

13. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE  
REPORT OF 10 MAY 2002**

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The purpose of this report is to submit the outcomes of the Traffic and Roading Committee meeting held on Friday 10 May 2002.

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

**1. MILNS ROAD, SPARKS ROAD, SUTHERLANDS ROAD**

The Committee was in receipt of a report which provided information concerning the development of this project and to seek a change in traffic control from “stop” to “give way” signs.

Sparks Road is a minor arterial route which is becoming increasingly important as a link between the Halswell area and the southern parts of the city centre. Traffic volumes are rising steadily and are likely to be added to as residential development expands in the area. In the future, Halswell Junction Road will become an important link across the western side of the city and the traffic signals at the Halswell Road (SH 75)/Halswell Junction Road/Sparks Road intersection (which are due to be installed by Transit NZ later this year) will also contribute to higher traffic volumes. The average daily traffic flow along Sparks Road is approximately 8,000 vehicles per day.

The operating speed of the Sparks Road arterial is close to 80 km/h which is reflected in the present speed limit which was changed 2 years ago – down from 100 km/h to 80 km/h. The bend in the road at the intersection of Milns Road and Sutherlands Road is posted at 65 km/h.

There have been a number of single vehicle/out of control crashes on the bend some of which have resulted in vehicles leaving the roadway and crashing into power poles or farm fences.

**THE PROPOSAL**

Safety in the vicinity of this intersection will be improved by realigning the bend so that motorists can drive this section of Sparks Road at the posted speed limit. Features of the project shown on the plan attached (Attachment 1) to this report are:

- Both Milns Road and Sutherlands Road will be realigned to form separate “T”-junctions with Sparks Road.
- Sight visibility from both side roads will be improved.
- The existing “stop” sign controls on the (present) cross junction can be replaced with “give way” signs.
- A number of power poles will be removed and others relocated. A number of lighting standards will also need to be shifted to provide an even spill of light through the new, realigned section of Sparks Road.
- The roadway will be widened through the bend which will make it safer for drivers turning right into either Milns Road or Sutherlands Road from a stationary position in the middle of Sparks Road.

Although it has been possible to purchase some road widening as part of this project, there were a number of constraints that needed to be taken into account when working through the proposal. Although budget wise we are getting value for money, developments in the future may include widening Sparks Road east and west from the new intersections, providing protected right turn facilities for drivers and piping sections of the open drain that lies along the south side of the roadway west of Sutherlands Road.

## **COMMUNITY CONSULTATION**

People living in Sutherlands Road and the owners of properties fronting onto the present intersection have shown a keen interest in the proposal. Residents supplied useful information on the difficulties they encounter with the existing intersection layout and are comfortable with the proposal to realign the bend in Sparks Road and create two new intersections.

A resident organised a site meeting on Saturday 16 March to discuss aspects of the proposal. Most of the people attending the meeting expressed concerns about the speed of vehicles approaching the present intersection and the hazards faced by people turning right into Sutherlands Road. One resident suggested that a roundabout should be constructed at the intersection and others had concerns about the present width of the roadway and difficulties in manoeuvring in and out of their driveways.

Residents appeared to accept the constraints that the City Streets Unit has had to work with. They were assured that future developments in the Halswell area will lead to other improvements along Sparks Road in the future.

## **INTERSECTION CONTROLS**

Available sight visibility is the main criteria for choosing between "stop" or "give way" controls at intersections. On roads with open road speed limits (80 or 100 km/h) cross junctions would normally be set up with "stop" signs. "T"-junctions would normally be controlled with "give way" signs.

With the creation of two new "T"-intersections and improvements to sight visibility it is recommended that the existing "stop" sign controls on both Milns Road and Sutherlands Road at their intersection with Sparks Road be removed and replaced with "give way" signs.

## **CONCLUSION**

Good progress has been made on this capital works project which is part of a series of intersection improvements programmed for the Halswell area which will complement the proposed traffic signals at the Halswell Road (SH 75)/Halswell Junction Road/Sparks Road intersection later this year.

