

542/645

Travis Road Traffic Management

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

Total	Renewal	Backlog	Unallocated	Growth
\$239,257	\$47,851	\$82,304	0	\$109,101
(\$124,414)	(\$24,883)	(\$42,798)		(\$56,733)

COST ALLOCATION

Primary Driver:	Continued poor cyclist safety at roundabout.
Secondary Driver:	
Capacity discussion:	
References:	

ATTRIBUTES

Project Manager:	Sharon O'Neill
Work Planned:	Enlarge Travis Rd/QE2 Drive/Burwood Rd roundabout. Construction of asphalt cycleway.
Location:	Travis Road between Burwood Road and Anzac Drive
Special features being addressed:	Limited Access nature of ring road Level of Service Pedestrian and cyclist access and safety.
A statement of the outcomes being addressed (LoS, Community Outcomes):	Bring Travis Rd up to State Highway standards Improved pedestrian and cycle safety and facilities Address existing safety issues Allow for future capacity needs Meet the needs of the corridor for both the short and long term Aesthetics

Options considered:	Installing traffic lights at the intersection, four laning and reviewing speed limit to align with connected sections of ring road. Decided to progress an interim measure as expect road will become State Highway and owned by Transit.
Implications of not doing the project:	Continued poor cyclist safety at roundabout
Linkages with other projects:	Expect Transit NZ to take over responsibility for this road following the completion of Stage 2 of the Woolston-Burwood Expressway.
Location of other relevant supporting information:	<p>Contract number 03/04-122</p> <p>Sustainable Transport & Utilities Committee and Burwood/Pegasus Community Board Seminar Agenda 10 April 2002.</p> <p>Minutes of public meeting 21 July 2003</p>

Project Cost Allocation Summary

Background

Project No	542/645	Activity	Transport and City Streets
Project Name	Travis Road Traffic Management		
Project Manager	Sharon O'Neill		
Year first spend on the project	2001	Project Scope	Enlarge Travis Rd/QE2 Drive/Burwood Rd roundabout. Construction of asphalt cycleway
Year of first cost allocation	2006		
Year of current cost allocation	2006		
Project cost	\$239,257		

Level of Service Definitions

Measure	Ratio	Primary Driver	Continued poor cyclist safety at roundabout
Existing Capacity	100.0		
Existing Demand	143.0		
Total Capacity	200.0	Secondary Driver	
Design Capacity Year	2027		
End of Life Year	2043		
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
Travis	100	

Operations and Maintenance

O&M Cost Share	\$0
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Renewal

Stand Alone Renewal Cost	\$47,851	Renewal Scope	Standard assumption for renewal component of Road Network Improvements
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New Works

Stand Alone New Works Cost	\$239,257	New Works Scope	Standard assumption for new work component of Road Network Improvement.
Renewal Cost Share	\$47,851		
New Work Cost Share	\$239,257		

Preliminary Cost Shares

Backlog Cost Share	\$82,304
Growth Cost Share	\$109,101

Growth project

Stand Alone Growth Cost	\$239,257	Growth Project Scope	Standard assumption for growth component of Road Network Improvements.
Growth Cap	\$239,257		

Unallocated costs

Unallocated Cost Share	\$0
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Project funding

External Funding	\$114,843
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Summary of Cost Allocation

	%	Total Cost	Net Cost
O&M		\$0	\$0
Renewal	20%	\$47,851	\$24,883
Backlog	34.4%	\$82,304	\$42,798
Growth	45.6%	\$109,101	\$56,733
Unallocated	0%	\$0	\$0
External Funding			\$114,843
Project Total	100%	\$239,257	\$124,414

CHRISTCHURCH CITY COUNCIL

SECTION 1

GENERAL CLAUSES

1. GENERAL DESCRIPTION

This Contract is for the construction of kerbs, channels, asphaltic concrete cycleway, paths and grassed berms.

