

7. STRAVEN ROAD KERBS AND CHANNELS AND TRAFFIC MANAGEMENT

Officer responsible City Streets Manager	Author Brian Neill, DDI 371-1616
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 has also been referred to the Fendalton/Waimairi and Riccarton/Wigram Community Boards.

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 (attached) 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.

The budget provision for this work is \$449,500.

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.

- Recommendation:**
1. That the plan be adopted for implementation.
 2. That the parking of vehicles be prohibited at any time in the following areas:
 - i. On the east side of Straven Road commencing at its intersection with Fendalton Road and extending in a southerly direction for a distance of 64 m.
 - ii. On the east side of Straven Road commencing at a point 47 m south from its intersection with Royds Street and extending in a southerly direction for a distance of 25 m.

- iii. On the east side of Straven Road commencing at its intersection with Rochdale Street and extending in a southerly direction for a distance of 30 m.
 - iv. On the east side of Straven Road commencing at a point 27 m south from its intersection with Rochdale Street and extending in a southerly direction for a distance of 80 m.
 - v. On the east side of Straven Road commencing at its intersection with Matai Street and extending in a northerly direction for a distance of 30 m.
 - vi. On the east side of Straven Road between Matai Street and Kilmarnock Street, a distance of 145 m.
 - vii. On the west side of Straven Road commencing at its intersection with Fendalton Road and extending in a southerly direction for a distance of 60 m.
 - viii. On the west side of Straven Road commencing at its intersection with Weka Street and extending in a northerly direction for a distance of 135 m.
 - ix. On the west side of Straven Road commencing at a point 110 m north from its intersection with Te Kura Street and extending in northerly direction for a distance of 22 m.
 - x. On the west side of Straven Road commencing at its intersection with Te Kura Street and extending in a northerly direction for a distance of 15 m.
 - xi. On the west side of Straven Road commencing at its intersection with Te Kura Street and extending in a southerly direction for a distance of 30 m.
 - xii. On the west side of Straven Road commencing at a point 128 m south from its intersection with Te Kura Street and extending in a southerly direction for a distance of 53 m.
 - xiii. On the west side of Straven Road commencing at its intersection with Kahu Road and extending in a northerly direction for a distance of 88 m.
 - xiv. On the north side of Matai Street commencing at its intersection with Straven Road and extending in an easterly direction for a distance of 25 m.
 - xv. On the south side of Matai Street commencing at its intersection with Straven Road and extending in an easterly direction for a distance of 25 m.
- 3. That the parking of vehicles be restricted to a maximum period of 10 minutes 8.00 am – 9.00 am and 3.00 pm – 3.30 pm Monday to Friday on the west side of Straven Road commencing at a point 15 m north from its intersection with Te Kura Street and extending in a northerly direction for a distance of 50 m.
 - 4. That existing restrictions on kerbside parking in the aforementioned areas be revoked.

**Chairman's
Recommendation:**

That the above recommendation be adopted.