


16. 10. 2008

**REPORT BY THE CHAIRPERSON OF THE  
FENDALTON/WAIMAIRI COMMUNITY BOARD  
16 SEPTEMBER 2008**

**PART A - REPORTS REQUIRING A COUNCIL DECISION**

**1. BLIGHS ROAD (STAGE 4) WAIRAKEI TO IDRIS KERB AND CHANNEL RENEWAL**



<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Authors:</b>	David Pinkney, Project Manager and Brian Boddy, Consultation Leader

**PURPOSE OF REPORT**

1. To recommend to the Council that the Blighs Road (Wairakei to Idris) kerb and dish channel replacement be approved for construction.

**EXECUTIVE SUMMARY**

2. This project is stage four of the Wairakei Road/Blighs Road Dish Channel renewal project in the Fendalton/Waimairi Ward of the Council involving the replacement of all dish channels in these roads. The stages are:
  - (a) Stage 1 - Wairakei Road from Manor Place to Pitcairn Crescent was approved for construction in 2007 with the exception of the Aorangi/Wairakei intersection. This intersection was subject to a separate report to be presented to the Council for approval in August 2008.
  - (b) Stage 2 - Wairakei Road from Pitcairn Crescent to the Railway is due for construction in late 2008.
  - (c) Stage 3 - Blighs Road from Papanui Road to Idris Road was approved for construction in 2007 and was completed in 2007.
  - (d) Stage 4 - Blighs Road from Wairakei Road to Idris Road, is the subject of this report.
  - (e) The final stages are all due to be completed within the 2008/09 financial year. All these streets have benefited from under grounding the overhead services.
3. The existing carriageway on this section of Blighs Road (a collector road) is very wide-ranging, from 14.5 metres kerb to kerb at Wairakei Road to nearly 23 metres at the Bounty Street intersection. It is noted that there is a speeding issue on this particular section of road and a traffic tube count identified the 85<sup>th</sup> percentile speed to be 58 kilometres per hour.

**THE OBJECTIVES**

4. The objectives are:
  - (a) To replace the existing old kerb and dish channel with kerb and flat channel.
  - (b) To underground all existing overhead services.
5. Secondary aims consistent with those on this and other arterial/collector roads are:
  - (a) Improve safety for all road users (e.g. pedestrians, cyclists, and vehicles).
  - (b) Provide suitable on/off street parking where possible to meets the aims of residents and businesses.

1 Cont'd

- (c) Provide/improve pedestrian/cyclist crossing facilities.
  - (d) Ensure intersections within the project are functioning correctly.
  - (e) Minimise whole of life costs.
6. The reduction of the roadway width to a maximum of 14 metres, introduction of trees in the extended berm areas and installation of a painted flush median towards the eastern side of this section should assist in reducing the mean speed along Blighs Road. The provision of cycle lanes along the carriageway and at the intersection with Wairakei Road and Idris Road will improve safety for cyclists. Reduction in roadway width will reduce road crossing distances. The proposed shoulder reconstruction has a design life of 80 years. Kerbside parking is continually provided on both sides of the road except where kerb build outs are proposed. Four off-street parking bays have been included in the berm area outside the service station at No. 64 Blighs Road as shown in **Attachment 1**.

**FINANCIAL IMPLICATIONS**

7. The proposed kerb and channel renewal works for the Blighs Road project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.
8. Full financial breakdown as below:
- |   |   |
|---|---|
| 2008/09 Budget  | <b>\$588,917</b> (including carried forwards) |
| 9. Cost estimate for the construction element based on the combined tender price received for the Wairakei Road combined contract | <b>\$583,509</b>                              |
| 10. Outstanding items to be covered:  |   |
| Ancillary works   | \$ 44,398                                     |
| Supervision   | \$ 20,400                                     |
| Misc PM Time  | \$ 5,000                                      |
| Total project cost  | <b>\$653,307</b>                              |
| <b>Balance available</b>  | <b><u>- \$ 69,798</u></b>                     |
11. The shortfall will be funded from the combined codes for the Wairakei Stage 1, 2 and this, the stage 4 project. (Full details found in the **Wairakei Road (Stage 2) Railway to Pitcairn report**.) This has a combined budget of **\$3,764,983** currently available for all three projects including this one, against an estimate delivery cost of **\$3,691,949**

**Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?**

12. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

**LEGAL CONSIDERATIONS**

13. There are no outstanding legal implications for this project. Council resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions. A fence that is sited on the road reserve on the western corner of Blighs and Wairakei Roads will be shifted in conjunction with this work. This property belongs to the Council.

**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

14. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

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**ALIGNMENT WITH STRATEGIES**

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

15. The recommendations in this report align with current Council strategies including the Parking Strategy, the Road Safety Strategy and the Cycling Strategy; and are consistent with the requirements for a Collector Road as defined within the City Plan.

**CONSULTATION FULFILMENT**

16. An initial survey was carried out with the residents of Blighs Road between Wairakei Road and Idris Road in February 2005. Eighty survey forms were distributed and twenty responses were received which identified traffic speed, and landscaping as the key issues of concern for the area.
17. A seminar was held with the Fendalton/Waimairi Community Board on 14 March 2006, prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 24 March until 20 April 2006. Approximately one hundred pamphlets were distributed in this section of Blighs Road and the surrounding area plus other interest groups. Thirty-one responses were received. Twenty respondents were in general support of the proposal. Four were in opposition. The key issues raised related to landscaping, on-street parking, pedestrian facilities, traffic control/road design and lack of undergrounding.
18. In June 2006 the project was deferred and a letter sent to interested parties informing them of the deferment.
19. A revised consultation plan was drawn incorporating this feedback where appropriate (with undergrounding) and a seminar was held to inform the Fendalton/Waimairi Community Board on 25 May 2007, prior to a publicity pamphlet (including concept plan) being distributed to the community and stakeholders. The feedback period was from 11 June until 2 July 2007. A total of one hundred pamphlets were distributed in this section of Blighs Road and the surrounding area plus other interest groups. Fourteen responses were received. The ten respondents were in general support of the proposal. One was in opposition. The key issues raised related to landscaping, parking, pedestrian facilities, and traffic control (see **Attachment 2** for summary of feedback). In response to this feedback two more off-street car parks were created outside the Service Station (see **Attachment 1**).

**STAFF RECOMMENDATIONS**

It is recommended that the Council:

- (a) Approve the proposed work as shown on **Attachment 1** for construction.
- (b) Approve the following parking restrictions:

**Remove Existing "No Stopping"**

**Blighs Road**

- (i) That all existing no stopping resolutions on the north side of Blighs Road from Wairakei Road to Idris Road, be revoked.
- (ii) That all existing no stopping resolutions on the south side of Blighs Road from Wairakei Road to Idris Road, be revoked.

**Bounty Street**

- (iii) That the existing no stopping resolutions on the east side of Bounty Street commencing at its intersection with Blighs Road and extending in a northerly direction for a distance of 12 metres, be revoked.