This Contract shall be carried out as follows:

- Roundabout and island construction and roadmarking. Construction of 2.5m wide AC cycleway.

All work shall be carried out as specified in the Christchurch City Council's Construction Standard Specification CSS: Parts 1-7: 2002.

SPECIAL CONDITIONS

Contractor is advised that the roundabout, pedestrian island and all road marking is to be completed by 28 December 2003.

All other works associated with construction of AC cycleway to be completed by 13 February 2004.

2. QUALITY ASSURANCE SYSTEM

The Contractor shall for the duration of the Contract operate a Quality System and have a Contract Quality Plan which complies with TNZ TQS2, as a minimum requirement.

The Contract Quality Plan shall be submitted to the Engineer at least seven working days prior to work commencing. No work shall be commenced on site until the Contractor has received approval from the Engineer for their Quality Assurance System.

The Engineer will advise acceptance of the Contract Quality Plan or indicate amendments that are required within three (3) working days of receipt.

The Engineer will carry out audits and inspections during the Contract, which may include checks of the Contractor's Quality System and records.

Tenderers must provide evidence with their tender, in the form of a draft Contract Quality Plan or by having a third party audited system in place, that they are able to meet the above requirements.

3. CONTRACT DOCUMENTS

The Contract Documents will comprise:

- (a) The completed Tender Form, Health and Safety Management Plan Confirmation Form (Appendix 4) and Schedule of Prices, if any.

- (b) The Letter of Acceptance of Tender.
- (c) The General Conditions of Contract, being NZS 3910:1998, as modified and extended by the Special Conditions of Contract.
- (d) The Conditions of Tendering and Schedule to Conditions of Tendering.
- (e) The Specification.
- (f) The Christchurch City Council's Civil Engineering Construction Standard Specification (CSS):
 - Part 1: 2002 - General,
 - Part 2: 2002 - Earthworks,
 - Part 3: 2002 - Utility Drainage,
 - Part 4: 2002 - Water Supply,
 - Part 5: 2002 - Lights
 - Part 6: 2002 - Roads
 - Part 7: 2002 - Landscapes
- (g) The Drawings -
 - RD1683 Sheet R01 - Plan and Cross Sections
 - RD1683 Sheet R02 - Roundabout and Roadmarking details
- (h) The Agreement (being the Christchurch City Council Agreement in substitution for the Second Schedule of NZS 3910:1998).
- (i) Any notice to tenderers, relevant correspondence, additional drawings, specifications, instructions and variations necessary for the proper completion of the works, which may be issued from time to time.

4. EXTENT OF CONTRACT

The Contract includes:

- (a) Breaking out old kerbs, channels etc and disposal of spoil as directed.
- (b) Construction of mountable median kerb traffic island and roundabout.
- (c) Construction of pedestrian cutdown through ex kerbs.
- (d) Construction of asphaltic concrete cycleway.
- (e) Construction of grassed berms and some grass berm restoration.
- (f) Supply and laying of cobblestones.
- (g) Application of road markings including reflective markers on kerbs and pavement.
- (h) Provision for temporary traffic control.

- (i) All other work indicated, described or implied on the drawings or in this Specification, or in any other document so as to render the Contract complete.

5. TRAFFIC CONTROL

Further to Clause 4, CSS: Part 1: 2002 – General, the Contractor shall prepare a formal plan for Temporary Traffic Control for this Contract. The plan must be submitted to the Engineer at least seven working days prior to the start date or taking possession of the site.

Further to Clause 11.3 of CSS: Part 6:2002-Roads: The sub-base metalcourse surface shall be maintained smooth, compact and true to grade and in such a condition to ensure a safe travelling surface for all users (including cyclists). Adequate drainage shall be maintained at all times.

