

11. CENTAURUS ROAD – RAPAKI ROAD TO GLENELG SPUR

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The purpose of this report is to recommend that the planned work (see attached) for Centaurus Road between Rapaki Road and Glenelg Spur be supported, and that consultation be extended beyond the area adjoining the proposed works (area of consultation previously undertaken) to include residents and property owners on Port Hills Road and in the vicinity of Centaurus Road/Aynsley Terrace/Vernon Terrace/Rapaki Drive intersection.

As requested by the Spreydon/Heathcote Community Board at a meeting held on 15 August 2002, this report also provides results of a traffic survey undertaken along Centaurus Road between Rapaki Road and Glenelg Spur. The report also provides a response to questions raised by the Centaurus Road Residents' Steering Group as described in a letter to the Community Advocate dated 20 August 2002 (see attached).

BACKGROUND

The proposed kerb and channel renewal and traffic management on Centaurus Road between Rapaki Road and Glenelg Spur (2004/2005) will be consistent with other proposed work on Centaurus Road between Colombo Street and St Martins Road (2002/2003) and Ramahana Road and Albert Terrace (2003/2004).

Centaurus Road is part of the designated cycle network route and is used as part of a cycle training circuit. There is budget provision in the 2002/03 programme for cycle facilities for Centaurus Road from Colombo Street to St Martins Road.

The following budget is provided in the Council's current Annual Plan:

Location	Budget	Year
Centaurus Road – Austin Kirk Lane to St Martins Road	\$238,469	2002/2003
St Martins Road – Centaurus Road to Gamblins Road	\$136,660	2003/2004
Centaurus Road – Ramahana Road to Albert Terrace	\$138,755	2003/2004
Centaurus Road – Glenelg Spur to Rapaki	\$611,964	2004/2005
Centaurus Road - Colombo Street to St Martins Road (Cycleways)	\$50,000	2002/2003

The Council recently approved the deletion of the Centaurus Road widening designation from the City Plan for property numbers 343 and 347.

RESPONSE TO QUESTIONS RAISED BY THE CENTAURUS ROAD RESIDENTS' STEERING GROUP

Traffic Survey

A recent traffic count along the section of Centaurus Road west of Glenelg Spur indicated that there are more vehicles travelling in a northerly or westerly direction by some 6.78%. This indicates that the route serves more than a local function and that motorists use the road as a route to make trips of a longer length. This is a feature which reflects the function of Centaurus Road as a minor arterial.

(a) *Traffic Speeds*

Traffic speeds determined from recent traffic surveys are given in table 1 below.

These indicate fairly uniform speeds along the route. Additional traffic speed surveys will be measured in about a week's time at different locations along the Rapaki Road to Glenelg Spur section, to ascertain if there are any significant speed variations along this section. The Community Board and community will be advised of the traffic speed results when these become available.

Table 1 Traffic Speeds (km/hr)

	<u>West Bound</u>	<u>East Bound</u>
A. West of Glenelg Spur (O/S 324)		
Median Speed	44.71	46.15
85%ile	51	50
Max rec	85	91
Min rec	10	11
SD	6.11	6.52
	<u>West Bound</u>	<u>East Bound</u>
B. West of Wilsons Road (O/S 68)		
Median Speed	45.53	46.33
85%ile	51	52
Max rec	93	86
Min rec	1	2
SD	7.07	7.28

(b) *Traffic composition*

The composition of heavy commercial traffic for Centaurus Road is relatively low for an arterial road. This can be expected, as the character of the land uses along the route would be described as residential. The following table illustrates the results from the traffic count machine. For a normal residential street, the percentage of heavy commercial traffic is typically less than 3%. It is noticeable that truck volumes increase as one moves west towards Colombo Street.

Table 2 Traffic Composition

	<u>West Bound</u>		<u>East Bound</u>	
	<u>Wed</u>	<u>Sat</u>	<u>Wed</u>	<u>Sat</u>
A. West of Glenelg Spur				
Cars	2,003	1,488	1,779	1,168
2 Axle trucks	22	19	29	20
3 or More Axles	17	2	25	1
% Commercial	1.9	1.39	2.38	1.76
	<u>West Bound</u>		<u>East Bound</u>	
	<u>Wed</u>	<u>Sat</u>	<u>Wed</u>	<u>Sat</u>
B. West Wilsons Road				
Cars	3,187	3,211	3,177	3,052
2 Axle Trucks	45	84	41	96
3 or More Axles	70	63	90	61
% Commercial	3.48	4.38	3.98	5.14

(c) *Traffic Growth*

This part of Christchurch is experiencing consistent traffic growth. At the traffic counting station west of Wilsons Road, traffic volumes have increased from 3,560 in 1981 to over 7,040 in 2001. This represents an annual growth rate of over 3.6% during this period.

The Classification of Centaurus Road as an Arterial Road

The bases of road classification for Christchurch are set out in the City Plan. For over 25 years, the Council has adopted and continued to develop a hierarchy of roads. Each road is generally classified with respect to the traffic volumes the road carries and its function. The highest classified roads (major arterial) provide for the greatest level of movement with the minimum access function, while local roads provide for very low through movement, but have major access function.

By adopting a hierarchy of roads, the Council can achieve the following objectives:

- Provide for the safe and efficient movement of traffic
- Provide a cost-effective roading network
- Provide a range of living environments.