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**New "No Stopping"**

**Blighs Road**

- (iv) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Wairakei Road and extending in an easterly direction for a distance 22 metres.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at its intersection with Wairakei Road and extending in an easterly direction for a distance of 35 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 87 metres east of its intersection with Wairakei Road and extending in an easterly direction for a distance of 44 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 92 metres east of its intersection with Wairakei Road and extending in an easterly direction for a distance of 23 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Pitcairn Crescent and extending in a westerly direction for a distance of 18 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Pitcairn Crescent and extending in an easterly direction for a distance of 13 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 97 metres west of its intersection with Idris Road and extending in a westerly direction for a distance of 57 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Blighs road commencing at its intersection with Bounty Street and extending in a westerly direction for a distance of 23 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Bounty Street and extending in an easterly direction for a distance of 30 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 34 metres.

**Bounty Street**

- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Bounty Street commencing at its intersection with Blighs Road and extending in a northerly direction for a distance of 15 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the east side of Bounty Street commencing at its intersection with Blighs Road and extending in a northerly direction for a distance of 15 metres.

**Pitcairn Crescent**

- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Pitcairn Crescent commencing at its intersection with Blighs Road and extending in a northerly direction for a distance of 15 metres.

1 Cont'd

- (xvii) That the stopping of vehicles be prohibited at any time on the east side of Pitcairn Crescent commencing at its intersection with Blighs Road and extending in a northerly direction for a distance of 15 metres.

**BOARD RECOMMENDATION**

That the staff recommendations be adopted with the addition of a new recommendation (c):

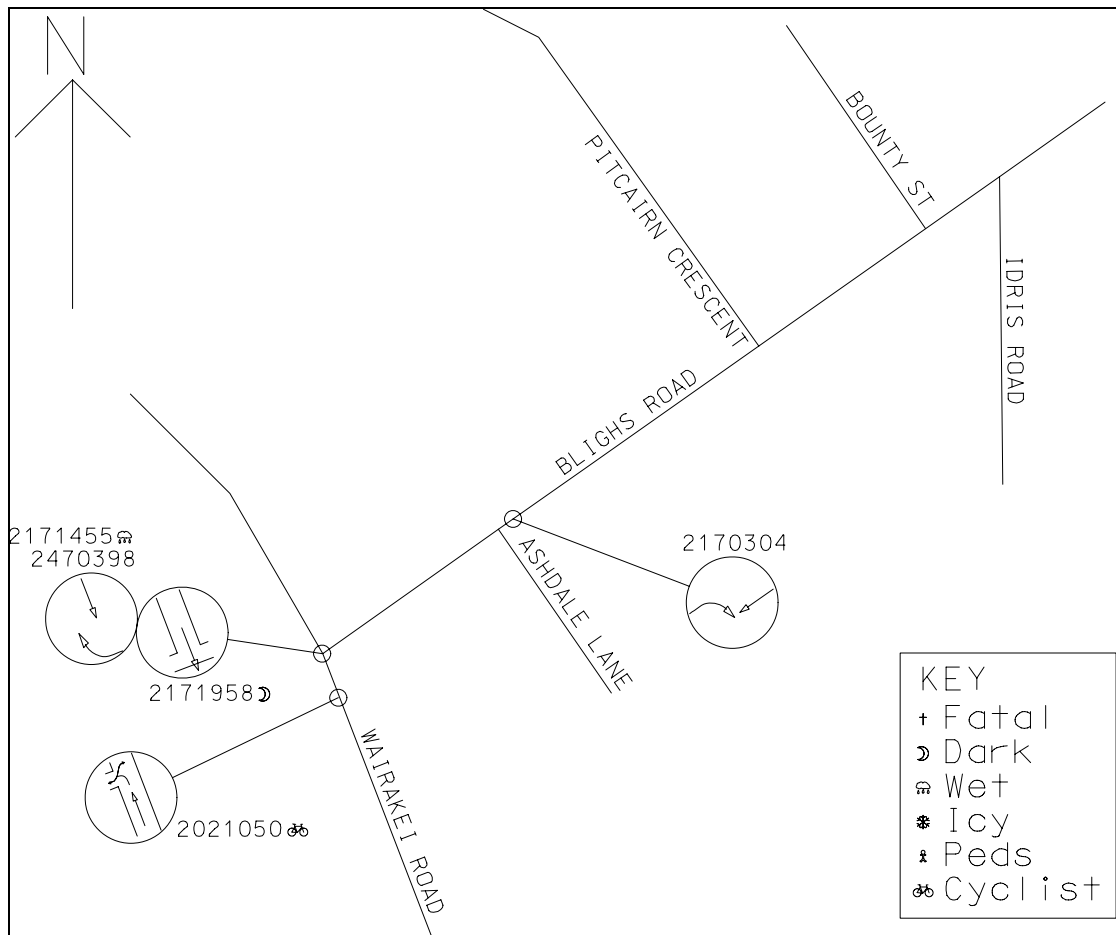
- (c) That the Council approve in principle, that cycle lanes be installed in the following locations:
- (i) On both sides of Blighs Road commencing at its intersection with Wairakei Road and proceeding in a north-easterly direction to finish at its intersection with Idris Road.

(Note: Through a Special Consultative Procedure, these lanes will be formally added to the Second Schedule of the Traffic & Parking Bylaw.)

**BACKGROUND (THE ISSUES)**

20. Transport and Greenspace in late 2004 issued a brief with an expected construction phase in the 2007/08 Financial Year (FY), however delays in the approval to stage 1 (Wairakei Road-Manor to Pitcairn) of this cluster stage has meant this project will now be finished in the 2008/09 FY. As mentioned above this is the fourth stage of a cluster of arterial and collector roads in the Fendalton/Waimairi Ward of Christchurch City. In order to obtain a competitive price for the works, stages 1, 2, and 4 (Blighs Road-Wairakei to Idris) were tendered as a single package. Approval for construction was granted for stage 1 only following the approval from the Council on 7 July 2007. In order to progress this contract approval is now sought for the construction of stage 4, (the stage 2 works is subject to a separate report). The construction programme will be developed to maintain an access or 'through route' for vehicles entering the city from the north-west.
21. The Idris Road end of Blighs Road is very wide; in excess of 23 metre kerb to kerb and presented designers with an ideal opportunity to develop an option which met easily the criteria for a collector road within the City Plan but also provided a streetscape with numerous trees and greenery. This section of Blighs Road has been further enhanced by the under-grounding of all overhead services, funded as part of the Council's commitment to underground all arterial and collector roads during major kerb and channel replacement works.
22. Crash History - The New Zealand Land Transport Safety Authority Crash Analysis System (CAS) shows there have been five crashes recorded on Blighs Road between Wairakei Road and Idris Road in the five year period between 2000 and 2004. Three of these crashes occurred at the Wairakei Road intersection. One vehicle failed to stop at the end of Blighs Road. Two of the crashes involve vehicles turning right into Blighs Road and being hit by through vehicles on Wairakei Road. The other crash on Wairakei Road involved a vehicle right turning into a driveway being hit by an approaching through vehicle.

