

11. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE
REPORT OF 8 MARCH 2002**

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The purpose of this report is to submit the outcomes of the Traffic and Roothing Committee meeting held on Friday 8 March 2002.

The meeting was attended by Bob Shearing (Chairperson), Helen Broughton, Ken Cummings, Mike Mora, and Peter Laloli.

1. TONY SPOWART, TRANSIT NEW ZEALAND

Information was provided in respect of the following major works.

- Main South/Carmen/Shands intersection and Shands/Goulding/Amyes intersection; consultation is nearly completed, full design work will be tendered out shortly, with construction funding to be sought in the 2002/03 year.
- Southern Motorway scheme assessment proceeding. Extension to Templeton will be investigated in the "Christchurch to Rolleston and Environs Transportation Study".
- Southern Motorway/Parkhouse/Lunns intersections, upgrade and traffic signals scheme to be investigated shortly.

**2. STEPPING STONES EARLY LEARNING CENTRE
NOTTINGHAM AVENUE, TRAFFIC ISSUES**

Ms Sandy Mathieson and Julie Harrington were in attendance to discuss various traffic issues.

From a recent letter received,

"We are a fully Government and Resource Consent approved Preschool operating in Nottingham Avenue. We have approximately 200 families using our service and a total of 55 children on the properties at one time.

Since we began operating 9 years ago concerns for the safety of the children crossing the road as they arrive and leave our Centre.

We put a lot of effort into educating and monitoring the parents but still incidents occur.

I feel that it is reasonable to request Council assistance with a solution such as a traffic slower or a Zebra Crossing as they have with the Wales St Kindergarten.

The installation of either of these solutions would not only provide safety for our clients but would also serve to moderate traffic on Nottingham Ave which has become a major thoroughfare through to Westlake where vehicles consistently travel at unsafe speed."

The Committee **agreed** to undertake an on-site inspection, and then discuss options which would assist in mitigating the Early Learning Centre's concerns.

3. PROJECT FUND ALLOCATION, 2002/03

There was some discussion on the amount allocated (\$15,000) by the Board's Finance and Policy Committee.

4. ST BERNADETTES SCHOOL

In response to a member request, the Area Engineer agreed to place signs at both ends of Hei Hei Road to assist the school.

5. WATERLOO ROAD, AT HALSWELL JUNCTION ROAD, TRAFFIC SIGNALS

It was noted that the consultation pamphlet had been released; some local residents had concerns which the Committee was keen to have addressed.

City Streets Unit will be reporting back to this Committee prior to construction.

6. RICcarton ROAD CYCLE ROUTE PROJECT

Alix Newman, the Cycle Planning Manager, was in attendance to discuss this new initiative.

A précis of the report received for consideration by the Committee noted:

Riccarton Road has always been a very popular cycle route for commuters, university students and school children. Cycle counts at intersections over the last couple of years have shown consistent numbers of cyclists of between 160 and 220 per day (peak hours only) along most sections of the road.

In 1997, the Council commissioned a consultancy to develop a traffic management plan for Riccarton Road. The planning process involved public and council consultation, option developments and selection of a recommended option. The final proposed traffic management plan recommended a number of actions to increase the effectiveness of the arterial function of the road and improve pedestrian crossability. It had minimum impact on road-side parking.

It also recommended that no specific provision be made for cyclists on the road, and that cycle routes be developed away from Riccarton Road.

However, due to the continuing high number of cyclists on Riccarton Road the City Streets Unit considers that it would be appropriate to revisit the issue of cycle facilities.

It is acknowledged that Riccarton Road is a busy arterial road, with high volume vehicle, bus and pedestrian use, with an identified need for on-road parking. This makes the consideration of changing road uses a complex issue. It is therefore proposed to work through a decision making process that will be clear and transparent to all parties involved, and will ensure appropriate contact with the community.

As the project concerns a major metropolitan road, and there may well be capacity issues involved, the decision making body for this process is the Sustainable Transport and Utilities Committee. This report is part of the process to keep the Community Board fully informed, and involved in the discussion process.

The following is the proposed decision making process for the project. The process as outlined is intended to be a simple version of the project management plan, which also includes the basics of a consultation plan.

