

7. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE REPORT OF 17 FEBRUARY 2004 MEETING

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The purpose of this report is to submit the outcomes of the Transport and Roothing Committee meeting held on Tuesday 17 February 2004.

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

1 CHAPPIE PLACE/MAIN SOUTH ROAD INTERSECTION TRAFFIC SIGNAL INSTALLATION PROPOSAL

In late January 2004 the City Streets Unit advised that traffic signals would be installed at this intersection; this was a consent approval condition imposed upon the developer of the Chappie Place retail redevelopment project.

At the recent Board meeting some concerns were expressed about the efficiency and safety of this work.

At today's Committee meeting, Chen and Ken Stevenson discussed the member's concerns. Also, it was noted that the proposal would be put out for public consultation and reporting back to the Board, via this Committee.

The Committee **received** the information.

2 SHOPPING COMPLEX DEVELOPMENT AT CHAPPIE PLACE – SURPLUS ROAD LAND

The City Streets Manager reported on the development at Chappie Place and the changes that will be required in the roading environment. The roadway at the end of Chappie Place will have a very different function, and hence this report to seek the Board's recommendation to Council to commence the road stopping process to part of Chappie Place.

Resource Consent has been granted in August 2003 for stage 1 which consists of a supermarket and some buildings. Stage 2 is for Building 4 and resource consent is currently being processed by Council staff.

Initial advice from planning staff is that the 704 carparks indicated in the original application will be in excess of the City Plan requirements.

The roading issue is in the installation of 37 carparks on Chappie Place. These carparking spaces are along the entranceway to the main carparks and does not serve an important road network function. These facilities have more direct benefit to the complex and it is more desirable that this section of road be managed by the shopping complex and for this reason it is more appropriate for the Council to declare this portion of road land surplus to roading needs.

To satisfy the community needs it is essential that a cul-de-sac of 12 m radius be constructed at the end of the straight proportion of the road. It is proposed that the construction of this cul-de-sac to the Council's satisfaction be a condition for the disposal of the surplus road land.

The Committee **agreed** to support the road closing and their recommendation is recorded under clause 13 of this report.

3 MAINTENANCE OF VEHICLE ENTRANCES

Background

At a recent meeting of the Fendalton/Waimairi Works, Traffic and Environment Committee, the current Council policy on resurfacing of vehicle entranceways (where there is no footpath) was discussed. Any such work would only be undertaken at the residents expense.

A petition, dated 12 November 2003, from residents of Harkness Place, Avonhead was received by the Fendalton/Waimairi Committee, in which they questioned the policy.

In his report to the Fendalton/Waimairi Committee, Ken Stevenson advised:

(In summary,) the reason for the policy is that vehicle entranceways do not serve the general public, therefore they should be a cost to the property owner. The benefit to the property owner is that there is some flexibility on pavement materials, and materials to match their own driveway may be able to be used. The cost to the Council of changing the policy and maintaining all vehicle entranceways would be at least \$270,000 per year."

Fendalton/Waimairi Committee Deliberations:

Several courses of action to address the residents' concerns were considered including an option that the Board consider the possible funding of vehicle entranceway resurfacing in Harkness Place only. However because of the precedent factor, this proposal was not supported by the majority of members present.

The Committee did however consider that the views of the residents should be conveyed to the Council together with a request from the Board for a review of policy.

- 1 *That the Council be asked to look at reviewing its maintenance policy on footpath resurfacing where there are footpaths on only one side of the street.*
- 2 *That the Board's intention and reasoning in relation to 1. above be conveyed to the residents."*

Consideration At Today's Meeting

The Committee had some sympathy for the petitioners but noted the need to weigh up the argument (balancing the "public good" vs "private good").

The current Council policy was seen to be fair but the circumstances could change from hill suburbs to the balance of the city and members were in agreement that a review of the policy should be sought.

It was noted that any policy review by the Sustainable Transport and Utilities Committee should require Community Board input in due course.