The Christchurch City Council in line with the new Code of Practice for Temporary Traffic Management has revised the road classifications for all Christchurch City Council Roads. As from 1 July 2003 the roads affected by the works in this Contract will be classified as follows:-

Travis Road (Burwood Road to Anzac Drive)	Level 2
Queen Elizabeth II Drive	Level 2
Burwood Road	Level 1

Temporary traffic control shall be carried out in accordance with the "Code of Practice for Temporary Traffic Management", except where amended by the following clauses. All State Highways within Christchurch City boundaries will be Level 2. A side road assessed as a lower Level road than that of the main road (Level 2) requires traffic management to the higher Level road for the work site e.g. if a Level 1 road leads into a Level 2 work site, the Level 1 road requires traffic management to Level 2. Refer to Code of Practice for Temporary Traffic Management Clause C8.9.

The Contractor shall arrange the work to leave 2 traffickable lane/s available at all times in the carriageway.

6. NOTICE BOARDS

Further to Clause 5, CSS: Part 1: 2002 – General, the type of work for this contract is Travis Road Traffic Management.

7. PUBLIC RELATIONS

Liaison with local residents

The Contractor shall establish and maintain contact with local residents and in particular shops and businesses and inform them of his activities as the work proceeds on a continuing basis throughout the contract works.

Publicity

Travis Road Traffic Management

Background

The City Streets Unit currently has \$10 000 in the capital works budget for the 2001/02 financial year, and \$200 000 in 2003/04 (reprogrammed), for works in Travis Road between Burwood Road and Anzac Drive.

This section of Travis Road is part of the ring route around the city. It is currently a 2 lane, 50km/hr road, and provides a link between QEII Drive (80km/hr) and Anzac Drive (70km/hr). It is likely in the future that Transit will take over the ring route as State Highway and will look to increase the speed limit to provide consistency with the two adjoining sections of the route.

There is an on road cycle lane on the north side of the road, and a mixture on and off road on the south side.

Travis Road is a bus route with stops on both sides of the road at Cossars Stream.

Previous studies have been carried out on this section of road looking at ways to provide an off road cycle facility. A proposal for a cycle facility on the south side of the road was considered however there were concerns regarding the safety of some aspects of the design, and other issues were raised that needed to be addressed at the same time. As a result council has allocated funds to look at the total traffic management of the road.

It is likely that Transit NZ will take over the responsibility for this road following the completion of Stage 2 of the Woolston-Burwood Expressway. The City Streets Unit has made an undertaking to TNZ to provide a proposal of traffic management measures that would address the existing issues on the road.

Issues and Objectives

The following lists of issues and objectives for this project have been compiled by council officers and need to be ratified and added to as necessary before the project proceeds.

Issues

- Level of service for ring road.
- Limited access nature of Travis Road.
- Future 4 laning.
- Undertaking (by CCC) to Transit NZ to provide a design for future works.
- Burwood Road roundabout capacity – (if necessary) consideration to enlarging roundabout versus signalisation, and related safety issues of each treatment.
- Burwood Road roundabout – pedestrian/cyclist safety.
- Access/egress at Bassett Street, Parnwell Street, Baynes Street, and Travis Country to/from Travis Road.
- Need to consider restricting new road access from subdivision on the south side onto Travis Road.
- Property access to housing fronting Travis Road.
- Access to, and carparking for Wetlands.
- Pedestrian access along and across Travis Road.
- Travis Road cyclists.
- Need for Parks and Waterways Unit to consider off road cycleway in Wetlands.
- Height of Travis Road in relation to water level in the wetlands.
- Corsers Drain structural condition.
- Condition of swale on south side west of Anzac Drive.
- Request for landscaping of area in front of Travis Country.
- Effect of any works on Bassett Street and Parnwell Street.

- Parnwell Street/Bassett Street intersection.
- Parking at Parnwell Street/Bassett Street kindergarten.
- Lighting on Travis Rd @ Parnwell & Bassett Sts.