Tenders will shortly be sought for the construction work which is required to complete this project.

- Recommendation:**
1. That the existing "stop" sign against Milns Road at its intersection with Sparks Road and Sutherlands Road be removed.
  2. That the "stop" sign against Sutherlands Road at its intersection with Sparks Road and Milns Road be removed.
  3. That a "give way" sign be installed against Milns Road at its intersection with Sparks Road.
  4. That a "give way" sign be installed against Sutherlands Road at its intersection with Sparks Road.

## **2. MATAI STREET INTERSECTION**

It was agreed that Brian Neill would discuss the options for changes at this intersection, with those residents most affected.

Following this there would be a combined Traffic Committee meeting based on Brian's findings. The combined Boards would then make their decision and put it to the residents.

### 3. HORNBY-HEI HEI AND ISLINGTON COMMERCIAL VEHICLE STUDY

The Committee was in receipt of a report advising progress towards implementing measures to prohibit the through routing of heavy commercial vehicles on a number of roads in the Hei Hei and Islington residential areas, including the proposal to install traffic signals at the Halswell Junction Road/Waterloo Road intersection.

#### BACKGROUND

Following on from a "*Hornby/Hei Hei Heavy Commercial Vehicle Study*" prepared by Beca Carter Hollings Ferner Ltd in July 2000, the Board and City Services Committee met to discuss the issues raised. The City Services Committee decided to meet with local resident association representatives to consider the proposal to prohibit the through routing of heavy commercial vehicles (HCV's) along seven roads in the Hei Hei and Islington residential areas. A seminar meeting of the City Services Committee was held in the Sockburn Service Centre on Wednesday 21 March 2001 to consider proposals for the measures to be taken to implement the banning of heavy commercial vehicles through the Hei Hei and Islington residential areas. Community Board members and representatives from the Riccarton Park Residents Association, Islington Residents Association and Hei Hei Residents Association were also in attendance and were given the opportunity to express their views on the proposals.

Following further reports to the Board and City Services Committee relating to this project, proposals were placed before the Council at its meeting on 23 August 2001.

#### EXISTING RESTRICTIONS

In Halswell Junction Road, approaching the railway at Waterloo Road, signs have been erected prohibiting motor vehicles greater than "9 m in length (such length including any trailer or semi trailer)" from travelling in a northerly direction between Foremans Road and Waterloo Road. This is a safety measure that has been agreed to by Transrail given that an articulated truck or B-train a single vehicle stopped at the "give way" sign on Halswell Junction Road at Waterloo Road would overhang the rail line closest to the intersection. Since these signs prohibiting this movement came into force in 1998 the alternative route used by buses and the trucking industry has been along Foremans Road between Halswell Junction Road and Parker Street.

An important part of this project is the banning of HCV's along Foremans Road. Because of this and a proposal to introduce traffic calming measures along Foremans Road, traffic signals are proposed for the Halswell Junction Road/Waterloo Road intersection.

#### HALSWELL JUNCTION ROAD/WATERLOO ROAD TRAFFIC SIGNALS

Approximately 250 leaflets were distributed to the community in the Islington residential and industrial area. There was a good response from residents. 40 people took the trouble to either phone or write to the Council in response to the leaflet that was distributed.

A summary of the responses received follows:

- 11 people considered that the signals were a good idea.
- 11 people didn't want the signals installed.
- 5 people questioned the need for signals.
- 9 people considered that signals should be installed at the Waterloo Road/Gilberthorpes Road intersection.
- 6 people suggested that signals or a roundabout should be installed at the Halswell Junction Road/Main South Road (SH 1) intersection.
- 2 people stated their concern about the lack of kerbside parking space in Halswell Junction Road south of the railway during working hours. People working in the industrial area opposite the residential properties regularly park their cars on the roadway.
- 2 people in the same area were concerned about drivers bringing their trucks home and parking them on the street overnight.
- 2 people considered that it was unfair to concentrate trucks on only 2 or 3 roads in the area.

