

9. **RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE  
REPORT OF 18 OCTOBER 2002**

**Officer responsible**  
Community Advocate

**Author**  
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The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 18 October 2002.

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

Helen Broughton was absent for clauses 1 and 2

**1. CITY STREETS PROJECT MANAGEMENT AND CONSULTATION MANAGEMENT PROCESS**

Alix Newman (City Streets Capital Programme Team Leader) was in attendance; he talked about the new consultation process.

One pleasing aspect of the new process was the (early) input of the local Community Board/Community Advocate, and the acknowledgement that they were important in the major thrust in the wider consultation.

The Committee supported this new process.

**2. CITY STREETS SCHOOLS CO-ORDINATOR**

Joy Kingsbury-Aitken was in attendance; she is the new co-ordinator. Her role is part of the Promotions and Education Team in the City Streets Unit; the emphasis is to encourage people to behave in ways that will ensure their safety when on the streets and roads.

Joy is the liaison link between the school community and City Streets Unit.

"Walk Me Home Day" is being promoted, on 18 October 2002, being the commencement of the National Kidsafe Week campaign; twenty six schools in Christchurch have registered to participate in this project.

**3. ENVIRONMENT CANTERBURY: REVIEW OF SOUTH WEST CHRISTCHURCH BUS SERVICES**

Ms Jill Atkinson and Mr Matthew Noon were in attendance.

Over the last three months Environment Canterbury has undertaken the first stage of the public consultation process concerning the review of the following services:

7 Halswell, Hoon Hay, Oaklands and Kennedys Bush  
11 Westmorland

The widespread consultation process will give valuable feedback to help finalise route proposals which are due to be implemented at the end of 2003.

A very good presentation was made; patronage growth is strong, and new service opportunities have been identified.

**4. MATIPO STREET/PRINCESS STREET INTERSECTION IMPROVEMENTS**

The City Streets Manager sought Board consideration to the placement of a "give way" sign against Princess Street at its intersection with Matipo Street, and to introduce appropriate bans on kerbside parking adjacent to the intersection.

Princess Street is constructed to a suitable standard to accept trucking movements within the B4 business zone. There are a number of heavy industries here, and many truck movements.

There is a need to introduce traffic management measures that would overcome some of the problems associated with corner cutting and to establish right of way turning between vehicles.

There is little demand for kerbside parking adjacent to the two intersections. Appropriate bans on kerbside parking would assist truck manoeuvres, for instance.

The Committee is supportive of the request; their recommendations are separately recorded in clause 10 of this report.

## **5. RICCARTON ROAD TRAFFIC MANAGEMENT PROJECT**

On behalf of the City Streets Unit, Alix Newman was in attendance to advise the Committee of the status of proposed plans for traffic management changes on Riccarton Road.

Alix's report outlined the progress of the project to improve the traffic management on Riccarton Road. The project was initiated with the aim of providing cycle facilities on Riccarton Road only, however it will be impossible to achieve cycle treatments without considering other traffic and safety issues. In addition, there is capital available in 2003/04 which was specifically intended to address the traffic management issues generated by the Traffic Management Plan for Riccarton Road created in 1998.

The project has thus been redirected to improve general traffic management issues for the road, inclusive of cycle facilities and treatments, where possible.

### **Project Process**

To date, the following decisions were made by the STU Committee, and confirmed by full Council (Feb 02):

1. To approve the investigation of cycle facilities for Riccarton Road.
2. That the cycle facilities project for Riccarton Road consider the use of both cycle lanes and widened pathways only, and that the appropriate facility be investigated for each different section of Riccarton Road.
3. To approve the initial engagement process for the cycle facilities project.
4. That the Riccarton/Wigram Community Board be invited to partner the Sustainable Transport and Utilities Committee in this matter by:
  - a. Inviting the Community Board Chairman, or nominee, to all meetings where recommendations to the Council on any aspect of this project are considered.
  - b. Arranging joint seminars at appropriate points in the process.

The overall project development process, from this point, is as follows:

1. Initial engagement with the community. This is to simply advise that a traffic management review of all of Riccarton Road is occurring, so that no residents or businesses are caught by surprise when work starts in other areas.
2. Consider the road in short, manageable sections. As each section of the road has different issues, we will address each section separately.
3. Engage the relevant community for each section (at the appropriate timing) to identify concerns on traffic management. Community board will be advised prior to engagement for advice and direction.
4. Develop practical road options for each section based on impacts and community responses.
5. Seek community input on the options proposed. Community Board will be shown all proposed options. The Community Board and STU chairmen will be asked if they wish a joint seminar to be arranged first.
6. Final scheme plans will seek Council approval through STU committee.

The Committee were keen to accept the STU Committee invitation to attend meetings on the progress of this project.