**VAL CARTER  
CHAIRPERSON**



**Collision Diagram**

23. The proposal is likely to address only one of the five crashes that occurred between 2000 and 2004. This crash involved a vehicle heading southwest on Blighs Road at night and failing to recognise the Wairakei Road intersection. The improved lighting proposed as part of the proposal is likely to reduce the incidence of similar crashes.
24. The following boundary issues require addressing in detailed design:
  - (a) The fence at No. 1 Blighs Road (owned by the Council) on the Wairakei Road frontage is located on the legal road reserve. Relocation of the fence to the property boundary is required in order construct the footpath to the property boundary; and
  - (b) Hedges at 18, 20, 28 and 33 Blighs Road are located on/overhang the road reserve. Removal/trimming of the hedges is required as the footpath is proposed to be located against the property boundary.

**THE OPTIONS**

25. There were three options considered for this section of Blighs Road as follows:
  - (a) Option One - do nothing. This option while having the benefit of not spending any money would cause rising maintenance costs with time and would fail to fulfil the Council's obligations under the 2006 – 2016 LTCCP.
  - (b) Option Two would replace the kerb and dish on the existing alignment. This option would not address speed and pedestrian crossing concerns of residents caused by the wide carriageway. With this option there would also be little opportunity to introduce more street trees within the road boundaries.

1 Cont'd

- (c) The third option, as presented, meets all the requirements within the City Plan, the commitments in the LTCCP, and the project objectives. Trees are added due to the abundance of space available within this section of road corridor. Additional off-street car parks were added as part of the consultation process of a project.

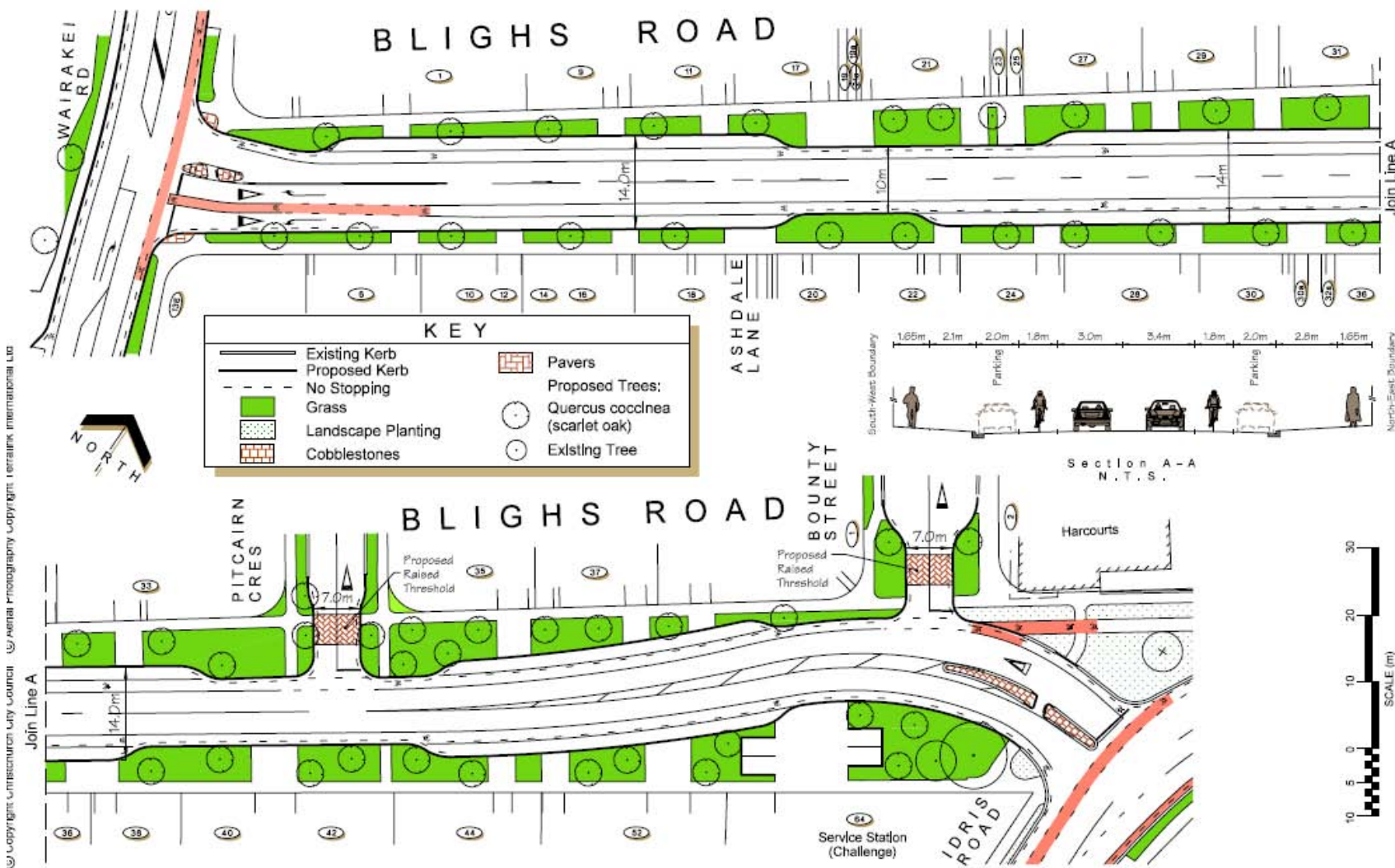
**THE PREFERRED OPTION**

26. The preferred option as shown on **Attachment 1** has the following features:

- (a) The proposal involves a kerb and dish channel and carriageway shoulder reconstruction of Blighs Road between Wairakei Road and Idris Road.
- (b) The proposal provides a 14 metre wide carriageway between kerb build-outs. The 14 metre wide carriageway has 2 metre wide parking on each side of the street, 1.8 metre wide cycle lanes and 3.2 metre wide traffic lanes. The roadway width between the kerb build-outs is 10 metre, which provides space for the cycle and traffic lanes only.
- (c) Parking has been retained where practicable and two off-street two-car parking bays have been provided in the berm area outside the service station at No. 64 Blighs Road.
- (d) The kerb build-outs help to reduce traffic speed, reduce the pedestrian crossing distance at the pedestrian desire lines and increase the area for the planting of street trees.
- (e) To further improve pedestrian facilities, a pedestrian refuge island has been included at the Wairakei Road intersection.
- (f) Cycle lanes are proposed for the length of Blighs Road including at the Wairakei Road intersection. Red cycle lane marking is proposed on the cycle lane approaching the Wairakei Road intersection and on Wairakei Road across the Blighs Road intersection.
- (g) Type C threshold treatments with kerb build-outs are proposed at the Pitcairn Crescent and Bounty Street intersections narrowing the carriageway to seven metres to reduce vehicle speeds.
- (h) A flush median is proposed between Pitcairn Crescent and the central island on the approach to the Idris Road intersection. A gap will be provided in this central median to accommodate pedestrian crossing movements.
- (i) The proposal includes a street lighting upgrade.

27. This proposal for Blighs Road (Wairakei to Idris) was chosen as the preferred option because:

- (a) A lower and safer speed environment will be created for all users.
- (b) Renews all existing kerb and dished channel with kerb and flat channel.
- (c) Improves safety for all road users.
- (d) Improves the landscape and installs new street trees.
- (e) Ensures adequate provision for on-street parking for residents and businesses.
- (f) Enhances the character of the street.



