



8. **RICCARTON/WIGRAM WORKS AND TRAFFIC COMMITTEE REPORT OF 17 MARCH 2000 MEETING**

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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 17 March 2000.

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

1. MAIN SOUTH ROAD AT 'DRESSMART'/HORNBY MALL

The Committee received a report from the Community Engineer in which he advised of a joint proposal by Transit New Zealand, Hornby Mall, Dresmart and the City Council to improve the level of safety for pedestrians crossing the Main South Road.

BACKGROUND

For many years there has been a desire for pedestrians to cross Main South Road 'mid block' between the traffic lights at Shands Road and Chalmers Street. In recent times the desire has been exacerbated by the development of the popular 'Dressmart' outlet.

RISK

The current level of safety for pedestrians crossing mid-block is reasonably low. Main South Road has four traffic lanes, hence considerable exposure for pedestrians. The vehicle entry / exit location into the retail premises conflicts with the primary drive lines for crossing pedestrians. The entry / exit into 'Dressmart' is wide and encourage high speed manoeuvres in and out.

PROPOSAL

Transit New Zealand has commissioned OPUS consultants to develop a proposal that will increase the level of safety for pedestrians. A recent meeting with 'Dressmart', Hornby Mall (Southways) and Opus was attended by City Council staff. The meeting was very successful with all parties agreeing on the 'concept' and endorsing the need to address this important issue for pedestrians.

There are a number of finer design issues that are currently being worked through by Opus and City Council staff. One of these issues relates to the removal of the gum tree in the central median. The concept necessitates the tree's removal. Should this concept proceed then the other internal 'tracks' through the median will be re-landscaped. There is currently some discussion relating to the development of a comprehensive landscaping treatment for the entire median.

FUNDING AND TIMING

It is likely that the project will be jointly funded by the parties concerned from within existing budgets. It is anticipated that construction will occur early in the 2000/2001 financial year.

COMMITTEE CONSIDERATION

Whilst there was general agreement to improve the level of safety offered to pedestrian movements over the Main South Road, concerns were expressed in relation to the need for retention of the current median landscaping; this proposal requires the removal of one gum tree.

A copy of the plan which was considered by the committee is attached.

Recommendation: That the Community Board support the proposed (SH1) Main South Road pedestrian facility, 'Dressmart'/Hornby Mall, subject to all other existing trees remaining on the median.

2. PETITION – RACECOURSE ROAD / YALDHURST ROAD INSTALLATION OF TRAFFIC SIGNALS

A petition had been received, the proposer of which asked: ‘...we the undersigned would like the City Council to seriously consider installing traffic lights on the corner of Yaldhurst and Racecourse Road (Coach Corner)’.

Forty nine signatures were on the petition. Following a submission from the Riccarton Park Residents Association, the Board (at it's 2 February 2000 meeting) had endorsed the installation of traffic signals at this intersection, also.

The Committee **agreed**, in receiving and acknowledging the petition, to forward this to City Streets Unit who were currently investigating the suitability of traffic signals for the intersection.

3. LOCAL AREA TRAFFIC MANAGEMENT SCHEME PRIORITIES

In a recent report to the Traffic Committee it was suggested by Council officers from the City Streets Unit that Riccarton North be substituted for Hornby Stage 2 in the priority list. This suggestion stems from the fact that a significant proportion of traffic issues in the Riccarton North area have been addressed by recent construction. Also, new issues and concerns have been picked up through the 'Safe Routes to School' process which reduces the need to seek further consultation from residents. In essence, the Unit believes that they have captured the majority of concerns and have a full appreciation of the issues in the area.

The 'current' LATM schedule was:

Sockburn
Riccartern North
Hornby, Stage 2
Halswell
Avonhead
Avonhead East
Riccartern

Completed LATMs and NIPs to date were Deans Avenue, SDZ7 Hornby, Upper Riccarton and Broomfield – Hei Hei – Islington.

In discussion, members acknowledged that the Riccarton North LATM had substantially been addressed.

The rescheduling of Hornby Stage 2 was, therefore, supported.

A copy of the Board area showing the areas divided up into various LATMs is attached.

Recommendation: That the Community Board confirm the following LATM schedule:
Sockburn
Hornby Stage 2
Halswell
Avonhead
Avonhead East
Riccarton
Riccarton North

**4. ISLINGTON RESIDENTS ASSOCIATION
UPDATE ON (October 1999) HEAVY VEHICLE MOVEMENT PETITION**

The Association's Secretary (Alex Cameron) was in attendance; on behalf of the Association, he sought an update on their petition which sought relief from heavy vehicle movement through the residential streets of Islington.

The Committee acknowledged the concern expressed by Mr Cameron (a letter was also tabled from the Association), and noted that the Board had initiated a survey on the heavy vehicle movements.

In the interim, it was **agreed** that the Board could facilitate a meeting with the local contracting company and the Association to discuss possible options for re-routing of heavy vehicles.

A date of Thursday 30 March, for this meeting, would be followed through on.

It was **agreed**, also, that City Streets Unit be asked to pursue the survey 'with urgency'.

Chairperson's

- Recommendation:**
1. That the report be received.
 2. That the Community Board support the proposed (SH1) Main South Road pedestrian facility, Dressmart / Hornby Mall, subject to all other existing trees remaining on the median.