

542/642

**Clarence St/Riccarton Rd/Straven Rd  
Intersection**



**COSTS (Costs net of thirds-party contributions in brackets)**

<b>Total</b>	<b>Renewal</b>	<b>Backlog</b>	<b>Unallocated</b>	<b>Growth</b>
\$1,129,360	\$225,872	\$388,500	0	\$514,988
(\$530,799)	(\$106,160)	(\$182,595)		<b>(\$242,044)</b>

**COST ALLOCATION**

<b>Primary Driver:</b>	Limited capacity means Level of Service will decrease Continued safety concerns
<b>Secondary Driver:</b>	
<b>Capacity discussion:</b>	
<b>References:</b>	

**ATTRIBUTES**

<b>Project Manager:</b>	Lorraine Wilmhurst
<b>Work Planned:</b>	Realignment of south-east corner of intersection. Purchase and demolition of 95 Riccarton Rd & purchase of some of Windmill Centre car park to provide two straight through lanes from Straven into Clarence, and a merge lane past the intersection.  Realignment of south west corner.  Remarking traffic lanes to provide cycle lanes and a central island on Clarence St approach.
<b>Location:</b>	Intersection of Riccarton Rd/Straven Rd/Clarence St
<b>Special features being addressed:</b>	
<b>A statement of the outcomes being addressed</b>	Improved network efficiency and capacity

<b>(LoS, Community Outcomes):</b>	Improved Level of Service Improved Safety
<b>Options considered:</b>	
<b>Implications of not doing the project:</b>	Limited capacity means Level of Service will decrease Continued safety concerns
<b>Linkages with other projects:</b>	Integration with the proposed kerb and channel replacement on Straven Road north of Rata Street, and changes to the Kahu Rd/Kilmarnock St/Straven Rd intersection.
<b>Location of other relevant supporting information:</b>	Report to the Sustainable Transport and Utilities Committee on 7 September 2004.  Intersection improvements plan 12/08/04.  Consultation Plan 1 July 2004

**Project Cost Allocation Summary**

**Background**

Project No	542/642	Activity	Transport and City Streets
Project Name	Clarence St/Riccarton Rd/Straven Rd Intersection Improvements		
Project Manager	Jeanette Ward & Lorraine Wilmhurst		
Year first spend on the project	2001	Project Scope	Realignment of south-east corner of intersection. Purchase and demolition of 95 Riccarton Rd & purchase of some of Windmill Centre car park to provide two straight through lanes from Straven into Clarence, and a merge lane past the intersection. Realignment of south west corner. Remarking traffic lanes to provide cycle lanes and a central island on Clarence St approach.
Year of first cost allocation	2006		
Year of current cost allocation	2006		
Project cost	\$1,129,360		

**Level of Service Definitions**

Measure	Ratio	Primary Driver	Limited capacity means Level of Service will decrease Continued safety concerns
Existing Capacity	100.0		
Existing Demand	143.0		
Total Capacity	200.0	Secondary Driver	
Design Capacity Year	2030		
End of Life Year	2045		
Backlog Capacity	43	Capacity Discussion	
Growth Capacity	57		
New Work Capacity	100		
% Backlog of New Work	43	References	
% Growth of New Work	57		

**Localities:**

locality	percentage	comment
Riccarton	100	

**Operations and Maintenance**

O&M Cost Share	\$0
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**Renewal**

Stand Alone Renewal Cost	\$225,872	Renewal Scope	Standard assumption for renewal component of Road Network Improvements
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**New Works**

Stand Alone New Works Cost	\$1,129,360	New Works Scope	Standard assumption for new work component of Road Network Improvement.
Renewal Cost Share	\$225,872		
New Work Cost Share	\$1,129,360		

**Preliminary Cost Shares**

Backlog Cost Share	\$388,500
Growth Cost Share	\$514,988

**Growth project**

Stand Alone Growth Cost	\$1,129,360	Growth Project Scope	Standard assumption for growth component of Road Network Improvements.
Growth Cap	\$1,129,360		

**Unallocated costs**

Unallocated Cost Share	\$0
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**Project funding**

External Funding	\$598,561
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**Summary of Cost Allocation**

	%	Total Cost	Net Cost
O&M		\$0	\$0
Renewal	20%	\$225,872	\$106,160
Backlog	34.4%	\$388,500	\$182,595
Growth	45.6%	\$514,988	\$242,044
Unallocated	0%	\$0	\$0
External Funding			\$598,561
Project Total	100%	\$1,129,360	\$530,799

### 13. CLARENCE STREET/RICCARTON ROAD/STRAVEN ROAD INTERSECTION IMPROVEMENTS

<b>Officer responsible</b> Transport and City Streets Manager	<b>Authors :</b> Lee Kelly, Capital Programme Consultation Leader, DDI 941 8355 and Paul Roberts, Transport Planner - Network, DDI 941:8618
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The purpose of this report is to seek the support of the Sustainable Transport and Utilities Committee 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.

