

22. BURLINGTON STREET - GASSON STREET TRAFFIC MANAGEMENT RR 9410

Officer responsible City Streets Manager	Author Brian Neill
Corporate Plan Output: Traffic Signs and Markings	

The purpose of this report is to inform the Committee of a traffic management scheme to improve the Sparks Road, Frankleigh Street, Milton Street, Huxley Street, Burlington Street and Gasson Street minor arterial link with the city centre. This proposal affects the Burlington Street/Gasson Street section of the arterial where an additional traffic lane is proposed for city bound traffic and cycle lanes from the intersection of Huxley Street through to Moorhouse Avenue.

BACKGROUND

A number of traffic management improvements have been carried out along this minor arterial route during the past two years. Traffic signals have replaced former roundabouts at the Barrington Street and Strickland Street junctions with Milton Street along with the installation of a further set of signals at Selwyn Street. On street cycle lanes will shortly be installed along Milton Street and Huxley Street between Barrington Street and Burlington Street. The current project includes the extension of this cycle facility along Burlington and Gasson Streets to one-way Madras Street at Moorhouse Avenue.

Provision has been made in the City Plan to obtain road widening along Gasson Street (between Brougham Street and Moorhouse Avenue) to provide space for a median divided three lane roadway. This project (to widen the road) is not in the current five year capital works programme. However, as traffic volumes have risen along this minor arterial route so has the need to provide for more efficient management of the existing roadway particularly with respect to north bound traffic.

If parking were to be banned along the western side of Burlington and Gasson Streets sufficient roadspace would be available for introducing two north bound lanes in addition to a kerbside cycle lane. A double yellow "no overtaking" line would separate north bound and south bound traffic. Kerbside parking would be retained along the east side of Gasson Street and Burlington Street between Hastings Street West and Huxley Street. This scheme would provide additional traffic capacity in the interim. A widened roadway in the future will cater for protected turns at intersections with the introduction of a solid median.

SCHEME PLAN

The proposals for the Burlington Street and Gasson Street sections of the minor arterial route will need to be circulated to residents and businesses in the area for comment before adoption by the Council. Similar improvements along the Milton Street and Huxley Street sections of the route do not affect residents and businesses in that kerbside parking will be retained. The appropriate road markings will be placed along these roads shortly providing new cycle facilities at the Colombo Street intersection and changes in the laned approaches to the traffic signals as provided for in an earlier plan circulated to residents and businesses.

The scheme plan for the Burlington Street and Gasson Street sections of the route is attached to this report. Larger (detailed) plans of the route between Strickland Street and Moorhouse Avenue will be available for viewing by Councillors at the meeting.

It is anticipated that there will be a considerable amount of support for the improvements planned for the route. Residents and businesses however may be concerned about the loss of kerbside parking along the north west side of Burlington Street and the west side of Gasson Street.

Recent observations suggest that up to four cars regularly park along the north-west side of Burlington Street between Hastings Street and Huxley Street. A total of 23 all day car parks fronting the business zones along the west side of Gasson Street would be removed as part of this scheme:

- Ten spaces between Brougham Street and Coleridge Street.
- Six spaces between Coleridge Street and Wordsworth Street.
- Four spaces between Wordsworth Street and Kingsley Street.
- Three spaces between Kingsley Street and Byron Street.

CONCLUSION

The benefits of improving traffic flow along the Burlington Street and Gasson Street sections of the minor arterial route linking state highway 75 (Halswell Road) and state highway 74 (Madras Street one-way) are considerable. The cycle network will be enhanced by the introduction of cycle lanes and an additional traffic lane along the busiest part of the route will improve mobility for people travelling across this part of the city and north into the city centre. Traffic management at the various intersections can be improved and advance direction and intersection signs will be installed as part of the work.

There will be some loss of kerbside parking along one side of Burlington Street and Gasson Street. However, there are alternative places for people to park either on the other side of the roadways or in adjacent side streets.

It is intended that the scheme plan be circulated before proposals to ban parking in the appropriate sections of roadway are formally adopted by the Council. This plan, which includes the ban on some kerbside parking, will assist in providing more roadspace for road users and allow for the reassessment of the proposal to widen the west side of Gasson Street.

- Recommendation:**
1. That the information be received.
 2. That residents and business owners' views be obtained before the traffic management plan is adopted.

Chairman's Recommendation: That the above recommendation be adopted.