

## 19. STRAVEN ROAD KERBS AND CHANNELS AND TRAFFIC MANAGEMENT

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Corporate Plan Output: Kerb and channel replacements	

The purpose of this report is to recommend that the planned work along Straven Road, between Fendalton Road and the Kilmarnock Street/Kahu Road intersection, be supported.

This report will also be referred to the Fendalton/Waimairi Community Board and Sustainable Transport and Utilities Committee.

### BACKGROUND

The management of traffic along the section of Straven Road between Fendalton Road and the Kilmarnock Street/Kahu Road intersection needs to be improved. Kerbs and channels along sections of the roadway are to be renewed and cycle crossing facilities at Matai Street provided along with pedestrian crossing points near Rochdale Street and Te Kura Street.

During a recent canvassing of views of pupils of both Christchurch Girls High School and Christchurch Boys High School, the crossing point at Matai Street was by far the most hazardous problem identified. Boarding school pupils from Christchurch Boys High School and other pedestrians have difficulty also in crossing Straven Road at Rochdale Street and near the Te Kura Street intersection.

Motorists and residents are concerned about the alignment of the bend on Straven Road at Te Kura Street that has been the scene of a number of "out of control" crashes.

Residents were canvassed for their views on the retention of the 30 trees along the west side of the roadway between No's 31 – 61 Straven Road. This has necessitated an innovative design for the roadway with a cross section that caters for pedestrians, cyclists, motor vehicles and parked cars.

### THE PROPOSAL

The leaflet that was distributed amongst the community for comment resulted in 39 returns from residents who showed a considerable interest in the proposals and, although generally supporting the initiatives, made worthwhile suggestions for improvements. Changes have been made to the original proposal as a result of the feedback from residents. The most important of these changes is the provision of a parking bay and new kerb and channel along the east side of Straven Road between Matai Street and Te Kura Street and a new traffic island in Matai Street.

Unfortunately, we have been unable to improve capacity at both the Fendalton Road and Kilmarnock Street/Kahu Road intersections where the laning arrangements have been reconfigured due to the need to install cycle facilities and traffic merges on the downstream sides of the two intersections.

### CONCLUSION

In redesigning the roadway we have been able to retain the existing trees along the west side of Straven Road, provide for pedestrians, cyclists and motor vehicles, reduce conflicts and manage traffic. However, it has not been practicable, within the scope of this work, to increase capacity along this minor arterial road at this time.

Proposals are currently being examined with a view to making further improvements to the roadway from the traffic signals at the Kilmarnock Street/Kahu Road intersection through to the signals at the Riccarton Road/Clarence Street intersection.

The Sustainable Transport and Utilities Committee will consider resolutions associated with changes to parking and traffic controls to implement the proposals illustrated on the plan attached to this report.

- Recommendation:**
1. That the information be received.
  - 2.. That the proposals be supported and comments referred to the Sustainable Transport and Utilities Committee.