However, the Committee were concerned about the emphasis on cycleway facilities on Riccarton Road.

When the project was first considered by the Committee (8 March 2002) it was recorded:

“Whilst the Committee were happy to see the project, there were concern that the ‘real’ issue for Riccarton Road was traffic volume, rather than cycleways.”

The outcomes of the 1997 “Riccarton Road Traffic Management Study” recorded, in respect of cyclists, that they “should be encouraged off main arterial routes” with the need to emphasise and encourage use of Kilmarnock Street and Suva Street cycle routes.

The Committee recommendation is separately recorded in clause 10 of this report.

## **6. WATERLOO ROAD AT HALSWELL JUNCTION ROAD CHANGE OF ROAD PRIORITY; AND FOREMANS ROAD TRAFFIC CALMING**

On behalf of the City Streets Unit, Lee Kelly was in attendance to discuss this project.

The purpose of this report is to seek the Boards approval to install a change of road priority on Waterloo Road at the intersection of Halswell Junction Road and, in conjunction with this work, to implement a heavy commercial vehicle ban in Foremans Road along with undertaking some traffic calming engineering changes to reinforce this ban (maps attached).

### **Background**

In 1998, a sign was erected on Halswell Junction Road on the approach to the railway line at Waterloo Road, prohibiting trucks longer than 9m in length from travelling in a northerly direction between Foremans Road and Waterloo Road. This was a safety measure, agreed to by Tranzrail, to prevent an articulated truck or B-train overhanging the railway line.

With this ban in place it then shifted the desire line for these trucks to along Foremans Road between Parker Street and Halswell Junction Road. Foremans Road is a local road and as such its main focus is provide property access. Consequently residents of Foremans road were unhappy with the increase of heavy commercial vehicles along their street and the number of drivers short-cutting.

### **Proposed Work**

To rectify this situation, the Council is proposing to ban heavy commercial vehicles from using Foremans Road by implementing a formal ban in conjunction with undertaking some traffic calming engineering changes to reinforce this ban.

However, before the physical work and formal ban can be implemented in Foremans Road, the intersection at Waterloo Road/Halswell Junction Road at the railway line, needs to be upgraded to provide an alternative truck route to Foremans Road. The existing ban on trucks over 9m in length can then be removed from the rail crossing in Halswell Junction Road.

It is proposed to upgrade the intersection by changing the roading priority from Waterloo Road to Halswell Junction Road into Waterloo Road east and vice versa. This would be achieved by installing two traffic islands in conjunction with two Give-Way controls on Waterloo Road. Yellow cross-hatched road markings would be installed to prevent larger vehicles stopping in an area where the rear of the truck and trailer units could encroach onto the railway line.

### **Consultation**

Board members will be aware that a previous plan for the upgrade of the Waterloo Road/Halswell Junction intersection was to install traffic signals. This plan did not gain approval from the community, specifically those residents in Waterloo Road, between Wilson Street and Mortlake Street, who would be most affected. These residents approved the second option, to change the road priority, and a report was submitted to the Riccarton/Wigram Community Board seeking approval to then extend the consultation to the wider community.

The Board approved this initiative and publicity leaflets for Waterloo Road/Halswell Junction Road and Foremans Road were delivered on the 28 August 2002.

The submission period closed on 13 September 2002. 8 written submissions were received on the Waterloo Road/Halswell Junction Road project and 21 written submissions were received on the Foremans Road project.

The break-down of these submissions are as follows.

**Waterloo Road/Halswell Junction Road:**

7 approved

1 against

**Foremans Road:**

11 approved

8 conditional approval

These submitters were residents of Parker Street who were concerned that the decrease in traffic along Foremans Road would increase traffic along Parker Street.

2 against

**Conclusion**

Once Board approval is received, the next stage is to finalise the design drawings and tender the work. Construction is anticipated to be completed by February/March 2003.

The Committee was very supportive of the scheme plan.

This report will also be considered by the Sustainable Transport and Utilities Committee.

The Committee recommendations are separately recorded in clause 10 of this report.

**7. CHRISTCHURCH TO LITTLE RIVER CYCLEWAY/WALKWAY PROPOSAL**

The Committee received a progress report on the planning group business in respect of this project.

A (financial) commitment was being sought from the Council to include this project into the 2003/04 annual plan process.

The Committee are very supportive of the project

**8. ROBERTS ROAD RURAL THRESHOLD TREATMENT PROPOSAL**

A scheme plan was tabled, for discussion. This work had been funded by the Community Board and was now available for comment prior to going out for community consultation.

There was some discussion on the desire to erect signage relating to the use of exhaust brakes; City Streets Unit are looking at a policy/position report on this issue at present.

The Committee **agreed** to release the Roberts Road scheme plan out for comment.