The people most affected by the installation of the traffic signals are those living directly opposite the railway line between Wilson Street and Mortlake Street. If traffic signals are installed parking will need to be banned over most of this length of roadway. It will be necessary for people turning into and out of driveways to exercise a greater degree of care and attention to other traffic using the intersection than at present if the signals are installed. There are three houses and four properties along this short section of Waterloo Road. Three families are adversely affected by the proposals.

An onsite meeting was held on 18 March 2002 with the residents concerned. Traffic committee chairman Bob Shearing, traffic signals engineer Lachlan Beban and traffic engineer Brian Neill took the opportunity to listen to the residents' views and were able to explain the reasons for the proposals to install traffic signals at the intersection.

The main points that came out of the discussions were the lack of parking, concern about trucks queuing at the proposed signals at Waterloo Road and the problems with having to back out onto a road within a controlled intersection. We all witnessed trucks (over 9 m in length) ignoring the present ban over the railway line in Halswell Junction Road and there was a view (amongst those present) that Foremans Road could continue to be used as a heavy motor vehicle route rather than impose signals on a community unnecessarily.

Since the meeting, the Council has received a letter from one resident's solicitor relating to a concern that vehicle access to and from their property will be severely affected by the installation of traffic signals. Another family has written supporting the views expressed at the onsite meeting highlighting access problems, lack of kerbside parking, excessive traffic noise and possible decrease in property value if the signals were to be installed.

#### **TRANSRAIL INVOLVEMENT**

The City Streets Unit has entered into discussions with Transrail on the seemingly excessive cost of linking the railway barrier arms and signals to the traffic signals for road traffic that have been proposed by the Council. With the questions being raised by some residents about the traffic signal proposal and budget issues yet to be resolved through discussions with Transrail, there will be delays in implementing the Islington parts of the project to restrict the through movement of HCV's through the area.

At the 5 April 2001 meeting of the Board's traffic committee it was decided that other alternatives should be looked at for the control of traffic at the Halswell Junction Road/Waterloo Road intersection. Some progress has been made on this matter and the City Streets Unit will be a position to provide information on progress at the subcommittee's meeting on 10 May 2002.

#### **HEI HEI RESIDENTIAL AREA**

Due to the delays in providing for new traffic controls over the rail line in Halswell Junction Road, the traffic subcommittee decided that the measures proposed to ban the through routing of HCV's through the Hei Hei residential area be implemented as soon as possible. This aspect of the project is being worked on with a view to installing the appropriate signs by the end of May 2002.

#### **CONCLUSION**

Due to the problems associated with the installation of traffic signals at the Halswell Junction Road/Waterloo Road intersection it will now not be possible to complete this part of the project before the end of the financial year. The consequences of the decision to delay these works will also result in a delay to erecting appropriate signs to ban the through routing of HCV's along Foremans Road.

Work is proceeding to install traffic signs in the Hei Hei area to prohibit the through routing of HCV's along the following roads:

- i. Hei Hei Road between Buchanans Road and Waterloo Road
- ii. Tirangi Street between Carmen Road and Hei Hei Road
- iii. Aurora Street between Gilberthorpes Road and Hei Hei Road
- iv. Wycola Avenue between Gilberthorpes Road and Hei Hei Road
- v. Taurima Street between Gilberthorpes Road and Waterloo Road

Following further consideration by the Board's traffic subcommittee at its meeting on 10 May 2002 an action plan will be prepared to progress the second stage of the works associated with the banning of the through routing of HCV's through the Islington and Hei Hei residential areas. Decisions will need to be made whether or not to pursue the traffic signal option for the Halswell Junction Road/Waterloo Road intersection and the timing of the ban on the through routing of HCV's along Foremans Road and Steele Street.

Due to the problems associated with the installation of traffic signals at the Halswell Junction Road/Waterloo Road intersection it will now not be possible to complete this part of the project before the end of the financial year.

It was agreed to go ahead with appropriate signage prohibiting the through routing of HCV's as noted above.

- Recommendation:**
1. That the Board confirm the actions taken to progress this project which will be dealt with in two stages.
  2. That the Board consider an action plan which will provide for the completion of this project next financial year.
  3. That, once the consultation process has been completed, the Board recommend a course of action to the Sustainable Transport and Utilities Committee.

