

21. YALDHURST ROAD KERBS AND CHANNELS: FOVANT STREET TO RACECOURSE ROAD

Officer responsible City Streets Manager	Author Brian Neill
Corporate Plan Output: Capital Works Programme: New Assets	

The purpose of this report is to update the Board on the proposal to provide kerbs and channels along the north east side of Yaldhurst Road between Fovant Street and Racecourse Road. This report will also be considered by the Fendalton/Waimairi Community Board and City Services Committee.

BACKGROUND

The Board received a report on this proposal at its meeting in July 1999. The proposal is to provide kerbs and channels along the northeast side of Yaldhurst Road between Fovant Street and a point opposite Racecourse Road. The existing two lane roadway is to be widened to provide room for three vehicle lanes, cycle lanes and a painted (flush) median from Fovant Street south east to connect with the existing four lane, median divided section of Yaldhurst Road.

At the present time surface drainage along this section of Yaldhurst Road is carried along a deep water table up to 8 m out from residential and commercial property frontages. Areas of pavement have failed and it is proposed to place a granular overlay over the existing roadway to match with the widened and reconstructed road shoulder along the northeast side where the kerbs and channels are to be constructed. Generally the south western side of the roadway will be retained along the present alignment.

Power and telecommunications reticulation is presently being undergrounded along the section of Yaldhurst Road between Fovant Street and Racecourse Road. All new lighting standards are to be placed against the property boundaries and the roadway will be lit to main road standards from the north east side of the road.

CONSULTATION

21 people responded directly to the leaflet that was circulated to residents and businesses in September 1999. Most were in favour of the proposals and many made further enquiries about how the roadworks would effect their properties. Clarification was sought as to the reasons for placing median islands and footpath treatments around existing trees and along property frontages. Kerbside parking facilities and the positioning of bus stops were commented upon along with the difficulty many people were experiencing in exiting their driveways during periods of peak traffic. A number of motorists indicated that it was difficult to turn right from side roads during the morning and afternoon peak periods and, at Cutts Road in particular, visibility was an issue.

The Community Board received a petition from residents of Sockburn who regularly use Racecourse Road as a route into town. The Riccarton Park Residents Association also made a deputation to the Board about the possibility of installing signals at the intersection. The Board has supported the call for traffic signals to be placed at the Racecourse Road/Yaldhurst Road intersection to assist right turning traffic out of Racecourse Road into Yaldhurst Road.

REVISED SCHEME PLAN

Engineering staff from both the City Streets and City Design Units have held various discussions with individual residents and have resolved property access and road design issues. The opportunity will be taken to enhance the streetscape by planting trees in the new grass berms to complement those already existing along this section of Yaldhurst Road. Many residents had a desire to improve the streetscape; others were more concerned about parking facilities and good access.

The revised scheme plan will be tabled. Although the concept has not changed since the original scheme considered by the Board last year, footpath and tree planting changes have been made largely to enhance the streetscape.

TRAFFIC SIGNALS

The possibility of installing traffic signals at both the Racecourse and Withells Road intersections has been investigated.

Traffic volumes along Yaldhurst Road vary between 12,000 vehicles per day south east of Russley Road through 19,000 vehicles per day north east of Withells Road to 24,000 vehicles per day northeast of Brodie Street. Peak traffic intersection volumes (4.30 pm – 5.30 pm) are 2,238 at the Racecourse Road/Yaldhurst Road intersection and 2,065 vehicles at the Withells Road/Yaldhurst Road intersection.

A full assessment of the likely affect of traffic signals at the Racecourse Road/Yaldhurst Road intersection has been undertaken.

Although right turn traffic volumes at the Racecourse Road intersection are relatively high during the evening peak, average delays are considered to be reasonable given existing traffic volumes and level of service to main road users. Although the delay to right turning traffic out of Racecourse Road could be reduced with signals during the evening peak, this is unlikely to be the case at other times of the day. Overall intersection delays would rise with traffic signals and Racecourse Road traffic penalised by the need to link with the traffic signals at Peer Street intersection and at Avonhead Road/Middlepark Road.

Although the number of reported collisions that are occurring at both the Racecourse Road and Withells Road intersections are a cause for some concern, traffic signals at Racecourse Road would not necessarily solve the predominant left turn into and right turn into Racecourse Road crashes that have been recorded at this junction (6 out of 9 collisions) over the last 5 years. The Council would therefore not normally consider placing traffic signals at either of these intersections given the existing traffic situations and need to provide a high level of service along the arterial (Yaldhurst Road) route.

The traffic situation at the Racecourse Road/Yaldhurst Road intersection will continue to be monitored and if, at any time in the future, traffic signals could be shown to benefit road users, appropriate action will be taken to prepare a scheme plan proposal for the Council to consider. Apart from roadmarking changes (including the marking of cycle lanes) no other work planned as part of this project at the Racecourse Road junction with Yaldhurst Road. The proposed kerb and channel construction works on the northeast side of the roadway commence northwest of the intersection.

CONSTRUCTION PROGRAMME

The underground reticulation of overhead services has been started. Documents for the calling of tenders for the kerb and channel and shoulder construction works are being prepared at the present time with a view to commencing work in June/July of 2000.

CONCLUSION

Planning for the construction of kerbs and channels along the northeast side of Yaldhurst Road between Fovant Street and Racecourse Road have progressed to a point where the Council can accept tenders for the work. The traffic management plan which includes the provision of two vehicle lanes in a south easterly direction, cycle lanes, a flush median, right turn bays and median islands has been accepted by the community and will improve levels of service along the Yaldhurst Road arterial link between State Highway 1 and Upper Riccarton.

The prospect of installing traffic signals at the Racecourse Road/Yaldhurst Road intersection has been investigated. However, if signals were installed at this time overall delays to traffic travelling through the intersection would rise leading to a loss in service to traffic using the intersection both on Racecourse Road and along Yaldhurst Road.

- Recommendation:**
1. That the information be received.
 2. That the Board support the traffic management plan for Yaldhurst Road and make an appropriate recommendation to the City Services Committee on the future installation of traffic signals at the Racecourse Road intersection.

**Chairperson's
Recommendations:** For discussion.