A minor arterial road such as Centaurus Road provides the connections between the major arterial roads and inter-connects the major rural, suburban and industrial areas. These roads, along with major arterial roads, also define the boundaries of neighbourhood areas and generally cater for trips of an intermediate length. They generally connect to other minor and major roads and collector roads. Some of these roads are essential routes to different parts of the region and to recreation facilities. They also form the bases of many bus routes. A typical urban arterial road carries between 3,000 to 15,000 vehicles per day. They are generally contained in a 20 metre road reserve and have two traffic lanes with separate cycle and pedestrian facilities.

Road Characteristics and Function

Traffic Volume

Centaurus Road currently carries between 4,000 to 10,000 vehicles per day. These volumes vary depending upon the location and distance from the centre of the city. The following table illustrates the range of traffic volumes (7 day averages) over the length of Centaurus/Port Hills arterial road link.

Table 3 Traffic Volumes

Centaurus Road	East of Colombo St	9,830
Centaurus Road	West of Wilsons Rd	6,630
Centaurus Road	West of Vernon Tce	6,170
Centaurus Road	West of Glenelg Spur	3,890
Port Hills Road	North west Alderson Rd	3,380

Centaurus Road, together with a section of Port Hills Road, extends for a total distance of 4.5km. It links Colombo Street in the west (an arterial road) to Wilsons Road (an arterial road) and to Opawa/Port Hills Road (a major arterial road) to the east. This route also intersects with St Martins Road, Aynsley Terrace and Curries Road, which are all local collector roads. Other roads along the length generally serve as local access roads.

City Plan

The road designation has a legal significance as a result of the inclusion of the designation in the City Plan. The new City Plan has yet to become operative and until such time as the City Plan is adopted, the Council is not considering any new changes to the Plan. There were no references for a change to a road classification as part of the City Plan and the opportunity for a change is unlikely to be successful. The road has an arterial designation under the present operative scheme and similar designation has been in place since the 1970s.

For the Council to change the designation a compelling case would need to be made which would be very difficult to support on the basis of the above figures. If a case were to be made for the road to have a lesser designation, such as a local collector function, then there would be no change to the physical characteristics of the section of road as proposed. The standards for this section of road have been set at a standard that recognises its position in the roading network.

Other Controls

Councils have powers under the Transport Act to limit the use of a road by heavy vehicles. However, this is unlikely to be successful due to the road classification of Centaurus Road as a minor arterial, the possible use of this road as a bus route and the possible impact to the heavy transport industry.

Conclusion

Centaurus Road is an important minor arterial road and traffic using the route is increasing. The speed is lower than on other similar residential arterial routes and traffic composition is in keeping with the suburban road. The character of those sections of Centaurus Road on either side of the Glenelg Spur will not change as a result of its classification, as the works proposed are constrained by the topography of the area.

CONSULTATION

Consultation Process

A publicity leaflet outlining a proposal to upgrade a section of Centaurus Road between Aynsley Terrace and Glenelg Spur Road was distributed to residents adjoining the proposed works in July 2002. The principal objective of the publicity leaflet was to ascertain if there was a design to which the residents would not object if the road widening designation was deleted. Residents generally were supportive of the proposal.

It was requested by the Community Board that consultation be extended to include residents and property owners from the Port Hills Road area who regularly use Centaurus Road, along with those residents who live in the vicinity of Centaurus Road/Aynsley Terrace/Vernon Terrace/Rapaki Drive intersection. The issues, concerns and contribution from these residents will be of value and would assist the project team in developing the scheme option. This will also ensure that the final plan takes all factors into consideration that may impact on safety and efficiency.

City Streets staff acknowledge the request to expand the consultation area and would like to seek the Board's approval to redistribute the original publicity leaflet but with a slight change in the text to reflect the expanded study area. It is not proposed to forward this publicity leaflet to those that received the original leaflet.

A suggested format for the publicity leaflet follows:

Centaurus Road

The Council recently publicised a proposed plan for the upgrade of Centaurus Road on that section between Aynsley Terrace to just east of Glenelg Spur. The works are illustrated overleaf and are planned to occur in approximately two years' time, in late 2004.

The proposal is to provide a new kerb, channel and footpath on the north side, and to replace the existing kerb and dish channel on the south side of the road.

It is also intended to underground the aerial wiring along this section and to upgrade the street lighting prior to the start of the kerb and channel work.

Residents adjacent to the proposed works generally are supportive of the proposal.

It has been decided to extend the consultation to include residents and property owners along the adjoining sections of the proposed works, along Port Hills Road and in the vicinity of Centaurus Road/Aynsley Terrace/Vernon Terrace/Rapaki Drive intersection.

Your views on the proposed works will be of value and will assist us in developing the proposed improvements on this project. You are invited to reply on this postage-paid form.

WHERE TO FROM HERE?

Submissions from the expanded study area will be collated and analysed together with the earlier submissions received. Suggested changes and issues will be considered and incorporated in the proposed option as appropriate and presented to the Board for consideration.

Staff

Recommendation: That approval be given for the proposed consultation plan and that consultation extend to include residents and property owners along Port Hills Road and residents in the vicinity of Centaurus Road/Aynsley Terrace/Vernon Terrace/Rapaki Drive intersection.

Chairperson's

Recommendation: I support the recommendation, subject to the cost of the project being included with the consultation plan.