Objectives

- Maintain level of service and limited access provision for ring road.
- To ensure future state highway requirements are met.
- Ensure road corridor caters for future needs.
- Minimise safety concerns.
- Continue cycle link adjacent to ring road.
- Safe access to residential properties.
- Safe cycle/pedestrian crossing opportunities.
- Provide landscape enhancement where possible.
- Adequate drainage facilities.
- Provide proposed implementation timeline

Following the meeting of the combined committees, it is proposed to engage a consultant to carry out the necessary studies and determine the best solutions for Travis Road's traffic management. Further public consultation would be a part of this process before any proposals are finalised.

TRAVIS ROAD TRAFFIC MANAGEMENT PLAN

**A public meeting to discuss the Travis Road Traffic Management Plan
was held on Monday 21 July 2003
at the Windsor School Hall at 7.00 pm**

PRESENT: Residents/Businesses of Travis Road area (approximately 33)
Burwood/Pegasus Community Board: Glenda Burt, Carole Evans, Gail Sheriff, Chrissie Williams
Windsor/Westhaven Residents' Group: Grant Jeffreys
Windsor School: Andy White, Dianna Reynolds
Transit New Zealand: Tony Spowart
Christchurch City Council: Lee Kelly, Sharon O'Neill, Axel Wilke, Dennis Morgan, Adrian Carpinter
Facilitator: Joe McCarthy

1. WELCOME

Joe McCarthy, an independent facilitator, welcomed all the attendees and introduced the Burwood/Pegasus Community Board representatives and the Christchurch City Council staff. The public meeting was called to explain the details of the proposed Traffic Management Plan and to seek feedback from the community. It was not a decision-making meeting.

It was noted that the proposed Plan and the feedback will be initially considered by the Community Board. The Board's recommendations will then be considered by the Council's Sustainable Transport and Utilities Committee.

2. OVERVIEW OF PROPOSAL

Lee Kelly, Consultation Leader, explained the background to the major traffic management study undertaken over the last 12 months by the Council, in conjunction with Transit New Zealand. Input from the community in August 2002 had been combined with historical information to identify the traffic concerns in the Travis Road area and the objectives for the Plan.

The Plan has been split into immediate safety improvements proposed to be undertaken by the Council in 2003/04 and a long term State Highway proposal to be undertaken when programmed by Transit. The Transit proposal is dependent on the project obtaining prioritisation on a nationwide programme of projects.

The long term proposal involves:

- Traffic signals replacing the Travis Road/QEII Drive/Burwood Road roundabout.
- Four laning of Travis Road to Bassett Street, with a solid median incorporating turning bays.
- Traffic signals at Travis Road/Bassett Street.
- A service lane on the south side of Travis Road, one-way to the west, with on street parking and two-way cycle facilities. Exits onto Travis Road will be provided between Baynes Street and Burwood Road, at Parnwell Street and at Bassett Street.
- A review of the speed limit.

The immediate safety improvements are:

- Enlarging the Travis Road/QEII Drive/Burwood Road roundabout to slow vehicles.
- A pedestrian refuge on Travis Road east of Parnwell Street.
- A footpath on the north side of Travis Road from the roundabout to Frosts Road.
- Pedestrian access to Quantock Place and Sedgemoor Close.
- A widened flush median to make right turns in/out of the western Travis Country Drive safer.

3. DETAILS OF PROPOSED TRAFFIC MANAGEMENT PLAN

Axel Wilke, Traffic Engineer, outlined the details of the Plan. Questions and concerns were raised during the presentation and comments made in response.

3.1 OBJECTIVES FOR PLAN

The objectives are to:

- Bring Travis Road up to State Highway standards.
- Improve pedestrian and cycle safety and facilities.
- Address existing safety issues.
- Allow for future capacity needs.
- Meet the needs of the corridor for both the short and long term.
- Aesthetics.

The status of Travis Road is to change. Ownership will soon transfer to Transit. The section of the ring road will become part of the State Highway network providing access through to Lyttelton. The speed limit will be reviewed. Currently there are inconsistent speed limits: 80 km/h on QEII Drive, 50 km/h on Travis Road and 70 km/h on Anzac Drive. The revised limit on Travis Road could be 70 km/h.