#### 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.

#### **Staff**

##### **Recommendation:**

1. That the Sustainable Transport and Utilities Committee recommend to Council the implementation of the proposed improvements to the Clarence Street/Riccarton Road/Straven Road intersection.
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 remove the existing bus stop on the north side of Riccarton Road commencing at a point 20 metres from its intersection with Straven Road and extending in an easterly direction for a distance of 13 metres.
6. That the Council remove the existing P5 parking area on the north side of Riccarton Road located adjacent to no. 110 Riccarton Road.

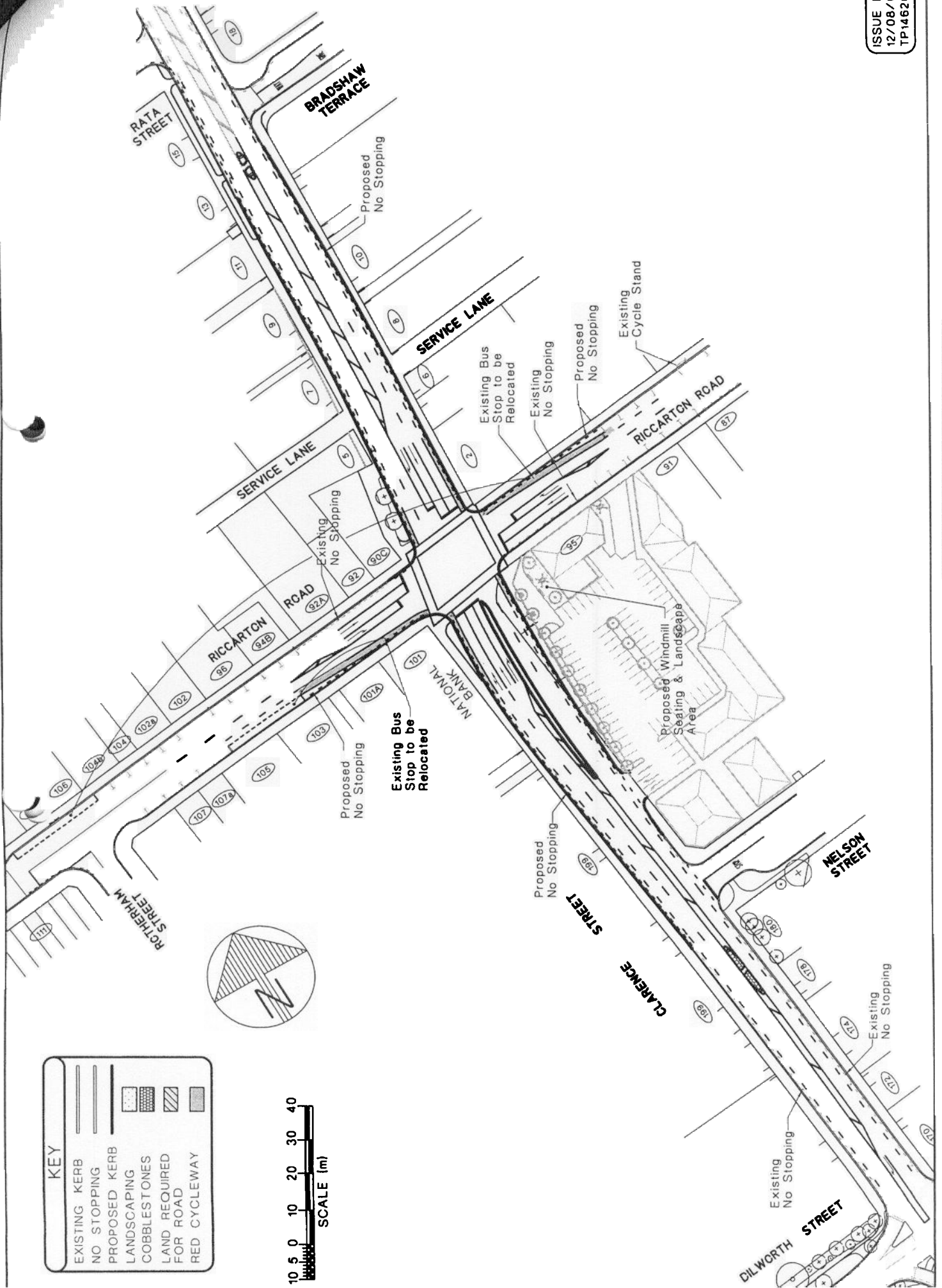
7. That the Council remove the existing three metered parks on the north side of Riccarton Road located immediately adjacent to property no's 110,106 and 104b Riccarton Road.
8. That the Council prohibit the parking of vehicles at any time in the following areas.
  - (a) On the north side of Riccarton 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.
9. 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.
10. That a 'bus stop' be installed on the north side of Riccarton Road commencing at a point 18 metres from its intersection with Rimu Street and extending in an easterly direction for a distance of 29.4 metres.

