

**9. WORKS AND TRAFFIC SAFETY COMMITTEE
-REPORT OF 9 NOVEMBER 1999**

RR 11109

Officer responsible Community Advocate	Author Peter Dow
Corporate Plan Output: Fendalton/Waimairi Community Board Vol 1, 3.1 text 7	

The purpose of this report is to have the Board consider the **following** report and recommendations from the Committee's meeting held on 9 November.

**Report of a meeting of the Works and Traffic Safety Committee held on
Tuesday 9 November 1999 at 8.00 am
in the Board Room, Sockburn Service Centre**

PRESENT: Val Carter (Chairman), Diana Bradley, Sally Buck, Barbara Stewart, Mike Wall, Ron Wright

Ron Wright arrived at 8.37 am and was present for clauses 3 to 6 inclusive.

Sally Buck left the meeting at 8.38 am and was present for clauses 2 and 6.

1. APOLOGIES

Apologies were received and accepted from Pat Harrow and Keith Nuttall.

2. HARAKEKE STREET – TRAFFIC CALMING

RR 11052

The Area Engineer reported on concerns received from several residents in Harakeke and Rochdale Streets regarding traffic speed and erratic driver behaviour in Harakeke Street near the bridge across the Avon River and the nearby Boys' High hostel. Harakeke and Rochdale Streets were also being used as a short cut especially by empty tour buses servicing Mona Vale and seeking to avoid the traffic signals at the Straven/Kilmarnock intersection. The safety of pedestrians having to walk on the carriageway when using the narrow road bridge was also of concern to the residents.

The report highlighted that traffic volumes were low with an average of 600 vehicles per day using Harakeke Street south of Rochdale Street with 85% of vehicles travelling at a speed of less than 55 kph.

The report set out a number of design options aimed at addressing the matters raised by the residents.

As Harakeke Street crossed the boundary between the Fendalton and Riccarton wards, the report had also been considered by the Riccarton/Wigram Community Board's Traffic Committee during October and by the full Board on 2 November where it was decided not to install any traffic calming devices.

The officer's report proposed that a narrowed restraint zone be provided on the bridge to acknowledge the needs of pedestrians and at the same time provide a modest traffic calming measure.

The consensus of members however was that the problems identified did not warrant any action being taken at least for the time being and with the pending redevelopment of the Boy's High hostel site the situation could be reviewed later if required.

Recommendation: That traffic calming measures not be applied in Harakeke Street.

3. TAYLORS AVENUE/IDRIS ROAD - PROPOSED GIVE WAY SIGN

RR 11053

So as to better delineate turning priorities, it was proposed that a 'Give Way' sign be installed against Taylors Avenue at its uncontrolled intersection with Idris Road.

Recommendation: That a 'Give Way' sign be placed against Taylors Avenue at its intersection with Idris Road.

4. TUDOR AVENUE – SAFETY AUDIT

RR 11055

In response to the Board's request made at its meeting on 28 September 1999, the Traffic Systems Officer presented to the Committee the findings of a safety audit recently conducted on Tudor Avenue.

Proposed actions to address the matters identified are as follows.

1. No indication is given as to why the driver "lost control" therefore no action can be specified from this isolated event.
2. That hump warning signs be placed at the Greers Road threshold to warn drivers of the vertical displacement when entering or leaving Tudor Avenue.
3. That some form of marker is placed on both sides of the threshold at the back of the Greers Road footpath and approximately 500 mm from the threshold roadway. Road width markers can be recommended for this but other marking devices should not be ruled out. As an example, but not limited to, frangible devices such as miniature versions of the new bus stop signs used as street or community name signs.
4. That the intersections be upgraded to provide for mobility impaired road users by providing cutdowns in the kerbs.
5. (a) That a no stopping restriction be established from the intersection in a westerly direction for a distance of 10 metres along the south side of Greers Road.

- (b) That the use of a traffic calming device, such as a mild road hump, in the vicinity of 18 – 22 Tudor Avenue be considered by the residents to moderate speeds along Tudor Avenue. The presence of such a device may also address the collision type reported above if speed was in fact a significant factor in the collision.
6. That the consideration be given to providing an intersection centre line on the Tudor Avenue approaches to Hanover Place. With the intersection at Hanover Place being to some degree a “concealed intersection” and for the sake of consistency along Tudor Place it would be reasonable to provide an intersection centre line at this intersection as well. The gap in the intersection centre line between Gothic Place and Waimairi Road should also be reduced or removed.
 7. That raised reflective pavement markers be installed to reinforce the painted centre line around the curve fronting 9 Tudor Avenue. When the markers are installed the centre line markings could be refreshed.
 8. That an additional street name sign marking Tudor Avenue be attached to the pole on the west side of Waimairi Road opposite Tudor Avenue.
 9. Current thinking would not allow the installation of non-frangible poles adjacent to the kerb. It would, however, be unreasonable to require the relocation of these poles at this time, as there are no indications that the poles have been impacted by road traffic.

- Recommendations:**
1. That proposals 2, 3, 4, 5A, 6, 7, 8, and 9 be implemented as soon as possible.
 2. That the construction of a road hump as suggested in proposal 5B be recommended for inclusion in the Capital Neighbourhood Works Programme.

5. BUS STOP LOCATIONS - GUIDELINES

RR 11057

Set out in a joint report from the Assistant Transportation Planner and the Transport Planner – Passenger Transport were proposed guidelines aimed at providing a framework for the locating of bus stops throughout the city.

Members noted that what was being proposed were guidelines only and that flexibility in the positioning of bus stops must be kept as part of the consultation process.

- Recommendation:** That the information be received and that it be noted that these are guidelines only and that flexibility must remain as part of the Seeking Community Views process in deciding on specific bus stop locations.

6. JELLIE PARK – SKATE FACILITY CONCEPT

Tabled for the Committee's consideration was a concept design for the Jellie Park skate facility which had been developed to appeal to the broadest range of skating abilities and preferences.

- Recommendations**
1. That the concept plan as shown, be approved and detailed drawings, specifications and tender documents be prepared.
 2. That the concept plan be circulated to local residents and that publicity be provided in the local newspaper(s).

The meeting concluded at 9.21 am

Deputy Chairman's

Recommendation: That the report be received and the recommendations therein be adopted.