The Committee **agreed** to support the Fendalton/Waimairi Community Board stance, and their recommendation is recorded under clause 13 of this report.

4 BUCHANANS ROAD/CARMEN ROAD INTERSECTION PARKING RESTRICTIONS

The City Streets Manager sought the Board's approval to place various restrictions on parking on the approaches to the new traffic signals that are being installed by Transit NZ at the intersection of Buchanans Road and Carmen Road.

Transit NZ (TNZ) have commenced reconstruction of the Buchanans Road/Carmen Road intersection for the installation of traffic signals. The signals will replace an existing roundabout and is part of a programme to upgrade this section of State Highway 1.

Transit NZ have delegated responsibility for installing all parking restrictions (including "no stopping") along State Highways in the city. The Authority has consulted on the changes being made at the intersection of Buchanans Road and Carmen Road where multi laned approaches are being constructed to provide for the safe movement of an increasing amount of traffic that is using the intersection each day.

Transit NZ have asked that the Council consider placing appropriate restrictions on the parking of vehicles along both Buchanans Road and Carmen Road (SH 1). The areas covered by the various "no stopping at any time" restrictions are extensive but are required to allow the intersection to operate efficiently. Two parking areas are to be created for businesses where short sections of "P30" parking has been asked for by local businesses.

The Committee **agreed** to support the parking restrictions and their recommendation is recorded under clause 13 of this report.

5 CANCELLED TIRANGI STREET : SUBSTITUTION

At the 2 July 2003 meeting, the Committee received a proposal from the City Streets Unit to place traffic management works into Tirangi Street. The 'need' for this work was due to complaints in respect to speeding vehicles and the number of vehicles using this street as a short cut

After due consideration the City Streets Unit agreed with the Board that the need for the work was not substantiated.

In considering a substitution, the Committee **agreed** to promote the Riccarton Service Lane which is currently being investigated by the City Streets Unit, but will require funding of some remedial works in this location.

6 BOARD PROJECT FUND UPDATE

The Committee **received** the information.

7 SAFER PEDESTRIAN CROSSING REQUESTS

The Committee received two requests to install pedestrian crossing facilities in Lancewood Drive (for the children of Oaklands School) and (remodification of the existing crossing) at Avonhead School.

The City Streets Unit Pedestrian Advocate reported that both these works could not be considered for inclusion, at this time, onto his draft capital works programme, due to higher priority works and budgetary constraints.

Members were advised, however, of the Unit's wish to obtain more capital works monies under the Metropolitan Christchurch Transport Statement in the draft 2004/05 budget. Even if more monies became available there was no certainty that either of these facilities might be funded.

City Streets Unit was asked to further investigate the Lancewood Drive project with the school and to report back.

The Committee **received** the information.

8 BRYNLEY STREET ROUNDABOUTS

City Streets Unit had been asked to report on the "effectiveness" of the recently installed roundabouts at Oakhampton Street and Trevor Street. (This Committee had considered that safety and speed issues had not been successfully addressed by the installation of these two roundabouts).

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

It was concluded that some of the objectives had been achieved, but that speed and the openness of the streetscape had not benefited at all.

The issue of heavy vehicle movements on Brynley Street and Oakhampton Street to the Equestrian Hotel was also discussed.

The Committee **received** the information.

9 RACECOURSE ROAD / YALDHURST ROAD INTERSECTION

The 'need' for traffic signals was discussed; previously the City Streets Unit had reported that traffic signals could not be warranted.

The loss of the (right turn off Racecourse Road) slip lane onto Yaldhurst Road was identified as a safety issue.

It was **agreed** to enforce the Committee's concerns about this intersection with Transit New Zealand.

10 STEADMAN ROAD, EAST SIDE TIDY-UP

Whilst the Board had recently provided some funds for landscaping (in lieu of kerb and channel) it was agreed to further discuss the racecourse boundary tidy-up with the Jockey Club.