**Chairman's****Recommendation:**

That the above recommendation be adopted.

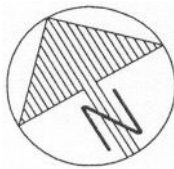
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ISSUE B  
12/08/04  
TP146203 MJR



**KEY**

	EXISTING KERB
	NO STOPPING
	PROPOSED KERB
	LANDSCAPING
	COBBLESTONES
	LAND REQUIRED FOR ROAD
	RED CYCLEWAY



INTERSECTION

**1 July 2004**

## **Consultation Plan**

### **Riccarton / Straven / Clarence Intersection**

#### **Safety Improvements**

##### **Background:**

The implementation of the proposed intersection safety improvements is a critical element in the on-going development of the Riccarton Road Traffic Management Plan.

The existing intersection is an important part of the roading network in the City and caters for approximately 45,000 vehicles per day. The intersection currently has a number of problems in terms of safety and capacity that the proposed plan seeks to address.

##### **Aims/Objectives of Project:**

- To improve safety at the intersection including on all approaches and departures for all road users
- To reduce delays
- To gain community acceptance and support for the project by clearly outlining the necessary safety improvements of the project and the importance of the intersection in relation to its functioning within the roading network
- To gain Community Board support for the project
- To gain the approval of the Sustainable, Transport and Utilities Committee and the Council to implement the project

##### **Aims of Consultation:**

- 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.
- To provide an opportunity for those businesses operators on the west side of Straven Road just north of the intersection an opportunity to provide input on the redesign of the seating/dining area adjacent to their businesses

##### **Project Givens:**

- To maintain the current capacity of the intersection and to allow for future growth
- To improve safety for all road users



- To improve safety for cyclists by installing cycle lanes in accordance with the Council's cycle strategy and supporting policies

**What can the community change and/or influence:**

Very little as the project has been initiated to improve safety while maintaining capacity on an arterial route. However, there is an opportunity for businesses on the west side of Straven Road, just north of the intersection to have input on the proposed redesign of the existing seating/dining area adjacent to their businesses.

**Identification of Stakeholders:**

**External**

- Residents and/or property/business owners adjacent to the intersection
- Local residents groups
- Riccarton Business Association
- NZ Police
- NZ Fire Service
- St John's
- Public Transport Operators
- Taxi Association
- Spokes
- The wider community

**Internal**

- Traffic Planners
- Network Operation – including signals
- City Solutions

**Consultation Approach:**

A predominately inform consultation process is proposed whereby residents/business owners are advised of the proposal and are provided with contact details should they wish to discuss aspects of the plan.

On site visits will be undertaken with those residents and business owners who may be directly effected by the proposed work. Once the early inform/consultation is completed a formal publicity will be delivered to all residents/business owners in the area bordered by Blenheim Road, Deans Avenue, Fendalton Road, in addition a press release would feature in the Press and the local newspaper to ensure that the wider community is advised of the proposed intersection change.

**Timeframe for Consultation:**

It is anticipated that consultation would be completed by the end of August 2004 to ensure that the relevant reports can be written for the Community Board, STU Committee and full Council to gain approval for the project in September 2004, the last month for Council meetings before the election in October 2004.

**Potential concerns:**

The Riccarton/Wigram Community Board must be informed before any consultation begins to ensure that they are aware of the project and its implications along with the benefits.

It is imperative to ensure that those residents/businesses affected by the proposal are well informed of the project and its implications to them before any formal publicity is undertaken. Further to this the local resident and business groups must also be informed before the formal consultation begins.

**Strategies for addressing the communities concerns:**

To be clear and direct so to ensure that the community and specific interest groups within the community are aware of the proposed changes and the necessity of implementing the changes to reduce a crash problem, to improve safety for all road users and to maintain capacity of the arterial and minor arterial routes.

**Lee Kelly**  
**Senior Roding Projects Consultation Leader**

**Consultation Plan reviewed by:**  
**Review Comments:**

**Date.**