

**6. RICCARTON/WIGRAM WORKS AND TRAFFIC COMMITTEE
REPORT OF 10 DECEMBER 1999 MEETING**

Officer responsible Community Advocate	Author Roger Cave, Community Secretary
Corporate Plan Output: Riccarton/Wigram Community Board Vol 1, 3.1 text 6	

The purpose of this report is to submit the outcomes of the Works and Traffic Committee meeting held on Friday 10 December 1999.

The meeting was attended by Helen Broughton (Chairperson), Alison Wilkie, Mike Mora, Ishwar Ganda, David Buist and Bob Shearing.

1. WIGRAM SUBDIVISION MAIN ACCESS ROAD

Concerns had been expressed about the residential development of the Wigram site, in particular the roading network and the increase in traffic movements onto Springs Road.

One access road would connect onto Springs Road at the existing pedestrian crossing outside the Sockburn School.

From the City Streets Unit, Messrs Mike Calvert and Weng Kei Chen were in attendance.

Following discussion on the report the Committee met with school and resident representatives at the Sockburn School, Springs Road.

Introduction

The Wigram Airfield is currently owned by Ngai Tahu and is being developed partly as a commercial airfield and partially as residential development.

As a result of Variation 2 the land has been zoned as Special Purpose (Wigram) Zone in the Proposed City Plan. The Plan also includes a Development Plan (Attachment 1) which shows the different areas of activity within the zone. The road access to the zone has also been restricted to the roads shown on the development plan. Area 'A' is restricted to the take off, landing or manoeuvring of aircraft, Areas 'B' & 'B1' are business zones and residential development is currently restricted to those areas marked 'C' and 'D' on the plan.

Evidence regarding the Variation were heard as part of the City Plan hearings process and there were no submissions regarding the proposed access roads or their siting.

Proposed Works

Concerns expressed by the school and Board members has resulted in the existing pedestrian crossing on Springs Road being re-sited further north on Springs Road at the cost of the subdivider (Ngai Tahu). This will better serve the school children crossing Springs Road from the existing residential development and eventually from Stages 1&2 of the subdivision.

A flush median is proposed from Amyes Road to the Main South Road to provide further for pedestrians and City Design are currently undertaking further design to provide for two strategically located pedestrian refuge islands which will increase safety for those people crossing Springs Road to the south of Garvins Road.

Main Access Road

The main road from Springs Road into the sub-division is proposed to be constructed so that it can be extended in the event that the airfield is eventually fully developed. Ngai Tahu have, however, currently given a commitment to continue using the airfield for aviation purposes for 10 years. If this is the case the additional traffic flows likely to be generated on Garvins Road are fairly insignificant (approximately 200 vehicles per day) as a result of the approved subdivision.

As part of their Southern Arterial assessment sensitivity testing, Traffic Design Group modelled a scenario with Wigram fully developed and the Spine Road in place. In this scenario, predicted flows for the Spine Road link were less than 5,000 vehicles per day in 2016 even with it connected to the Southern Motorway. This would be equivalent to a collector road such as Waterloo Road west of Carmen Road. The majority of this Wigram-generated traffic is predicted to be coming from or heading to town, not over to Hornby and thereby wishing to use Garvins Rd.

Additional traffic flows on Garvins Road are still therefore expected to be fairly limited even if Wigram is developed as fully residential (less than 1000 vehicles per day) and with a connection of the main road through to the extended Motorway. Until the linkage is made with the Motorway the road will, in effect, be a cul-de-sac.

In the long term the potential impact on Garvins Road could, if necessary, be further limited by traffic management works and/or signalisation of the intersection of the main road with Springs Road.

Conclusion

There are works proposed along Springs Road, which will enhance pedestrian safety through the installation of a painted median and pedestrian refuge islands.

The impact of traffic from the proposed main road from the subdivision is expected to be no more than minor on Garvins Road.

Following discussions at the school, the Committee **agreed**

- That all information on this issue be made available to the Sockburn School and the Wigram Residents Association
- That this item be given further consideration by this Committee at its first meeting in the New Year.
- That the concerns relating to a (perceived) dramatic increase in traffic volumes (by the linking of the access road onto the Southern Arterial) be given due consideration in the future design of this subdivision.
- That the belief that Halswell traffic may use this route as a shortcut to and from the Main South Road (through Awatea Road and this un-named access road) be recognised in the planning process.

2. DEPUTATION – MR STEPHEN SHIMMIN

On behalf of the Riccarton Park Residents Association Mr Shimmin sought consideration to two traffic intersection matters.

- **Yaldhurst Road/Racecourse Road Intersection**

The need for traffic signals when Yaldhurst Road becomes fully four-laned; also, a request to shorten the median strips at the intersection.

It was **agreed** that the Area Engineer would investigate the issue of medians as raised by Mr Shimmin.

Recommendation: That the Community Board support the traffic signalisation of the Racecourse Road/Yaldhurst Road intersection, when the full four laning of Yaldhurst Road is undertaken.

- **Carmen Road/Buchanans Road Intersection**

Concerns have been expressed that the current roundabout is too small to work effectively.

It was **agreed** that the Area Engineer report this to Transit New Zealand; it will be reported back to the next meeting of the Committee.

3. TRAFFIC MANAGEMENT (PROJECT FUNDED) WORK

The Board had set aside \$20,000 of project monies to an unspecified traffic management work.

Various possible sites had been identified:

Maxwell Street, Garvins Road, Lochee Road, Jones Road rural threshold, Gilberthorpes/Roberts corner, Buchanans Road rural threshold, Cashmere Road rural threshold

The Committee recommended that options for the Gilberthorpes/Roberts Roads traffic management work be reported on, to be funded from the 1999/00 (project funded) traffic management allocation.

(On a show of hands this recommendation was passed by three votes to two votes.)

Further information on this subject has been included into a report from the Community Engineer (Heavy Vehicle Movements – Islington) which is on this Community Board Order Paper for consideration.

4. HALSWELL JUNCTION ROAD / WATERLOO ROAD RAIL CROSSING OPTIONS

At the 19 November meeting of the Committee it was agreed to support Option 3 (placing of compulsory stop signs on the Waterloo Road approaches and the removal of these on Halswell Junction Road.

With the initiation of a safety audit, further draft options (based on No 3) were tabled.

The Committee decided to support the following option for further investigation.

Further information on this subject is included into a separate report from the Community Engineer (Heavy Vehicle Movements – Islington).

Chairperson's

comment:

The Committee's recommendation in respect of the Gilberthorpes/Roberts Road Traffic Management work is supported, but should be considered under clause 7 "Heavy Vehicle Movements Islington" report.

Chairperson's

Recommendation:

That the Community Board support the traffic signalisation of the Racecourse Road/Yaldhurst Road intersection, when the full four laning of Yaldhurst Road is undertaken.