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**BLIGHS ROAD (Wairakei Road - Idris Road)**  
Street Renewal  
**For Board Approval**

Original Plan Size: A4  
ISSUE.4 11/08/08  
TP173901 MJR



Support	Number of Responses	% of Total Responses
Full Support	7	50%
General Support (with suggestion)	3	21.5%
Does Not Support	1	7%
No Support Comment	3	21.5%
<b>Total</b>	<b>14</b>	<b>100%</b>

**Pedestrian**

1. Does the path through the refuge island at Wairakei/Blighs need to be angled?
2. Tactile tiles (warning and directional) need to be installed at all pedestrian crossing points for the partially sighted.

**Landscaping**

3. Pleased that wiring will be underground (x 3)
4. Need more trees planted down Blighs

**On-street Parking/No stopping restrictions**

5. Need more street parking south of Bounty St, as cars park too close to the corner and create a hazard for turning
6. Should put parking along the service station side of road

**Traffic Flow**

7. Large traffic volume at peak times with cars using Blighs Road as a shortcut
8. Right and left turn lanes should be marked on Blighs Road at Idris Road

**Traffic Safety**

9. Cars accelerate dramatically coming in from Wairakei Road
10. Would like to see speed humps to reduce speeds (x 2)
11. Please reduce car speeds (x 2)
12. More no stopping restrictions need to be installed both sides of Bounty St to preserve adequate sight lines for drivers exiting Bounty Street
13. The splitter island at Wairakei Road needs to be moved to the sou-east to make it safer to right turn into Wairakei Road
14. Traffic speeds need to be reduced before intersections, before a vehicle reaches a platform

**General**

15. Would like to see the road left as it is (x 2)
16. Do not take away a nice, wide road (x 2)

## 2. WAIRAKEI ROAD (STAGE 2) RAILWAY TO PITCAIRN KERB AND DISH CHANNEL RENEWAL

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Brian Boddy, Transportation Consultation Leader

### PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that the Wairakei Road (Railway to Pitcairn) kerb and dish channel replacement project be approved to proceed to final design, tender and construction.

### EXECUTIVE SUMMARY

2. This kerb and dish channel renewal project is part of an integrated project covering Blighs and Wairakei Roads in the Council's Capital Works Program in the 2007/08 and 2008/09 financial years. The stages for the overall project are:

- (a) Stage 1 involves Wairakei Road from Manor Place to Pitcairn Crescent was approved for construction in 2007 with the exception of the Aorangi/Wairakei intersection. This intersection was subject to a separate report to the Council for approval in August 2008.
- (b) Stage 2 involves Wairakei Road from Pitcairn Crescent to the Railway due for construction in late 2008 and is the subject of this report.
- (c) Stage 3 involves Blighs Road from Papanui Road to Idris Road which was approved for construction in early 2007 and completed in late 2007.
- (d) Stage 4 involves Blighs Road from Wairakei Road to Idris Road which is to go to the Council for approval in October 2008.

The final stages are all due to be completed within the 2008/09 financial year (FY).

3. The primary objectives for this project are to:
  - (a) Replace the existing old kerb and dish channel with kerb and flat channel.
  - (b) To underground all existing overhead services.
4. Secondary aims consistent with those on this and other arterial roads are to:
  - (a) Improve safety for all road users e.g. speed reduction of vehicles along Wairakei Road.
  - (b) Provide on-street parking where appropriate to meet the needs of residents and businesses.
  - (c) Provide/improve pedestrian crossing and cyclist facilities.
  - (d) Minimise whole of life costs e.g. the Ilam Road intersection has been modified to allow for the installation of traffic signals at a later date.
  - (e) Upgrade the street lighting.
  - (f) Improve intersection functioning and safety.

A specific issue which will be addressed in conjunction with this project is the piping of the upper reaches of Taylors Stream.

5. As part of the proposed upgrade to this section of road all overhead wiring will be undergrounded and street lighting improved. Stage I and Stage II of the Wairakei Road undergrounding of the overhead wiring has already been completed.

## 2 Cont'd

**FINANCIAL IMPLICATIONS**

6. The proposed kerb and channel renewal works for the Wairakei Road project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.
7. The Construction cost for stage 1 and 2 of Wairakei Road and stage 4 which is the Blighs Road section totals **\$3,845,949**. **\$436,000** was spent in the 2007/08 FY leaving a balance in the 2008/09 FY of **\$3,409,949**.
8. Information to note:  
 Stage 1 *Wairakei Road-(Manor to Pitcairn) Council approval gained June 2007.*  
 Stage 2 Wairakei Road-(Pitcairn to railway) - This report  
 Stage 4 *Blighs Road - (Idris to Wairakei) Separate report.*
9. Total Budget = funded from the following codes for delivery of all three phases in the 2008/09 FY.

542/1192 (Stage 1 and 2)	\$ 2,529,727	2008/09
542/891 (Stage 4)	\$ 588,917	2008/09
542/123	\$ 163,626	2008/09
542/122	\$ 482,713	2008/09
<b>Total</b>	<b><u>\$ 3,764,983</u></b>	

Remaining construction works for the 2008/09 FY	\$ 3,409,949
Ancillary cost (outstanding in 2008/09 FY)	\$ 142,000
Supervision costs (outstanding in 2008/09 FY)	\$ 135,000
Misc. – PM time, etc.	\$ 5,000
<b>Total</b>	<b><u>\$ 3,691,949</u></b>

**Balance available** **\$ 73,034**

**Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?**

10. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

**LEGAL CONSIDERATIONS**

11. There is a land ownership issue associated with this project, in that a resumption of an existing low concrete wall at 1 Blighs Road (Blighs Road/Wairakei Road Intersection) is required. This property is owned by the Council (Water Services) and they have been advised that the wall has to be relocated back to the boundary. Water Services are agreeable to its removal and do not require its reinstatement. If the wall is to be reinstated, Water Services is to contribute 50% towards its cost.
12. Council resolution is required to implement the parking restrictions and traffic management changes.
13. There are no other outstanding legal implications to be considered within this stage of the project.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. This report's recommendations align with the Transport and Greenspace Unit's Asset Management Plan, the Street Renewals Projects section of the Capital Works Programme page 85, and Our Community Plan 2006-2016.

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**ALIGNMENT WITH STRATEGIES**

15. This project is consistent with key Council strategies including the Parking Strategy, the Road Safety Strategy, the Pedestrian Strategy and the Cycling Strategy and is consistent with the requirements for a Minor Arterial Road as defined within the City Plan.