- STEP ONE: CONSIDER CYCLE ROUTE NEED: Determine whether it is worthwhile to investigate (or not) cycle facilities on Riccarton Road - Council decision.
- STEP TWO: CONSIDER CYCLE FACILITIES OPTIONS: Should it be determined to proceed with further investigation, the generic type of facilities and their impacts need to be considered - Council decision.
- STEP THREE: COMMUNITY ENGAGEMENT: Establish community responses to the broader issues in the above steps.
- STEP FOUR: DEVELOPMENT OF PRACTICAL OPTIONS: Based on impacts and community responses, develop a series of design options (if possible/practical).
- STEP FIVE: RESPOND BACK TO COMMUNITY: Show the options to the community and seek feedback on effects.
- STEP SIX: DEVELOP AGREED OPTION: Scheme plan of final options for final approval process - Council decision.

Whilst the Committee were happy to see the project, there were concerns that the "real" issue for Riccarton Road was traffic volume, rather than cycleways.

Recommendation: That, whilst the Committee has reservations about the wisdom to a commitment to Riccarton Road Cycle Route Project due to ongoing traffic issues on Riccarton Road, the Committee wishes to nominate Bob Shearing onto the Sustainable Transport and Utilities Committee working party.

7. SITES INSPECTION

Agreed, for Tuesday 19 March 2002, 7.30 am from the Sockburn Service Centre.

Sites to visit:

- Annex Road cycle lane, revisit
- Westmorland entrance upgrade
- Milns Road, footpath (lack of)
- Nottingham Street, Early Learning Centre
- Halswell Junction/Waterloo Intersection
- Main South/Carmen/Shands Intersection
- Templeton Waitaha and Brackenridge
- Buchanans Road calming
- etc

8. STEPHEN SHIMMIN, RICCARTON PARK RESIDENTS ASSOCIATION ATTENDANCE

Stephen asked about progress on the Yaldhurst/Racecourse intersection; also, the traffic calming on Buchanans Road. These will be followed up.

9. CARMEN ROAD FOUR LANING AND SOUTHERN ARTERIAL ROUTES

Agreed that the Board should produce a "Statement of Intent" for both these projects.

This will be followed up for the next meeting.

10. CHRISTCHURCH TO ROLLESTON AND ENVIRONS TRANSPORTATION STUDY

Some members recently attended (Tuesday 5 March 2002) the seminar on this major study.

A new joint transportation study has recently begun, which will look at an area from north-west of Christchurch through to south-west of Rolleston, south to Lake Ellesmere. This work is required because the latest population, development and economic growth rates and the predictions for future growth have increased growth in demand on the roading network is now expected to exceed its capacity.

The partners in this study are Christchurch City Council, Transit New Zealand, Selwyn District Council, Environment Canterbury and Christchurch International Airport Ltd.

The key output of this study is a strategy (including detailing the most appropriate staging) for transportation network improvements that will achieve the best roading network to satisfy the new projected demands over the next 25 years.

This study will be principally focussed on all road types from collector up to motorway and will include the consideration of priorities in relation to public transport and cyclist facilities within the study area. It will also give consideration to the internal Christchurch International Airport roading network layout and its interface with State Highway 1.

Some of the key options of interest to the City Council that have been identified in the study brief for the work are:

- the potential extension of the Southern Motorway beyond the Halswell Junction Road/Springs Road intersection;
- the potential four laning of State Highway 1 south of Christchurch;
- the potential realignment of McLeans Island Road to Harewood and possible associated closure of McLeans Island Road/Johns Road intersection;
- possible improvements of State Highway 75 between Halswell and Tai Tapu;
- the potential bypass of Hornby from Russley Road (south of the Airport) to Main South Road (near Templeton)

It is expected that this study will take until at least mid-2003 to complete. At that point the study report will be presented to the partner's authorities for consideration. Partner authorities will be kept informed and consulted over options during the course of the study.

**11. MAIN SOUTH ROAD, HORNBY
RELOCATION OF 50 KPH SPEED LIMIT**

Recommendation: That the current 50 kph speed limit area, on Main South Road (just south of the Park Street intersection) be relocated to a point just south of the Fulton Hogan site.

12. CREYKE ROAD "LIVING STREETS" PRESENTATION/PROJECT

There was some discussion on the recent presentation; whilst the need to upgrade Creyke Road was supported, members could not recommend the additional funds sought to create the "living streets" concept.

Council budgetary constraints did not, in the opinion of the members, make this project supportable.

The meeting concluded at 10.50 am.

Chairperson's

- Recommendations:**
1. That, whilst the Committee has reservations about the wisdom to a commitment to Riccarton Road Cycle Route Project due to ongoing traffic issues on Riccarton Road, the Committee wishes to nominate Bob Shearing onto the Sustainable Transport and Utilities Committee working party.
 2. That the current 50 kph speed limit area, on Main South Road (just south of the Park Street intersection) be relocated to a point just south of the Fulton Hogan site.