3.2 LONG TERM PROPOSAL – STATE HIGHWAY

Traffic Signals at Travis Road/QEII Drive/Burwood Rd

The roundabout is one of the five worst black spots for cyclists in Christchurch. Traffic signals are proposed to make the intersection safer for cyclists and pedestrians and increase the intersection capacity for vehicle volumes.

Issue raised: Is parking to be prohibited from Windsor School to the roundabout?

Comment: Yes, in the long term proposal, on the east side of the road.

Issue raised: At the northern Burwood Road side of the intersection, pedestrians would have to cross slip roads to access the controlled crossings. Is this safe?

Comment: This is still being assessed. The Plan would give motorists the right-of-way over pedestrians but a zebra crossing or a physical (vertical) deflection could be used to enhance safety.

Traffic Signals at Travis Road/Bassett Street and Change to Bassett Street/Parnwell Street Intersection

Traffic signals at Bassett Street are intended to improve access onto Travis Road even at peak periods (approximately 5,000 vehicles per day), and improve the pedestrian and cycle facilities. Changes in the City Plan designation are required to change Parnwell Street from a collector to a local road and Bassett Street from a local to a collector road.

Changes are also proposed at the Bassett Street/Parnwell Street intersection to make Bassett Street the through road.

Issue raised: Why are there traffic lights at Bassett Street and not at Parnwell Street or Travis County Drive?

Comment: Traffic lights could not be justified at the western Travis Country Drive. The numbers living in Travis Country Estate are too low and it is not desirable to disrupt the traffic flow on Travis Road further. Lights at Bassett Street are justified by the traffic volume and the traffic lights would be at an ideal distance from the Travis Road/QEII Drive/Burwood Road lights to coordinate the signals to maintain traffic flows.

Issue raised: Will pollution or noise be created by heavy vehicles stopping and starting at the traffic lights?

Comment: As explained, the traffic lights are to be coordinated so that the flow of traffic will be maintained and vehicles will stop once at most on the stretch of road.

Issue raised: The change to the Bassett Street/Parnwell Street intersection would hinder access into Parnwell Street

Comment: The change is intended to address the existing accident problem and motorist uncertainty at the intersection.

Issue raised: A resident of Parnwell Street supported the proposed change to the Bassett Street/Parnwell Street intersection and any reduction in traffic on Parnwell Street resulting from the Plan.

Issue raised: Comments were invited from attendees on any current parking or safety issues associated with the Bassett Street kindergarten.

Comment: Two attendees indicated that no problems had been experienced, and another attendee commented

on some poor parking by parents.

Issue raised: The garage at the corner of the Bassett Street/Parnwell Street intersection may be closed within the short term and this could offer other options for changing the intersection.

Four Laning and Solid Median on Travis Road

The four laning is appropriate for the State Highway standards. The changes would enhance the limited access nature of the ring road and improve road safety. Crossing facilities for pedestrians would be improved and safe and convenient cycle facilities provided. U-turn facilities are included in the planned median for safe turning. Only left turns would be allowed from the western Travis Country Drive exit. Low level planting can be included in the solid median. Pedestrian access would be provided to Quantock Place and Sedgemoor Close. Bus routes would not be affected.

Issue raised: Concern that U-turn requirement to travel west from the western Travis Country Drive exit will not be safe/practical given the increased speed limit and the need to cross a double carriageway to get to the U-turn bay. The U-turn bays for vehicles travelling from the east may pose similar difficulties.

Comment: The design of the U-turn bays will allow vehicles to wait safely and see oncoming traffic. The traffic signals will 'bunch' the traffic, allowing turns to be made regularly and safely. The length required for the U-turn waiting bays is still to be examined in detail.

