

21. MAIDSTONE ROAD/WAIMAIRI ROAD INTERSECTION IMPROVEMENTS

RR 10859

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Corporate Plan Output: Capital Works Programme	

The purpose of this report is to consider the Traffic Design Group's report on the proposed upgrading of the Maidstone Road/Waimairi Road intersection which was commissioned on behalf of Torquay Holdings Limited and Alan Carter, owners of the shops on the corner of Maidstone Road and Waimairi Road.

BACKGROUND

The Council, at its meeting on 23 September 1999, adopted a scheme to install traffic signals at the intersection of Maidstone Road and Waimairi Road. The plan also included the construction of a pedestrian island, the marking of cycle ways and a flush (painted) median between the intersection and Tudor Avenue. The Council also agreed that procedures should be commenced to designate land along the east side of Waimairi Road north and south of Maidstone Road to cater for the future four-laning of the intersection.

The Council also resolved that the report of the Traffic Design Group be submitted to the October meeting of the City Services Committee.

DISCUSSION

The Committee will be aware of the concerns expressed by the owners of the shops on the corner of Maidstone Road and Waimairi Road relating to the replacement of the existing roundabout with traffic signals. An independent traffic engineering audit/review was commissioned by the owners of the shops and prepared by Traffic Design Group Limited.

The City Streets Unit agreed to this procedure which is in addition to the internal audit and internal review checking processes carried out for all capital works. A copy of the report from Traffic Design Group Limited with a covering letter from David Lynch representing Torquay Holdings Limited are attached to this report.

TRAFFIC DESIGN GROUP LIMITED REPORT

Don McKenzie, Senior Engineer with Traffic Design Group Limited in Christchurch observed that, as part of his analysis of traffic capacity and performance of roundabouts and traffic signals, indications were that traffic signal control for this intersection would be the most appropriate strategy available to the Council to meet the peak hour congestion demands present at the intersection.

Comment in the report was made of the need for the City Streets Unit to confirm the benefit cost ratios that were, at the time the report was being compiled, undergoing re-assessment. Existing traffic patterns and associated traffic management features of the proposals were examined and problems noted with aspects of the proposed cycle lanes approaching the intersection, a "splitter" traffic island in Maidstone Road and the merge area outside the shops.

Recommendations were made about each of these features of the proposals and the ultimate four-laning of the intersection. In particular “cycle box” markings were recommended for the Waimairi Road approaches to the intersection and provision for pedestrian cutdowns in the “splitter” island and nearby footpath kerb line on the northwest corner adjacent to the shops. A further recommendation was made that the Council review the position and arrangement of the cycleways and stacking area on the approach to the intersection with a view to reducing left turning vehicle conflicts with cycle movements.

CONCLUSION

The report from Traffic Design Group Limited has been useful in highlighting areas of detail not covered in the scheme plan that was used for the independent assessment of the proposed traffic signal installation at the Maidstone Road/Waimairi Road intersection. The audit, and in particular the references to cycleway facilities in Waimairi Road, will be very useful in developing the scheme plan into the final plan for the intersection layout – one that will form the basis for the calling of tenders for the works.

The re-assessment of the road user costs for the re-calculation of the benefit/cost ratio has now been completed. The City Streets Unit will be confirming the benefit/cost at 9 in its update of information for Transfund NZ subsidy. The original (preliminary) benefit/cost ratio was 11.94.

- Recommendation:**
1. That the report from Traffic Design Group Limited be received.
 2. That the recommendations in the Traffic Design Group report be taken into consideration in the assessment of the final design layout for the traffic signals at the Maidstone Road/Waimairi Road intersection.

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