**CONSULTATION FULFILMENT**

16. An initial survey was carried out with the residents of Wairakei Road between the railway and Manor Place in March 2005. Four hundred survey forms were distributed and one hundred and eleven responses were received which identified speeding traffic, limited visibility and difficulty turning right at times for drivers exiting side streets, traffic queues in Wairakei Road at peak times, some drivers failure to observe 'STOP' signs and to keep on their side of the road, the loss of control accidents on the Wairakei Road bends on each side of Idris Road intersection, adequate on-street parking for businesses and the difficulty experienced by pedestrians (especially the elderly) trying to cross Wairakei Road, as major concerns for the area.
17. A seminar was held with the Fendalton/Waimairi Community Board on 2 August 2005, prior to the publicity pamphlet (including concept plan – see **Attachment 2** - and incorporating the above feedback where appropriate) being distributed to the community and stakeholders for consultation. The feedback period of three weeks closed on 16 September 2005. A total of approximately six hundred pamphlets were distributed in this section of Wairakei Road and the surrounding area plus other interest groups. Fifty-three responses were received. The thirty-one respondents were in general support of the proposal. Four were in opposition. The key issues raised related to landscaping, parking, pedestrian facilities, and traffic control/road design.
18. In June 2006 the project was deferred to the 2007/08 financial year and a letter sent to interested parties informing them of the deferment in July 2006.
19. In 2007 a second publicity pamphlet with revised concept plan was drawn up. Significant changes to the original were:
  - (a) The addition of more on-street parking (e.g. outside No.s 44-46).
  - (b) Installation of a pedestrian island at Galway Avenue intersection.
  - (c) The proposed layout of Wairakei Road between the Ilam and Blighs intersections has been altered to allow the installation of traffic signals if required in the future.
20. A seminar was held on 14 August 2007 to inform the Fendalton/Waimairi Community Board of the publicity pamphlet (including the revised concept plan) being distributed to the community and stakeholders. The feedback period was from the 22 August to 10 September 2007. Approximately six hundred pamphlets were distributed in this section of Wairakei Road and the surrounding area plus other interest groups and several on-site meetings held. Thirty-four responses were received. The twenty-two respondents were in general support of the proposal. Four were in opposition. The key issues raised related to landscaping, parking, bus stops and traffic control (see **Attachment one** for summary of feedback).
21. In response to feedback on the publicity pamphlet distributed in 2007 the Council Approval Plan (see **Attachment 3**) has been drawn up. All properties directly affected by changes in this new plan or by new parking restrictions and/or bus stops have been visited by the Project's Consultation Leader.

**2 Cont'd**

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) Approve the proposal shown on Attachment 3 for construction.
- (b) Approve the following traffic restrictions for installation:

**Remove Existing 'No Stopping'**

**Wairakei Road**

- (i) That all the existing no stopping resolutions on the north side of Wairakei Road from Pitcairn Crescent to 101 metres east of the Wairakei Road – Westholme Street intersection, be revoked.
- (ii) That all the existing no stopping resolutions on the south side of Wairakei Road from 382m north-east of the Wairakei Road – Ilam Road intersection to the Wairakei Road – Jeffreys Road intersection, be revoked.

**Pitcairn Crescent**

- (i) That the existing no stopping resolutions on the north-west side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 15 metres, be revoked.
- (ii) That the existing no stopping resolutions on the south-east side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 15 metres, be revoked.

**Rosewood Place**

- (i) That the existing no stopping resolutions on the north-west side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres, be revoked.
- (ii) That the existing no stopping resolutions on the south-east side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres, be revoked.

**Westholme Street**

- (i) That the existing no stopping resolutions on the east and west side of Westholme Street commencing at its intersection with Waimairi Road and extending for a distance of 17 metres, be revoked.

**Galway Avenue**

- (i) That the existing no stopping resolutions on the east and west side of Galway Ave commencing at its intersection with Waimairi Road and extending for a distance of 19 metres, be revoked.

**Ilam Road**

- (i) That the existing no stopping resolutions on the east and west side of Ilam Road commencing at its intersection with Waimairi Road and extending for a distance of 37 metres, be revoked.

2. Cont'd

**New 'No Stopping'**

- (i) That the stopping of vehicles be prohibited at any time on the north-east side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending in a south-easterly direction for a distance of 13 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north-east side of Wairakei Road commencing at its intersection with Rosewood Place and extending in a north-westerly direction for a distance of 24 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north-east side of Wairakei Road commencing at its intersection with Rosewood Place and extending in a south-easterly direction for a distance of 20 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Wairakei Road commencing at its intersection with Blighs Road and extending in a northerly direction for a distance of 90 metres.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Wairakei Road commencing at its intersection with Blighs Road and extending in a southerly direction for a distance of 59 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Wairakei Road commencing at a point 74 metres from its intersection with Blighs Road and extending in a southerly direction for a distance of 76 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 212 metres from its intersection with Idris Road and extending in a northerly direction for a distance of 52 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 136 metres from its intersection with Idris Road and extending in a northerly direction for a distance of 53 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Idris Road and extending in a north-westerly direction for a distance of 75 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north-east side of Wairakei Road commencing at its intersection with Idris Road and extending in a south-easterly direction for a distance of 45 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the north-east side of Wairakei Road commencing at a point 63 metres from its intersection with Idris Road and extending in a south-easterly direction for a distance of 33 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 76 metres from its intersection with Westholme Street and extending in a westerly direction for a distance of 20 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Westholme Street and extending in a westerly direction for a distance of 18 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Westholme Street and extending in an easterly direction for a distance of 101 metres.

2. Cont'd

- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Jeffreys Road and extending in an easterly direction for a distance of 75 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Jeffreys Road and extending in a westerly direction for a distance of 87 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 156 metres from its intersection with Jeffreys Road and extending in a westerly direction for a distance of 21 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 156 metres from its intersection with Jeffreys Road and extending in a westerly direction for a distance of 21 metres
- (xx) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Idris Road and extending in an easterly direction for a distance of 40 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 53 metres from its intersection with Idris Road and extending in an easterly direction for a distance of 40 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Idris Road and extending in a westerly direction for a distance of 37 metres.
- (xxiii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Chislehurst Place and extending in a westerly direction for a distance of 21 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Galway Avenue and extending in an easterly direction for a distance of 27 metres.
- (xxv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Galway Avenue and extending in a westerly direction for a distance of 21 metres.
- (xxvi) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road commencing at a point 56 metres from its intersection with Galway Avenue and extending in a north-westerly direction for a distance of 28 metres.
- (xxvii) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at its intersection with Ilam Road and extending in a southerly direction for a distance of 21 metres.
- (xxviii) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at its intersection with Ilam Road and extending in a northerly direction for a distance of 30 metres.
- (xxix) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at a point 64 metres from its intersection with Ilam Road and extending in a northerly direction for a distance of 16 metres.
- (xxx) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at a point 96 metres from its intersection with Ilam Road and extending in a northerly direction for a distance of 186 metres.

**2. Cont'd**

- (xxx) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at a point 350 metres from its intersection with Ilam Road and extending in a northerly direction for a distance of 32 metres.

**Westholme Street**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Westholme Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 17 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Westholme Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 16 metres.

**Galway Avenue**

- (i) That the stopping of vehicles be prohibited at any time on the south-east side of Galway Avenue commencing at its intersection with Wairakei Road and extending in a southerly direction for a distance of 16 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north-west side of Galway Avenue commencing at its intersection with Wairakei Road and extending in a southerly direction for a distance of 19 metres.