Issue raised: Could the immediate proposal for a right turning bay out of the western Travis Country Drive be retained, as it may be easier and safer to turn into a median strip than to make a U-turn?

Comment: A right turning bay is considered safe on a two lane road with a 50 km/h limit but not for a four lane road with a higher speed limit and bunches of traffic.

Issue raised: How close will the pathway and four lane road be to the Travis Country Estate properties and will the trees by the fenceline stay? Can anything be done to provide a buffer from the traffic noise.

Comment: The pathway will be within two metres of the fenceline. Most of the properties extend approximately 1.6 metres beyond the fenceline, so the existing plantings are on private property and will remain. The subdivision developers did not allow any additional area for plantings. The road will be lifted slightly but the increased noise will mainly result from the closer proximity of the road. Different road surfaces have different noise characteristics; the Transit representative noted that Transit's policy is to use the best possible road surface where there are nearby residents, taking into account constraints such as anti-skid requirements.

Issue raised: A resident did not favour the proposed pedestrian access to Sedgemoor Close.

Issue raised: The provision of an on-road cyclelane on Travis Road at the Bassett Street and Burwood Road traffic lights was queried, given the cycleways provided in the service lane.

Comment: Some cyclists prefer to use the road rather than cycleways and need to be catered for. A cyclist at the meeting commented that cycleways are not maintained to a satisfactory standard.

Issue raised: Will Travis Country Estate residents find it more convenient to use the eastern Travis Country Drive exit rather than the western one to go towards the City, because there is no solid median there and no need to make a U-turn.

Comment: This is a choice the residents would have. The traffic volume on Travis Road is lower at the eastern Travis Country Drive exit (15,000 vehicles per day rather than 20,000 per day by the western Travis Country Drive). The painted median would allow vehicles turning right from this exit to wait before entering the traffic.

Issue raised: The traffic in the area has increased significantly in the last 12 months and the volume figures referred to may be well under current volumes.

Comment: Figures from a recent vehicle count should be available shortly.

Issue raised: How would vehicles from Parnwell Street access Travis Road to travel east?

Comment: The safest option would be to use Bassett Street and enter Travis Road via the traffic lights.

Issue raised: Access to, and visibility of, the pharmacy in Parnwell Street would be detrimentally affected by

the increased difficulty for vehicles accessing Parnwell Street from Travis Road.

Comment: The optimal location for traffic lights is the Bassett Street intersection. Access to/from Parnwell Street would still be possible via the service lane.

Service Lane on South Side of Travis Road

The service lane would allow vehicles to travel one-way westward to enter/exit properties and the side streets. The existing kerb-line would be retained and some on-street parking would be allowed. Some traffic calming features and trees would be incorporated. A comparable service lane may be viewed by Blenheim Road between Wharenui Road and Matipo Street. There would be two-way operation for cyclists.

Issue raised: How do residents on Travis Road east of Bassett Street enter the service lane when travelling from the City?

Comment: U-turns will be permitted using a painted median at the end of the solid median.

Issue raised: A service lane may be unnecessary if the residents have easy access to their driveways.

Comment: The service lane is a road safety measure because of the need to limit access to the State Highway.

Issue raised: Trees in service lanes are a problem because they damage passing vehicles.

Cost of Proposal

The cost of the long term State Highway proposal is \$3,250,000. This would be funded by the taxpayer through Transit

Issue raised: Is the Plan on Transit's ten year programme of works?

Comment: No, but Transit's forward programme is a recent development and new projects can be raised and brought forward within the ten year time frame. The Transit representative commented that Transit and the Council have consulted on the Plan and Transit has encouraged the Council to make as much progress as possible. From Transit's perspective, the current consultation is important to assess the level of public support for the Plan, prior to programming the work.

3.3 2003/04 REMEDIAL WORK

Shared Pathway on North Side of Travis Road

A pedestrian/cycle pathway is proposed running near the fenceline from Burwood Road to Frosts Road. This would provide a safer route to school for children and connect with the ring road cycleway.