#### 4. HINAU STREET KERB AND CHANNEL

This street upgrade had been signed off by the Community Board but subsequent concerns raised by residents relating to the 9m width, cycle users etc led to an onsite meeting.

The Area Traffic Engineer, Paul Burden advised the Committee that going to a 10m road width with the new kerb and channelling would result in the loss of all the trees, however, at 9m they would be ok.

Issues regarding undergrounding, speed, parking, and cyclists were raised and it was agreed to call a public meeting to inform local residents of the issues and how they relate to the differing concept plans.

#### 5. NORTONS ROAD/AVONHEAD SCHOOL SAFETY ISSUES

Due to concerns for the safety of pedestrians, particularly school children crossing Nortons Road, it was agreed that over the next 2-18 months the Kea Crossing and other traffic calming features (as identified by the Area Engineer in a letter to the school dated 2 May 2002) as budgeted for, should be implemented.

#### 6. ONGOING ISSUES, PROGRESS REPORT

Issue	Action	Comment
Kirk Road/Maddisons Road, Templeton Safety Issues	Considered at the 30 November committee meeting: subject to an onsite inspection.	On site inspection undertaken and followup is being done in respect of Waitaha. Quotes for slip road and relocation of power pole/extra lighting are being sought.
Hornby Hei Hei Heavy Commercial Vehicle Study	Signals at Halswell Junction/Waterloo, with HMV signage due to be placed March 2002.	Refer to outcomes elsewhere in this report.
Environment Canterbury Draft Regional Land Transport Strategy	Submission sent in to Environment Canterbury.	Our Board submission was presented to Environment Canterbury on Friday 15 February 2002.

Environment Canterbury Passenger Branding Community Board Reference Group	Ongoing	Ongoing
Transit NZ: Southern (Arterial) Motorway Submission	Submission sent in to Transit NZ.	Ongoing
Transit NZ: SH 1 & 74 Four Lining: Carmen, Masham, Russley, Johns Roads.	Submission sent in to Transit: Joint Board/Transit meeting held on 4 February 2002.	Ongoing
Christchurch-Lincoln Little River Cycleway.	Ongoing. Mike Mora is our representative on this committee.	Presentation will be given at the next meeting of the Community Board.
Gilberthorpes/Parker/Waterloo Intersection.	Safety issues have been identified with this problem intersection.	Update still waited.
Milns Road lack of footpath.	Estimate of cost has been sought.	Awaiting costings.
Bella Rosa Drive and Cataluna Place – overspill parking.	Was visited during recent site inspection and discussion with local residents.	Report being sought for the placing of parking restrictions.
City Care heavy vehicle parking in residential streets.	Need to question appropriateness of these vehicles being parked overnight in residential streets.	City Care will be asked that vehicles are properly lit if they have to be parked in residential streets.
Street Hoons	Need to address this ongoing serious issue.	Agreed to support the Fendalton/Waimairi submission to the Community and Leisure Committee but need to be aware of urban and industrial road issues.
Halswell/Halswell Junction/ Kennedys Bush/Sparks Road intersection	Transit NZ have provided plans for full traffic signal installation.	Need to ask Transit when construction funding is available.

#### Chairman's

#### Recommendation:

1. That the report be received.
2. That the existing "stop" sign against Milns Road at its intersection with Sparks Road and Sutherlands Road be removed.
3. That the "stop" sign against Sutherlands Road at its intersection with Sparks Road and Milns Road be removed.
4. That a "give way" sign be installed against Milns Road at its intersection with Sparks Road.
5. That a "give way" sign be installed against Sutherlands Road at its intersection with Sparks Road.
6. That the Board confirm the actions taken to progress this project, Hornby-Hei Hei and Islington Commercial Vehicle Study, which will be dealt with in two stages and that the Board consider an action plan which will provide for the completion of this project next financial year.
8. That, once the consultation process has been completed, the Board recommend a course of action to the Sustainable Transport and Utilities Committee.