

## 8. LIVING STREETS – THE PAPANUI CLUSTER

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The purpose of this report is to provide information to the Board on the last round of consultation and to seek the Board's approval to advance Mary Street, Frank Street and Grants Road to detailed design and construction.

### WORK COMPLETED TO DATE

Towards the end of last year the Board approved the scheme plans for Mary Street, Frank Street and Grants Road for further public consultation. Preliminary consultation had been completed through the first public workshop held on 4 November 2002. Objectives had been formulated and agreed upon by internal and external stakeholders as well as the Community Board. Ideas plans have been prepared and stakeholder comments had been received on these at the second Workshop held on 14 July 2003. The project is now at a stage where scheme plans have been released to the public for Mary Street, Frank Street and Grants Road and submissions have been considered and where appropriate the scheme plans have been amended for final approval.

### WHERE ARE WE IN THE PROCESS?

We are currently at stage 8, having commenced with the "All Ears Listening Workshop" in November 2002 and receiving the last submissions on the scheme plans on 5 December 2003. (See attachment.)

### COMMENTS ON SCHEME PLANS

Many submissions were received on the scheme plans. Most of the issues raised have been adequately addressed and some changes of a minor nature are proposed. Generally the issues raised were quite specific and concerned minor details with the exception being submissions from the Adventist School and Adventist Church on Grants Road and one submission from the East Papanui Residents Association concerning the Main North/Mary Street Intersection. (See attachment.)

#### **Adventist School and Church, Grants Road**

They have three primary issues:

- The proposed width of Grants Road.
- The restriction to right turning vehicles at the Papanui Road intersection.
- The location of the raised threshold. The latter has been satisfactorily resolved through relocation.

These issues are related to road safety. It is claimed that the nine metre wide roadway will cause congestion and reduced safety. It is also claimed that the inability for cars and buses to turn right into Grants Road will encourage passengers to be dropped off and picked up on the side of Grants Road opposite the school and therefore children will need to cross Grants Road putting them at unnecessary risk. An amendment is sought that requests widening Grants Road to accommodate angle parking outside the school, church and preschool and removal of the right turn restriction.

The proposed roadway width of nine metres is adequate for parking vehicles on both sides and provides two-way traffic at slow speeds. There are many examples of this working well outside other schools in Christchurch. Widening the roadway sufficient to accommodate angle parking is possible, however angle parking is not a safe concept in areas where young children may be present, particularly for concentrated periods of activity involving vehicles manoeuvring. Visibility for reversing drivers is a problem. Also at times when the car parks are not occupied (the majority of the day) the barren expanse of asphalt is not conducive to the beautified streetscape we are attempting to create. In my view a nine metre wide roadway will meet the parking and traffic requirements in a safe manner and will actually improve the current level of safety for students.

The proposed restriction to right turn manoeuvres in and out of Grants Road is critical to improving the safety of the section of Papanui Road between Blighs Road and Grants Road. Opposing right turn queues currently block north bound through traffic on Papanui Road. There has been support for this concept as early as the ideas plan stage of consultation.

The issue raised concerning buses and other vehicles having to stop opposite the school to collect and drop passengers can be overcome if these vehicles approach the Grants Road/Papanui Road intersection from the North and carry out a left turn from Papanui Road into Grants Road. This is a matter of motorists reorganising their approach journey to the school. For example, buses coming from the City centre could use Cranford Street or could continue using Papanui Road turning right into Frank Street, left into Gambia, left into Wyndham then left again into Papanui Road. Smaller vehicles will be capable of “u turning” within Grants Road to position themselves on the school side if desired or they too could reorganise their approach trip. It is acknowledged that this will be less convenient than the current situation. It is not considered practicable to alter the geometry of the intersection or exempt buses from the proposed “no right turn”.

### **East Papanui Residents Association – Mary Street/Main North Road Intersection**

As part of their main submission on the overall concept the Residents Association have suggested that Mary Street become “exit only” at the Main North Road intersection. This suggestion stems from the fact that Mary Street, due to the signalised intersection at Main North Road, carries a disproportionate amount of traffic compared to any of the other intersecting side roads leading into the cluster from Main North Road and Papanui Road. Turning right out of any of the non-signalised intersections along Main North Road and Papanui Road is difficult and seldom attempted, therefore the signals at Mary Street/Main North tend to attract vehicles to Mary Street as the outlet for anyone within the cluster wishing to travel north. While this is accepted there is really no reason why Mary Street should be the preferred street for access into the cluster. Access ideally should be shared amongst all the side streets that share the same “local” road status. Making Mary Street exit only would reduce the volume of through traffic encouraging motorists to enter via other side streets. Many submitters have raised concerns about the current operation of the intersection. This concept has been discussed with City Streets traffic and signals engineers and there is agreement that there would be no disadvantages to the network as a result of making Mary Street exit only. Mary Street would continue to serve an important function as the outlet for the cluster and this should be retained.

This concept has not been detailed or mentioned in any consultation to date because it emerged from the latest round. Given the consequences of such a proposal it will be necessary to consult on this issue further subject to endorsement by Board members.

### **TIMING**

Subject to the approval of the Board, detailed design and tendering would be scheduled for completion by May 2004 and construction commencing in August/September 2004.

### **Staff**

- Recommendations:**
1. That the information be received.
  2. That the Board support the scheme plans for Mary Street, Frank Street and Grants Road for detailed design and tender.
  3. That subject to favourable consultation the concept of making Mary Street “exit only” at the Main North Road intersection be included in “2” above.

### **Chairperson’s**

- Recommendations:**
1. That recommendations 1 and 2 be adopted.
  2. That thorough consultation take place in relation to the third recommendation and that emergency services in particular be consulted.