It was **agreed** that a costing be sought to define the eastern side of the carriageway, also for the Committee to consider.

11 KENNEDYS BUSH ROAD / SPARKS ROAD / SCHOOL ROAD

Whilst some traffic management works had been undertaken in this vicinity, the Committee was awaiting further reports to counter the spate of unsafe traffic manoeuvres and the need for better signage.

12 STATUS REPORT ON OTHER CURRENT PROJECTS

Received.

13 COMMITTEE RECOMMENDATIONS

- 1 That the Board recommends to the Council to commence road stopping procedures to part of Chappie Place as indicated on Plan SM1279-02.
- 2 That the Sustainable Transport and Utilities Committee be requested to review current policy on the maintenance of vehicle entrances
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 - a) That the information be received.
 - b) That the parking of vehicles be prohibited at any time in the following areas:
 - i. On the west side of Carmen Road commencing at its intersection with Tirangi Street and extending in a northerly direction for a distance of 32 m.
 - ii. On the west side of Carmen Road commencing at its intersection with Buchanans Road and extending in a southerly direction for a distance of 131 m.
 - iii. On the west side of Carmen Road commencing at its intersection with Buchanans Road and extending in a northerly direction for a distance of 178 m.
 - iv. On the east side of Carmen Road commencing at its intersection with Halwyn Drive and extending in a southerly direction for a distance of 40 m.
 - v. On the east side of Carmen Road commencing at its intersection with Halwyn Drive and extending in a northerly direction for a distance of 54 m.
 - vi. On the east side of Carmen Road commencing at its intersection with Buchanans Road and extending in a southerly direction for a distance of 45 m.
 - vii. On the east side of Carmen Road commencing at its intersection with Buchanans Road and extending in a northerly direction for a distance of 188 m.
 - viii. On the north side of Buchanans Road commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 132 m.
 - ix. On the north side of Buchanans Road commencing at its intersection with Carmen Road and extending in an easterly direction for a distance of 29 m.

- x. On the north side of Buchanans Road commencing at its intersection with Dumfries Drive and extending in a westerly direction for a distance of 18 m.
 - xi. On the north side of Buchanans Road commencing at its intersection with Dumfries Drive and extending in an easterly direction for a distance of 18 m.
 - xii. On the north side of Buchanans Road commencing at a point 64 m from its intersection with Dumfries Drive and extending in an easterly direction for a distance of 28 m.
 - xiii. On the south side of Buchanans Road commencing at its intersection with Carmen Road and extending in a westerly direction for a distance of 33 m.
 - xiv. On the south side of Buchanans Road commencing at its intersection with Carmen Road and extending in an easterly direction for a distance of 57 m.
 - xv. On the south side of Buchanans Road commencing at a point 71 m from its intersection with Carmen Road and extending in an easterly direction for a distance of 25 m.
- c) That bus stops be established in the following areas:
- i. On the west side of Carmen Road commencing at a point 32 m from its intersection with Tirangi Street and extending in a northerly direction for a distance of 17 m.
 - ii. On the east side of Carmen Road commencing at a point 74 m from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 17 m.
 - iii. On the north side of Buchanans Road commencing at a point 29 m from its intersection with Carmen Road and extending in an easterly direction for a distance of 17 m.
 - iv. On the south side of Buchanans Road commencing at a point 57 m from its intersection with Carmen Road and extending in an easterly direction for a distance of 14 m.
- d) That parking of vehicles be restricted to a maximum period of 30 minutes in the following areas:
- i. On the east side of Carmen Road commencing at a point 54 m from its intersection with Halwyn Drive and extending in a northerly direction for a distance of 20 m.
 - ii. On the south side of Buchanans Road commencing at a point 104 m from its intersection with Carmen Road and extending in an easterly direction for a distance of 18 m.

**Chairman's
Recommendation:**

That the report be received and that the recommendations contained in clause 13 above be adopted