Pedestrian Refuge Island on Travis Road Near Parnwell Street

A refuge is proposed within the painted median strip to the east of Parnwell Street. This is intended to provide a safer route to school and improved community access across Travis Road.

Issue raised: Could the refuge island be lit for improved safety?

Comment: Lit refuge islands are being trialled elsewhere. The overhead lighting will be checked to ensure there is good visibility of the refuge island.

Travis Country Drive (West)/Travis Road

A wider painted median is planned to make it easier to make right hand turns. This would improve subdivision access and the safety for right turning vehicles.

Enlarged Roundabout at Travis Road/QEII Drive/Burwood Road

Widening of the roundabout is intended to slow traffic, making the area safer for pedestrians and cyclists.

Issue raised: Some vehicles already have trouble negotiating the roundabout and cross the grass.

Comment: The enlarged roundabout would force traffic to slow down and would still allow sufficient space for

large vehicles to turn safely.

Issue raised: The frequency of the traffic is more of a problem than speed at the existing roundabout for pedestrians or cyclists trying to cross the road.

Comment: The four recorded accidents involving cyclists followed the same pattern of the cyclist being overlooked by a motorist entering the roundabout. The technical problem is that approaching motorists look out for other vehicles approaching at a similar speed. The motorists therefore focus at a distance in advance of the roundabout and overlook cyclists on the roundabout. Reducing the speed of vehicles entering the roundabout should result in motorists looking for other vehicles closer to the roundabout and noticing cyclists. For pedestrians the crossing would not become much easier (until traffic signals are installed). However, the severity of an impact with a pedestrian would be reduced because of the slower vehicles.

Issue raised: Will enlarging the roundabout result in traffic banking up more?

Comment: The enlarged diameter actually slightly increases the capacity of the roundabout to handle vehicles.

Issue raised: Heavy vehicles are currently using Prestons Road and Burwood Road rather than QEII Drive, causing blockages in Burwood Road.

Comment: This needs to be looked at.

Issue raised: Does the analysis of the physics of the traffic flow take into account the likely increase in traffic over the next seven to eight years?

Comment: The roundabout proposal would allow a slight increase in vehicle capacity per hour but queues will get longer with the growth in traffic.

Cost of 2003/04 Remedial Work

The total estimated cost of the works is \$200,000 to be funded by the Council, with a possible government subsidy of 48 per cent.

Issue raised: Is the cost of the roundabout enlargement justified as a temporary measure?

Comment: Of the total, the roundabout is just \$20,000 and it is likely to be in place for several years.

4. FUNDING ISSUE

It was noted that there were obstacles to the option of the Council installing the traffic signals at the Travis Road/QEII Drive/Burwood Road roundabout immediately and leaving the remainder of the work to Transit. Firstly, the cost of \$1.25 million has not been budgeted by the Council. Secondly, under the procedures for assessing the benefits and therefore the prioritisation of roading projects, most of the benefits in the overall Traffic Management Plan are derived from the installation of the traffic signals. If they were installed immediately, the remainder of the Plan could be delayed for approximately 15 years. The Council therefore favours undertaking the immediate work prior to the ownership transfer to Transit and then encouraging Transit to undertake the long term work as soon as possible.

5. NEXT STEPS

Attendees were reminded of the opportunity to have a say on the Plan, using the reply form on the leaflet, by ringing Lee Kelly or using the Council website (www.ccc.govt.nz/haveyoursay). Comments on both positive aspects and any concerns would be helpful. The feedback will be analysed by the Council and Transit and a report made to the Community Board, the Sustainable Transport and Utilities Committee and Transit. The 2003/04 work has to be approved by the Council and the State Highway work is a matter for Transit's Board. Strong community support may increase the chances of early implementation by Transit of the State Highway work.

Joe McCarthy thanked everyone for attending the meeting.

The meeting closed at 9.10 pm.

Contact details		
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