**Ilam Road**

- (i) That the stopping of vehicles be prohibited at any time on the south side of Ilam Road commencing at its intersection with Wairakei Road and extending in a westerly direction for a distance of 36 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Ilam Road commencing at its intersection with Wairakei Road and extending in a westerly direction for a distance of 37 metres.

**Pitcairn Crescent**

- (i) That the stopping of vehicles be prohibited at any time on the north-west side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 15 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south-east side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 15 metres.

**Rosewood Place**

- (i) That the stopping of vehicles be prohibited at any time on the north-west side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south-east side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north easterly direction for a distance of 13 metres.



**2 Cont'd**

**BOARD RECOMMENDATION**

- (a) That the staff recommendations be adopted.
- (b) That staff be requested to give consideration to a cobbled threshold entranceway into Chislehurst Place from Wairakei Road, as requested by residents of Chislehurst Place who were in attendance at the meeting.

(Note: Staff informed the Board that the work in (b) above was currently outside the scope of the project and would require Council approval to address this as a separate project.)

**BACKGROUND**

- 22. The primary purpose of this project is to replace the existing deep dish channels that are in poor condition with a modern profile kerb and flat channel. The carriageway of this section of Wairakei Road is also in need of a major upgrade due to failures in areas of the running surface. This project has been integrated with a series of other capital works which are being planned together and will be implemented successively. This is the second stage of the integrated package that includes Wairakei Road (Pitcairn to Manor) and Blighs Road.
- 23. This section of Wairakei Road is a minor arterial road with an average traffic flow of 16,000 vehicles per day. Consistent with Council's policy to underground the overhead wiring in arterial roads subject to reconstruction, the aerial wiring in stages 1 and 2 has been undergrounded.

**Crash reduction**

- 24. The Land Transport New Zealand Crash Analysis System shows there have been 61 crashes recorded for the five year period between 2000 and 2004.

The main crash clusters are located at:

- (a) Wairakei/Idris intersection;
  - (b) Curve between Idris Road and Ilam Road;
  - (c) Wairakei/Ilam intersection; and
  - (d) Near the railway line.
- 25. At the Wairakei/Idris intersection there have been eight recorded red light running crashes (HA) and six recorded right turn against crashes (LB). Of the HA crashes, six involved westbound vehicles running the red light on Wairakei Road. Notably, all of the LB crashes involved vehicles turning right from Wairakei Road into Idris Road.
  - 26. The proposal includes modifications to the lane layout on Wairakei Road so that the right turn lanes are opposing. This should produce a significant reduction in the number of right turn against crashes observed on Wairakei Road as the modifications provide better visibility for right turning vehicles.
  - 27. There have been 10 loss of control crashes recorded on the curve between Idris Road and Ilam Road. Significantly, eight of these crashes occurred at night, which indicates that poor lighting or delineation is likely to have been a contributing factor. The proposal includes a lighting upgrade of Wairakei Road. This should result in a significant reduction of the number of observed loss of control crashes on this curve. The proposal also provides a larger radii curve for westbound traffic and carriageway resurfacing, which should also assist in reducing the incidence of loss of control crashes.

**2 Cont'd**

28. There have been four right turn right side (JA) crashes observed at the Wairakei/Ilam intersection. The preferred option involves the relocation of the limit line forward on Ilam Road, which should improve visibility slightly. This treatment could be expected to produce a slight reduction in the number of observed JA crashes at this intersection.
29. Crashes in the vicinity of the railway line are a mixture of rear end and loss of control crashes. The street lighting upgrade and carriageway resurfacing should result in a minor reduction in the number of observed crashes in the vicinity of the railway line.

**ASSESSMENT OF OPTIONS**

30. Two options were assessed as part of the Wairakei Road kerb and channel replacement as follows:
  - (a) Option (a) has:
    - (i) A carriageway width of 15.6 metres is provided to allow on-street parking on both sides of the road with free movement of traffic.
    - (ii) A carriageway that narrows to 11.9 metres wide in locations to allow the planting of trees to improve the streetscape and to calm traffic.
    - (iii) Intersection design safety improvements.
    - (iv) Pedestrian islands to aid the movement of pedestrians across Wairakei Road.
    - (v) A flush median to allow right turning vehicles to stop without impeding the flow of straight through traffic.
    - (vi) Cycle lanes to improve cycle safety.
  - (b) Option (b) maintains the status quo i.e. do nothing. This option was not considered any further as it met none of the Council's commitments under the LTCCP or the project objectives.

**Option A: The Preferred Option**

31. Option (a) was developed as the primary option for consideration and consultation and is the preferred option. As a minor arterial road within the City Plan this section of Wairakei Road first and foremost must, give priority to the safe, efficient and sustainable movement of people and goods. Because of the number of underground services, options for the actual road layout have been limited (e.g. tree planting cannot be placed over underground services). This proposal has the following features:

**Streetscape**

32. The tree planting along Wairakei Road has been developed with the concept of maximising the number of trees. Landscaping at intersections is to be low groundcovers less than 500 millimetres high. Tree species proposed are:
  - (a) Quercus Coccinea (Scarlet Oak)
  - (b) Acer Rubrum (Red Maple) or Pyrus Calleryana (Callery Pear)
33. There is a Notable or Heritage tree shown in the City Plan or on Webmap2 on the intranet at property No. 91 Wairakei Road. It is a 12 metre tall Abies Pinsapo (Spanish Fir) which is located two metres from the proposed kerb line. Consent is required for work to be undertaken within 10 metres of the tree.

**2 Cont'd**

**Traffic Control Improvements**

34. Specifically the proposal includes modifications to the lane layout on Wairakei Road so that the right turn lanes are opposing at the Idris Road intersection and the relocation of the limit line forward on Ilam Road, which should improve visibility slightly. These two improvements could be expected to produce a reduction in the number of observed crashes at these intersections.
35. Type C threshold treatments have been included at the intersections of Pitcairn Crescent, Rosewood Place and Galway Avenue, which highlight the change in hierarchy from Minor Arterial to Local Road at each of these locations. This is consistent with other streets and is the recommended treatment. There is no kerb and channel renewal in the vicinity of Chislehurst Place and as such this intersection has not been changed and the existing kerb and channel has been retained. The introduction of trees in the extended berm areas and installation of a continuous painted flush median over this section should assist in reducing the mean speed along Wairakei Road.

**On-street Parking**

36. On-street parking has been maintained in most locations where possible between build-outs thus defining parking spaces. However, these proposed landscaped build-outs have resulted in a reduction of parking at these locations.

**Pedestrian and Cycle Facilities**

37. This proposal also sees the installation of two new pedestrian islands opposite numbers 11 and 53 Wairakei Road, tactile paving is proposed at these locations. The relocation of the existing pedestrian island at 144 Wairakei Road, which was installed approximately two years ago, is also needed. This relocation will result in a better alignment for all road users at an estimated cost of \$3,000. Cycle lanes will also be provided for the full length of stages 1 and 2.

**Public Transport**

38. All the bus stops in Stages 1 and 2 have been rationalised and shifted where appropriate to provide consistent spacing between stops.

