

10. MAIDSTONE ROAD/WAIMAIRI ROAD INTERSECTION IMPROVEMENTS

RR 10282

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Corporate Plan Output: Maidstone/Waimairi Intersection Improvements	

The purpose of this report is to consider the feedback received regarding the proposal to install traffic signals at the Maidstone/Waimairi intersection and to adopt a scheme that includes, with the installation of the traffic signals, the construction of a pedestrian island, the marking of cycle lanes and a flush (painted) median between Maidstone Road and Tudor Avenue.

INTRODUCTION

Members of the Committee will recall that, because of the complexity of the proposal to install traffic signals at the Maidstone/Waimairi intersection, a workshop was held in June of this year. The effect on the adjacent shopping centre and the Wadeley Avenue route were major concerns. The workshop consisted of members from the City Services Committee, the Riccarton/Wigram and Fendalton/Waimairi Community Boards.

A number of options were considered by the workshop and these options were reported back to the Boards and a City Services Committee meeting. The Boards and the City Services Committee unanimously supported the installation of traffic signals at the Maidstone/Waimairi intersection and resolved that the project should proceed without the loss of car parking outside the shops.

The Council, at its meeting on 22 April 1999, adopted the following recommendations from the Committee:

1. That the proposal to install the Option 2 traffic signals at the Maidstone/Waimairi intersection proceed without the loss of car parks in front of the shops.
2. That planning and consultation for the restriction of the traffic volume on Wadeley Road in conjunction with associated capacity improvements at the Maidstone/Waimairi Intersection continue.
3. That the additional \$62,000 required for the Option 2 proposal be funded from within the City Streets capital works programme.

SEEKING COMMUNITY VIEWS

An information leaflet showing details of the preferred alternative was circulated in April with feedback requested by 31 May 1999. A considerable amount of feedback was received regarding the proposal for the intersection.

18 replies were received from the community supporting the installation of the traffic signals. The majority of the people replying were looking forward to the installation of the traffic signals as they considered the new controls would improve access particularly for pedestrians walking to the shopping centre.

Six neutral replies were received requesting additional information. The information that was requested related to the provision for cyclists at the intersection and the effect the proposed improvements would have regarding on street parking associated with adjacent residential properties.

Initially only six replies were received objecting to the proposal. Two of these related to driveway access west of the intersection in the vicinity of the inbound bus stop. The other four objections were from shopkeepers concerned about access for customers to their shops following the installation of the proposed traffic signals.

A later objection was received from Mr Alan Carter, the owner of the majority of the shops in the shopping centre and seven of his tenants. This submission was followed up by a solicitor acting on their behalf requesting the Council abandon the proposal.

A meeting was held with Mr Carter on Wednesday 28 July. Board member Val Carter, Councillor Ron Wright, Community Advocate Tony Gemmill and Traffic Engineer Brian Neill attended the meeting together with David Lynch and Bruce Sinclair both of whom are involved with Mr Carter over the proposal to install traffic signals at the intersection.

Progress was made at the meeting to address Mr Carter's concerns relating to the proposal. The City Streets Unit has agreed to Mr Carter's request that Don McKenzie from Traffic Design Group Christchurch be allowed (at Mr Carter's expense) to appraise the project with a view to looking after his interests.

SCHEME PLAN

The Option 2 proposal for traffic signals at the intersection has, in the light of input from the community views process and technical considerations, been developed into a scheme that addresses safety and parking issues, traffic volumes, access for pedestrians and facilities for cyclists. The draft scheme plan was discussed at the meeting with Mr Carter on 28 July and with the Fendalton/Waimairi Community Board's Traffic and Parking Subcommittee on 17 August. The Board, after considering a presentation from Mr David Lynch at its meeting on 31 August 1999, resolved:

1. That it be recommended to the City Services Committee that the scheme to install traffic signals at the intersection of Maidstone Road and Waimairi Road along with the construction of a pedestrian island, the marking of cycle lanes and a flush painted median between the intersection and Tudor Avenue be endorsed.
2. That Mr David Lynch be invited to seek speaking rights at the City Services Committee on 7 September 1999 and that representatives from the local community also be invited to address the Committee if they so wish.

When considering the options for developing the Maidstone Road/Waimairi Road intersection, the Committee considered an ultimate design (Option 4) for the traffic signal layout. This plan includes road widening along the eastern side of the roadway, north and south of Maidstone Road.

Although not part of the current proposals it is envisaged that it will be necessary to include the four lanes (Option 4) proposal within 10 to 15 years. The Committee may wish to consider recommending to the Council that procedures be commenced to designate land required for this work.

PROCESS

The Fendalton/Waimairi Community Board considered the results of the Seeking Community Views process at the Board's meeting on 31 August 1999 and has forwarded its recommendation to the City Services Committee. The views of the Board will be conveyed to the Riccarton/Wigram Community Board also.

Given the necessary approvals, tenders for the work at the Maidstone Road/Waimairi Road intersection and the other pedestrian/cycle improvements, are likely to be sought during September. Construction is likely to occur during January or February 2000. A plan of the (final) proposal is attached to this report.

CONCLUSION

There is some concern regarding the proposal to install traffic signals at the Maidstone/Waimairi intersection. This concern is lead by Mr Carter the owner of the majority of the shops in the shopping centre and a number of his tenants. From the community consultation undertaken it is clear that there is also strong support for the traffic signal proposal to proceed.

If the traffic signals are installed and pedestrian and cycle facilities provided in Waimairi Road north of the intersection, traffic management in the area will be improved and safety for all road users enhanced. Access to the on-street parking areas outside the shops will be maintained and improved with little impact on businesses or residential properties. There will be some loss of kerbside parking. However, the extent of the proposed ban on parking has been reduced from the proposal that was originally circulated to residents.

The Council should consider commencing procedures to designate land to cater for the future four laning of the intersection.

Recommendation: That the Committee, with the support of the Fendalton/Waimairi Community Board, adopt the scheme to install traffic signals at the intersection of Maidstone Road and Waimairi Road with the construction of a pedestrian island, the marking of cycle lanes and a flush (painted) median between the intersection and Tudor Avenue.

Deputy Chairman's

Recommendation:

1. That the above recommendation be adopted.
2. That the Committee consider recommending to the Council that procedures 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.