

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

The purpose of this report is to consider feedback that was received from leaflets that were distributed to residents and businesses in the Burlington Street/Gasson Street area during May 1999. The Council is proposing to alter road markings along these two roads to accommodate an extra traffic lane and to provide cycle lanes.

This report will also be considered by the Spreydon/Heathcote Community Board and the City Services Committee.

BACKGROUND

The introduction of an additional traffic lane for motorists driving north towards the city centre along Burlington Street and Gasson Street is part of a traffic management plan to improve the minor arterial route that links state highway 75 (Halswell Road) with the city centre. During the past two years, traffic signals have replaced former roundabouts at the Barrington Street and Strickland Street junctions with Milton Street. An additional set of traffic signals has been installed at the Selwyn Street intersection. The painting of cycle lanes along this route and the placement of new advance directional signs for motorists are also features of this project.

Traffic volumes along this important arterial route have been increasing and the section between Colombo Street and Moorhouse Avenue (Huxley Street, Burlington Street and Gasson Street) has attracted the most growth. Currently 21,000 vehicles a day use Burlington Street south of Brougham Street.

SCHEME PLAN

The proposals for the Burlington Street and Gasson Street sections of the minor arterial road were circulated to residents and businesses in the area following consideration of the proposals by the Council’s City Services Committee in March of this year.

22 people responded to the Council’s communication with views ranging from total support for the scheme to concern for the loss of kerbside parking space along the northwest and west sides of Burlington Street and Gasson Street. There was also some comment about the Council’s future plans for widening Gasson Street to provide space for a solid median and right turn facilities at the intersections.

Alterations have been made to the scheme plan as it relates to the Burlington Street proposals. Due to the steep camber on the north west side of the roadway and concern about the loss of parking outside a number of the houses, the dual traffic lanes will commence immediately prior to Hastings Street rather than near the Huxley Street intersection as originally proposed. The recommendation however for the Gasson Street section of the arterial route has been retained in the form that was originally circulated to businesses in the area. 23 “all day” kerbside carparks will be removed along the western side of Gasson Street as a result of the additional traffic lane and cycle lanes being introduced between Brougham Street and Moorhouse Avenue.

Plans of the traffic management scheme for the Huxley Street/Burlington Street and Gasson Street sections of the minor arterial route are attached to this report. A further leaflet is being distributed to residents and businesses in the area indicating the changes that have been made to the original plans and the timing of the work.

PROCESS

Delays in implementing this project have occurred due to the sewer renewal works that have been undertaken in Burlington Street and a proposal to resurface Gasson Street in November 1999. If approved by the Council it is anticipated that the project could be completed by the end of November 1999.

The Hagley/Ferrymead and Spreydon/Heathcote Community Boards may wish to comment on the proposals before the report is considered by the Council's City Services Committee. If the proposal is adopted by the City Services Committee the Council will be asked to adopt a schedule of parking restrictions that would enable the work to proceed.

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. Although there will be some loss of kerbside parking as a result of this work there are alternative places for people to park either on the other side of the roadway or in adjacent side streets.

- Recommendation:**
1. That the information be received.
 2. That the Board support the traffic management scheme proposed for Burlington Street and Gasson Street.

Chairman's

Recommendation: For discussion.