessibility to and from their properties. This is particularly relevant to this section of Opawa Road with the high percentage of heavy vehicles, 12.5% recorded in 2003. Realignment of the road was considered necessary to overcome all of these effects.
10. The plan provides a new two lane road to the north of the existing road extending from the Garlands Road intersection to just past Curries Road. The existing road will be used to provide a buffer zone and service lane for residential properties on the south side of the road. The buffer zone allows the inclusion of street trees along the entire length. Clumps of smaller trees are proposed within the open spaces on the south side of the intersections, with seating to be provided outside the dairy.
11. The service lane accessing the southern properties is divided into four sections, the longest two have separate entrance and exit points while the shorter two have one dual access point. Service Lane Nos. 2 and 3 as shown on the attached plan are designed to function with one way flow. By making them one way, the turning conflicts at the entrances and exits are reduced, particularly those located near the side street intersections. Also, a one way service lane is narrower than would be required for two way flow with parking on both sides and therefore allows more space to be devoted to the buffer island between the houses and vehicles on the main road. It may seem inconvenient to the residents who access these service lanes, but there are some benefits which include the knowledge that traffic will only be coming from one direction.
12. Overall, one of the primary objectives of the upgrade (to increase road safety for all users) is achieved by reducing the number of access points along Opawa Road. This can be accomplished by using the one way system.
13. Transit New Zealand and the Council are undertaking this project in partnership. The Council has managed the consultation, design and construction in liaison with Transit which has supported the one way service lanes.

CONSULTATION

14. Consultation was undertaken with local residents and other relevant stakeholders in July 2004. The consultation was in the form of a publicity leaflet that outlined the proposed plan along with an explanation of the aims and objectives for the project.
15. A total of 40 submissions were received, the majority of submissions expressed support for the project but either queried some points or suggested changes to the plan. There was some question over why the proposed one way flow in two of the service lanes was necessary. The above rationale was explained and no further feedback was received regarding the proposal.

PROGRAMME

16. Construction of Opawa Road is under way and due to be completed by the end of December 2005. The one way restrictions will be effective upon completion of the works.

STAFF RECOMMENDATION

That the Council resolve that the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by adding the following paragraph:

Opawa Road (Garlands Road to Curries Road)

Opawa Road Service Lane No. 2 (between No. 228 Opawa Road and No. 252 Opawa Road) northerly from its southern intersection with Opawa Road and Service Lane No. 3 (between No. 262 Opawa Road and No. 296 Opawa Road) northerly from its southern intersection with Opawa Road. This restriction does not apply to cyclists using any marked on-road contra flow cycle lanes.

BOARD RECOMMENDATION

That the staff recommendation be adopted.