**9. LOCHEE ROAD TRAFFIC ISSUES**

In 1996 the Board considered the community deputations on the need to combat excessive speeds on Lochee Road.

Funding was secured, but the project was abandoned due to the community not being able to give a clear mandate on what (physical works) should be constructed.

Recent accidents in Lochee Road have promoted this again for consideration.

City Streets Unit advise that the work is of a high priority.

The Committee **agreed** to invite the residents to an on-site meeting, for Saturday 2 November 2002 to establish the level of community support to address the issues of safety and speed on Lochee Road.

## 10. COMMITTEE RECOMMENDATIONS

1. That a “give way” sign be placed against Princess Street at its intersection with Matipo Street.
2. That the parking of vehicles be prohibited at any time in the following areas:
  - i. On the east side of Matipo Street commencing at its intersection with Princess Street and extending in a southerly direction for a distance of 100 m.
  - ii. On the east side of Matipo Street commencing at its intersection with Princess Street and extending in a northerly direction for a distance of 20 m.
  - iii. On the south side of Princess Street commencing at its intersection with Matipo Street and extending in a easterly direction for a distance of 47 m.
  - iv. On the north side of Princess Street commencing at its intersection with Matipo Street and extending in an easterly direction for a distance of 20 m.
  - v. On the west side of Matipo Street commencing at its intersection with the Translink roadway entrance and extending in a northerly direction for a distance of 20 m.
  - vi. On the west side of Matipo Street commencing at its intersection with the Translink roadway entrance and extending in a southerly direction for a distance of 20 m.
3. That the Board support the change of road priority on Waterloo Road at Halswell Junction Road.
4. That the Board support the Foremans Road traffic calming initiative.
5. That the ‘Give Way’ sign against Halswell Junction Road at its intersection with Waterloo Road be removed
6. That the parking of vehicles be prohibited, at all times, in the following areas
  - i. on the north side of Waterloo Road commencing at its intersection with Mortlake Street and extending in a westerly direction for a distance of 70 metres.
  - ii. on the north side of Waterloo Road commencing at its intersection with Wilson Street and extending in an easterly direction for a distance of 11 metres.
  - iii. on the south side of Waterloo Road commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 40 metres.
  - iv. on the south side of Waterloo Road commencing at its intersection with Halswell Junction Road and extending in an easterly direction for a distance of 30 metres.
7. That Give Way signs be placed against Waterloo Road on the west and east approaches to its intersection with Halswell Junction Road.
8. That the Board recommends to the Sustainable Transport and Utilities Committee that a roundabout be installed at the Foremans Road/Lomax Place/Montague Street intersection.
9. That the parking of vehicles be prohibited, at all times, in the following areas
  - i. on the north side of Foremans Road commencing at its intersection with Lomax Place and extending in a westerly direction for a distance of 28 metres
  - ii. on the north side of Foremans Road commencing at its intersection with Lomax Place and extending in an easterly direction for a distance of 28 metres
  - iii. on the south side of Foremans Road commencing at its intersection with Montague Place and extending in a westerly direction for a distance of 30 metres
  - iv. on the south side of Foremans Road commencing at its intersection with Montague Place and extending in an easterly direction for a distance of 23 metres
  - v. on the north side of Foremans Road commencing at its intersection with Halswell Junction Road and extending in an easterly direction for a distance of 30 metres
  - vi. on the south side of Foremans Road commencing at its intersection with Halswell Junction Road and extending in an easterly direction for a distance of 30 metres

- vii. on the north side of Foremans Road commencing at its intersection with Parker Street and extending in a westerly direction for a distance of 18 metres
  - viii. on the south side of Foremans Road commencing at its intersection with Parker Street and extending in a westerly direction for a distance of 27 metres
  - ix. on the west side of Parker Street commencing at its intersection with Foremans road and extending in a southerly direction for a distance of 15 metres
  - x. on the west side of Parker Street commencing at its intersection with Foremans Road and extending in a northerly direction for a distance of 18 metres
  - xi. on the west side of Montague Street commencing at its intersection with Foremans Road and extending in a southerly direction for a distance of 23 metres
  - xii. on the east side of Montague Street commencing at its intersection with Foremans Road and extending in a southerly direction for a distance of 23 metres
  - xiii. on the west side of Lomax Place commencing at its intersection with Foremans Road and extending in a northerly direction for a distance of 23 metres
  - xiv. on the east side of Lomax Place commencing at its intersection with Foremans Road and extending in a northerly direction for a distance of 22 metres
10. Further to the consideration of the Riccarton Road Traffic Management Plan at the 8 March 2002 meeting, this Committee does not support the extensive use of cycleways on Riccarton Road, and refers back to the Riccarton Road Traffic Management Plan study (T Penny, Traffic Design Group, 1997) which recommended that Riccarton Road not be used as a cycleway.

**Chairperson's**

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