

15. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE
REPORT OF 13 SEPTEMBER 2002**

Officer responsible Community Advocate	Author Martin Julian, Community Technical Adviser, DDI 941-6509
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The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 13 September 2002.

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

1. GILBERTHORPES/WATERLOO/PARKER/MOFFETT INTERSECTION IMPROVEMENTS

Tom Thomson, Consultant from OPUS presented his comprehensive findings and improvement options as a result of his study of this intersection.

Mr Thompson reported that there have been no reported crashes there since 1998 and in the 1997-2001 period only one injury crash. The current crash rate is 65% of what is expected at such an intersection.

In discussing the options put forward, it was pointed out by Ken Stevenson, City Streets Asset Management, that the priority for work here is quite low, 5 years plus, if at all. The cost benefit analysis is 0.1. The rate at which Transfund assist is 0.4.

The Committee thanked OPUS for the work done to prepare and present the options to them.

The Committee, while recognising the lack of funding available and low priority grading for work at this intersection, resolved to promote option 1 to the Board as an initial improvement with the possibility of adding traffic lights as per option 5 when funding is available.

2. WITHAM STREET/BLANKNEY STREET INTERSECTION: PROPOSED CHANGES

It is proposed that a road hump be installed outside the Witham Street reserve, which shall assist in reducing traffic speeds. At the Blankney Street/Witham Street intersection it is proposed to install a four way Compulsory Stop control, a kerb buildout, and splitter islands on two approaches (see attached). These will assist in reducing traffic speeds, and improve the crossability for pedestrians by reducing the distance they have to cross.

One hundred and ninety five publicity pamphlets were distributed in the area around the Witham Street/Blankney Street intersection advising of the proposed work. The Council received twenty-four written responses by the 20 August.

In response to the residents' feedback the original proposal shown on the publicity pamphlet has been altered as is reflected in the recommendation listed under clause 7 of this report.

3. PAUL ROBERTS, TRANSPORT PLANNING ENGINEER

• **Blenheim Road Deviation**

The Committee was given a powerpoint presentation showing how the Blenheim Road Deviation will look and work.

The projected cost is \$11.5 million. If there are no appeals, construction should begin in January 2003 and continue over a 15-18 month period. Any appeals will delay the project 1-2 years.

• **Sockburn Roundabout**

Due to ongoing concerns about difficulties, especially at peak times, the Committee asked for a report on the possibility of a third lane from Lowther Street, across the Avon City Ford frontage and into Main South Road.

Paul discussed options at present on the drawing board, that consider major changes to the Sockburn roundabout including bringing Hayton Road traffic over the railway lines into Alloy Street.

4. GIBSON DRIVE – GIVE WAY CONTROL

A report before the Committee from Jeff Owen, Traffic Engineer, sought approval to install a "Give Way" control at the intersection of Gibson Drive and Springs Road.

Motorists and residents have expressed concern to Council staff at the number of vehicle conflicts that occur at this intersection. Most motorists turning right into Springs Road cut the corner at speed. This can be attributed to the roadway width and large radius corner roundings. Generally right turning vehicles entering Gibson Drive do not apply the give way rule as they are required to when a vehicle is turning right out Gibson Drive and cut the corner by travelling down the wrong side of the road. This practice has caused numerous minor conflicts at the intersection.

A Give Way control will not completely solve the corner-cutting problem but will go a long way by providing some guidance to vehicle positioning on the roadway.

The Committee recommendation is listed under clause 7 of this report.

5. ONGOING ISSUES

- **Kirk Road/Waitaha Learning Centre** - The shifting of the pole near the vehicle entrance and the slip lane work have been programmed in and should be completed shortly.
- **Hornby/Hei Hei Heavy Vehicle Study** - Lee Kelly to report to next meeting.
- **Milns Road Lack of Footpath** - It was agreed that the issue here should be footpaths in the greater Halswell area, not just Milns Road.
- **Nortons Road Pedestrian Blip** - Update due from Lee Kelly.
- **Hinaiu Street Upgrading** - It was reported that the meetings on site were very helpful. The work is to go ahead. Committee is looking forward to an update from the project manager.
- **Waimairi/Dovedale Corner – No Stopping Lines** - A request has been received to extend the no stopping lines at this corner as an improvement to safety. Ken Stevenson to contact affected property owner.
- **Goulding Avenue – Refuge Island** - Lee Kelly is to provide a report on this. The Committee has serious doubts about the need for a refuge island here and it was resolved that they should be fully informed before any work is done.
- **Bella Rosa Drive** - Incorrect wording on signs just put in to be changed.
- **Stock Truck Effluent** - Information from Colin Mackay was tabled.
- **Lighting Upgrade – O'Briens Road** - Ken Stevenson to check where this is at.

6. NEXT MEETING

18 October 2002

7. COMMITTEE RECOMMENDATIONS

1. In respect of WithamStreet/Blankney Street intersection:
 - (a) That three pedestrian islands and a kerb extension be constructed as shown on Plan TP145401.
 - (b) It is also recommended that the stopping of vehicles be prohibited at any time in:
 - (i) Witham Street on the south east side commencing at its intersection with Amyes Road and proceeding in a south westerly direction for a distance of 19 metres.

- (ii) Witham Street on the north west side commencing at it's intersection with Amyes Road and proceeding in a south westerly direction for a distance of 19 metres.
 - (iii) Witham Street on the south east side commencing at its intersection with Blankney Street and proceeding in a north easterly direction for a distance of 14.5 metres.
 - (iv) Witham Street on the north west side commencing at it's intersection with Blankney Street and proceeding in a north easterly direction for a distance of 14.5 metres.
 - (v) Blankney Street on the north east side commencing at its intersection with Witham Street and proceeding in a north westerly direction for a distance of 10 metres.
 - (vi) Blankney Street on the south west side commencing at it's intersection with Witham Street and proceeding in a north westerly direction for a distance of 10 metres.
 - (vii) Witham Street on the north west side commencing at its intersection with Blankney Street and proceeding in a south westerly direction for a distance of 22 metres.
 - (viii) Blankney Street on the north east side commencing at it's intersection with Witham Street and proceeding in a south easterly direction for a distance of 17 metres.
2. That a "Give Way" control be placed against Gibson Drive at its intersection with Springs Road.

Chairperson's

Recommendations:

- 1. That the report be received.
- 2. That the Committee's recommendations be adopted.