## Wairakei Road Upgrade (Railway to Blighs) Feedback Summary at 17/9/07.

Responses received: -

Support	Number of Responses	% of Total Responses
Full Support	10	29%
General Support (with suggestion)	12	35%
Does Not Support	4	12%
No Support Comment	8	24%
<b>Total</b>	<b>34</b>	<b>100%</b>

### FEEDBACK SUMMARY

#### General

1. This is a great improvement to the present layout.
2. I like the proposed design except for the reduced on-street parking.
3. Reconstruct the footpaths please.
4. Upgrade the street lighting in Chislehurst Place.
5. Don't employ contractors [names deleted] previously used by the Council as work was substandard (comment paraphrased).
6. The Elmwood shopkeepers are concerned they may lose customers if there is a lengthy construction period.
7. Good traffic management will be essential to avoid even greater traffic delays at peak times during construction.
8. Tactile pavers are needed on both sides of all pedestrian islands to give alignment to the vision impaired.
9. There are no gaps in the cobbled median to allow residents of 1 to 3 Wairakei Road to right turn into their driveways.
10. What are the starting and finishing dates for the contract?
11. Vehicle entrances need to be widened; the present ones are too narrow.
12. Please alter my vehicle entrance so I can back out and swing round against the kerb rather than into the through traffic.
13. I plan to construct a driveway in a new position, please allow for a new vehicle entrance in the berm (94).
14. Please finish the road surface with hotmix or similar to cut down on road noise.

#### Bus Stops

1. I totally support the positioning of the bus stops as close as possible to intersections.
2. The bus stops need to be a minimum length of 12.6 metres (the length of the largest bus) with a 15 metre taper each end for entry and exit as per LTNZ guidelines.
3. Any pole and its appendages at a bus stop must be set back 0.5 metres from the kerb, up to a height of 4.5 metres above the kerb, to allow the bus to swing in and out.
4. Please shift the bus stop from in front of my property (89A)

#### Streetscape

1. Please install holland pavers at the entrances to Chislehurst Place, Jeffreys Road, and Westholme Street.
2. I like the proposed landscaping.
3. The entrance to Chislehurst Place should be the same as Galway in terms of narrowing and landscaping.
4. Please plant more trees and reduce parking if necessary.
5. A chamomile lawn or very low ground cover would require less maintenance than grass in the berm areas. It would need more care to start with but it would be worth it.
6. Don't plant trees that will reduce a driver's vision coming out of a driveway.
7. There has never been a grass berm outside No.s 1 to 1A Wairakei Rd. please make sure this area is sealed.

8. Please plant tussocks rather than grass in the berms as many are not properly maintained at present.

ATTACHMENT TO CLAUSE 2  
Attachment 2

**On-street Parking/No stopping restrictions**

1. On-street parking around the dentists at No. 7 is at a premium and the tree planting in this area will be reducing the available parking.
2. The proposal reduction in on-street parking severely disadvantages residents at pedestrian islands and near intersections.
3. There is no on-street parking provided from 36 to 64 Wairakei Road, is it possible to remove some grass and create a park around No. 19.
4. There is inadequate on-street parking close to my property, please provide some/some more (17B, 40, 96).

**Traffic Flow**

1. Please provide a right turn arrow for right turning cars from Idris to Wairakei.
2. We want lights or a roundabout at the Ilam Rd intersection immediately.
3. Don't narrow the entrance to Westholme St, it carries too much traffic.
4. Don't narrow the road with grass berms, trees, and on-street parking. More road side parking needs to be removed around bus stops and corners.

**Traffic Safety**

1. Please colour the cycle lanes across Westholme St, Galway Ave and northern approach to Idris.
2. Install a coloured cycle lane outside the florist on Wairakei Rd the same as diagonally opposite.
3. Vehicles drive through the cycleway traffic signals especially in winter when the sun is in a driver's eyes. The traffic signals need to be made more obvious to drivers.
4. Motorists exit Jeffreys Rd illegally onto Wairakei Road. Should this end of Jeffreys be turned into a cul de sac or signage improved/upgraded? – this movement needs to be stopped, it is dangerous.
5. Speed humps are needed on the entry to Jeffreys Rd to slow traffic entry speeds.
6. Raised pavers are needed at Jeffreys Rd entrance to reduce illegal right turns off Wairakei Rd and out of Jeffreys Rd.
7. The provision of a left turning lane off Wairakei Rd at Idris Road is pleasing.

**Issues outside the scope of the project**

1. There seem to be no plans for Wairakei Road to carry more traffic.
2. Traffic needs to be slowed in Ilam Rd especially between 8.00 pm and 1.00 am at night.

**PROJECT TEAMS' RESPONSES**

**Pedestrian crossing facility**

1. Every endeavour has been made to equally spaced islands along the entire project length, thus along with the introduction of flush medians offer greater protection for pedestrians. Traffic Islands have also been added where possible to complement local facilities. Old Peoples home, Schools and in the proximity of bus stops.

**Bus Stops**

1. One on one consultation has been carried out with all residents who have bus stops located outside their properties. The bus stops have been rationalised to minimise walking distance between adjacent stops, and to ensure bus movements in and out of bus stops avoid potential high conflict points.

**On-street Parking/No stopping restrictions**

1. Additional parking has been added to a number of locations where appropriate in response to individual request. This however has been balanced with the need to install crossing points, bus stops and some amenity planting were required.

**Traffic Flow**

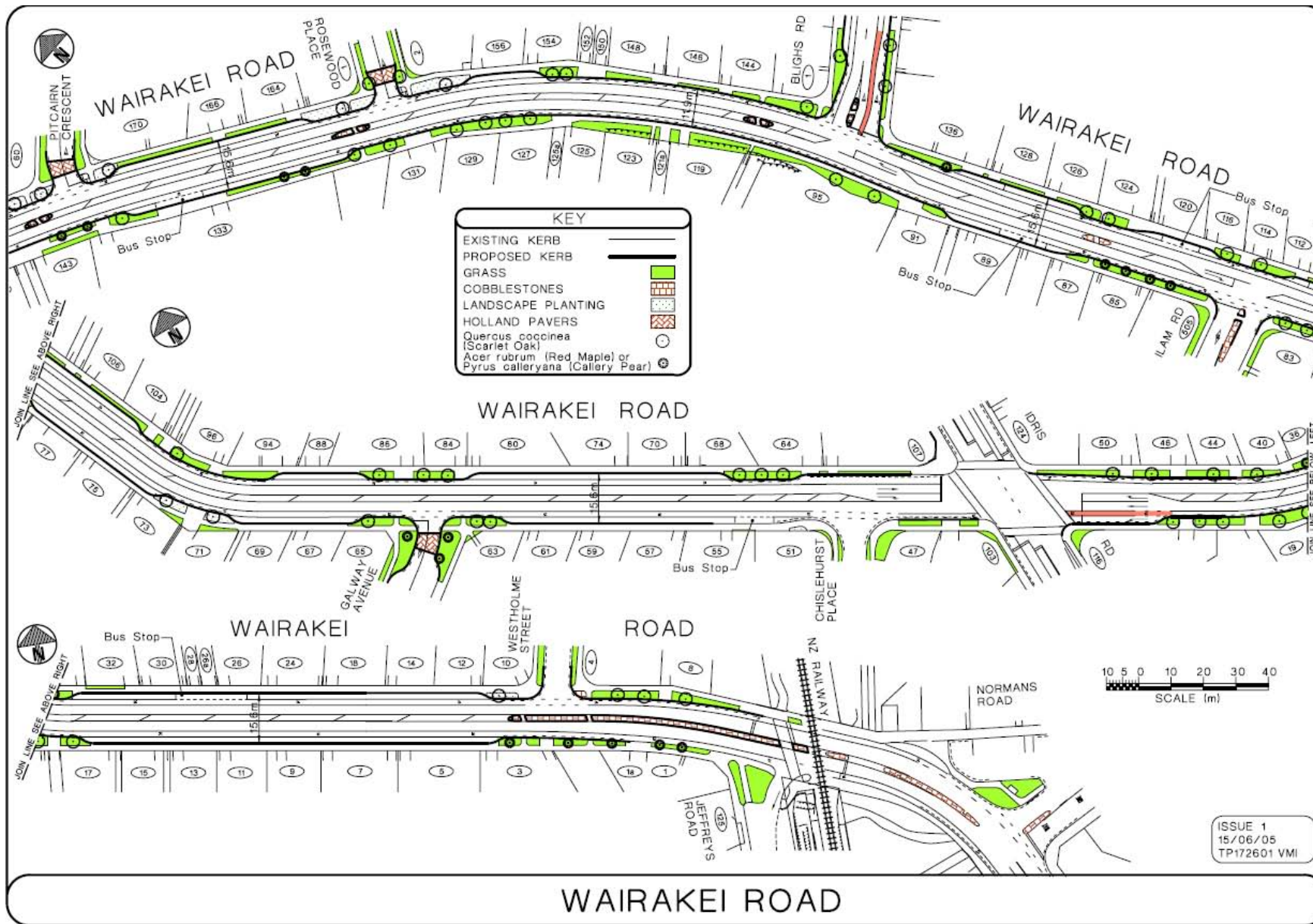
1. Extensive modelling has been done on all the major intersections to ensure levels of service are maintained. The Ilam Road intersection has been so constructed to accommodate the future signalisation. Modelling has predicted that there will be a future requirement for signals which is dependant on future transport growth.

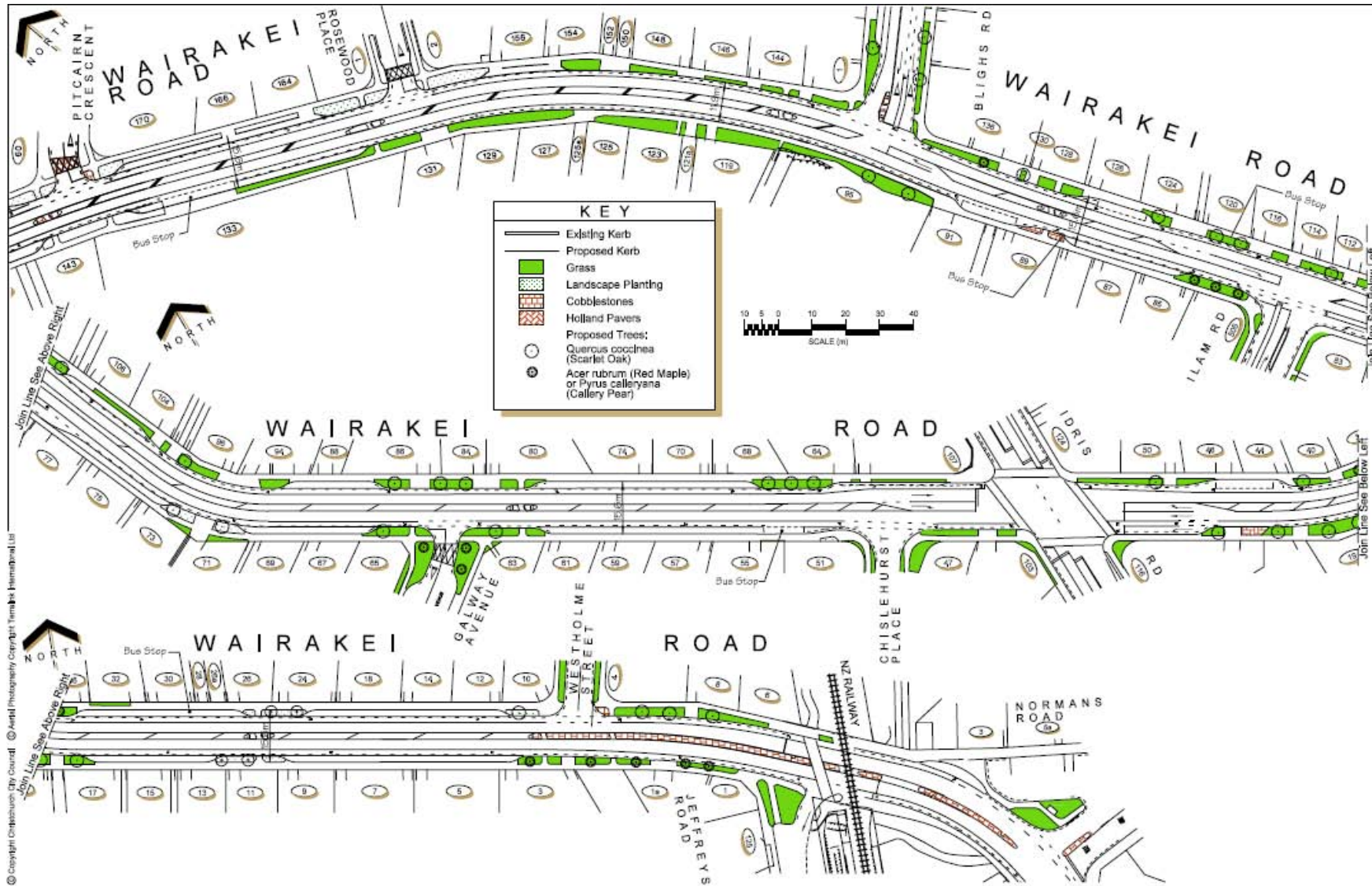
**Traffic Safety**

1. The carriageway has been reconstructed to provide better sight lines, cross falls for drainage and safer cambers on the bends and corners. The scheme must consider the safety of 'all' road users, motorists, cyclists and pedestrians. There has been one very late request to remove the solid flush median at Westholme Street. The NZTA (old LTNZ-CAS Database) shows that since this flush median was installed the crash rate in this vicinity has dropped to zero. Thus staff have recommended that the flush median remains.

**Issues outside the scope of the project**

1. There has been a request to look at the signal location at the rail crossing adjacent to Jeffrey's Rd. This has been passed onto Network Operations for further investigation.





**WAIRAKEI ROAD (Pitcairn Crescent - Railway)**  
Street Renewal  
For Board Approval

Original Plan Size: A3  
ISSUE.1 22/08/08  
TP172605 MJR