



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE

FRIDAY 28 OCTOBER 2005

**AT SOCKBURN SERVICE CENTRE, BOARDROOM
149 MAIN SOUTH ROAD**

To: Transport and Roothing Committee

Copy to: Community Engagement Adviser
Weng Kei Chen, Transport and City Streets Unit

**SEMINAR
AT 8.30AM**

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**AGENDA
AT 9.15AM**

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4. **PARKSTONE AVENUE/SOLWAY AVENUE – PROPOSED “GIVE WAY” CONTROL**
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SEMINAR

1. **MATAI STREET WEST/HARAKEKE STREET/ROCHDALE STREET/DARESBUY LANE – MAJOR RECONSTRUCTION PROJECT**

During the 3 October 2005 meeting of this Committee, members received a presentation on the Matai Street West/Nikau Place kerb and channel renewal.

This work is half of a major project, which also includes the Fendalton/Waimairi Rochdale Street/Daresbury Lane/part Harakeke Street kerb and channel renewal.

The work within the Riccarton/Wigram Board area will impact upon the Fendalton/Waimairi work, and so this **joint** seminar is being held with Fendalton/Waimairi Community Board members so that the project in its entirety can be presented and discussed.

On behalf of the Transport and City Streets Unit, Lee Kelly and Michelle Flanagan will be present today.

AGENDA

1. APOLOGIES

2. CURRENT ISSUES

Weng Kei Chen will provide a verbal update on current traffic/streets issues in the Riccarton/Wigram ward.

3. ENSIGN STREET/LILLIAN STREET AND ENSIGN STREET/DUNBARS ROAD – PROPOSED “GIVE WAY” AND “STOP” CONTROLS

General Manager responsible:
Officer responsible:

General Manager City Environment Don Munro, Transport and City Streets Unit Manager
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3 Cont'd

6. There is adequate visibility such that the installation of a "Give Way" control would suffice at both intersections. However, it is considered that the intersection of Dunbars Road and Ensign Street should be controlled by a "Stop" sign. This will ensure a higher level of control reflecting the higher classification of Dunbars Road and will also be consistent with the existing control at the intersection of Ensign Street and State Highway 6 (Halswell Road). The preferred option will resolve the priority issues, mitigate corner cutting, be cost effective and will produce safer intersections.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Signs and markings are provided for within existing budgets.
8. The land Transport Rules provide for the installation of Give Way and Stop controls.

STAFF RECOMMENDATIONS

It is recommended that the Community Board agrees that:

- (a) A "Give Way" control is placed against Lillian Street at the Ensign Street intersection.
- (b) A "Stop" control is placed against Ensign Street at the Dunbars Road intersection.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

4. PARKSTONE AVENUE/SOLWAY AVENUE – PROPOSED "GIVE WAY" CONTROL

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Unit Manager
Author:	Paul Burden/Andrew Hensley, Traffic Engineers DDI 941-8516

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Community Board for the installation of a "Give Way" control against Solway Avenue at the Parkstone Avenue intersection.

EXECUTIVE SUMMARY

2. For a number of years the Council, including the Community Board, has received complaints from motorists concerning the level of safety at the intersection of Parkstone Avenue and Solway Avenue. The intersection is currently an uncontrolled 'T' junction with the normal *"giveaway to the right"* rule applying. There are several factors that are causing concern at this intersection. The factors that generate most concerns are the generous corner rounding and wide "open" nature of the intersection which tends to lead to high cornering speeds. Observations of the behaviour of motorists at the intersection reveal some confusion as to priority and some instances of vehicles turning right into Solway Avenue from Parkstone Avenue *"cutting"* the corner at speed. Vehicles turning left out of Solway Avenue have also been observed cornering at inappropriate speeds predominantly due to the generous corner radius. The other factor contributing to concerns being raised relates to the position of the intersection relative to a horizontal curve in Parkstone Avenue. Solway Avenue intersects on the inside of the apex of the curve. While the visibility at the intersection meets the recommended distances, the speed of traffic on Parkstone Avenue, coupled with the curve, can lead to motorists exiting Solway Avenue misjudging the speed and distance of approaching traffic. There is a general concern regarding the level of safety at the intersection.

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3. It is understood that there was a capital project in 2004 which involved narrowing the intersection and the creation of 90 degree parking in Solway Avenue. This project was not well received by local residents and was eventually abandoned but this was largely due to the proposed angle parking and not the intersection alterations. The safety concerns with the intersection still remain.
4. Solway Avenue is classified a "local" road, and Parkstone Avenue is classified a "collector" road in the City Plan. Both roads have a 50kph speed limit, although observations of vehicles on Parkstone Avenue suggest the operating speed is around 60kph.
5. There have been three reported crashes within 20 metres of the intersection within the last five years. One crash involved a vehicle losing control turning right from Parkstone Avenue into Solway Avenue. Another involved a vehicle travelling on Parkstone Avenue colliding with a parked vehicle. The remaining crash involved a vehicle travelling south on Solway Avenue hitting the rear end of a car stopped or slowed at the Parkstone Avenue intersection. All three crashes appear unrelated to the intersection being uncontrolled. A Give Way control, however, may have a moderating influence on cornering speeds.
6. The preferred option to address the issues of concern and improve road safety is the installation of a "Give Way" sign and markings against Solway Avenue at the Parkstone Avenue intersection.
7. There is adequate visibility such that this method of control is considered appropriate. This option would resolve the priority, corner cutting and confusion issues and will be cost effective. The visibility available will allow for the safe operation of the intersection resulting in only the minimum number of stops necessary. This will produce a safer and more efficient intersection.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Sign and markings are provided for within existing budgets.
9. The Land Transport Rules provide for the installation of Giveaway controls.

STAFF RECOMMENDATION

It is recommended that the Community Board agree that a "Give Way" control is placed against Solway Avenue at the Parkstone Avenue intersection.

CHAIRPERSON'S RECOMMENDATION

For discussion.

5. EDMONTON ROAD – PROPOSED P10 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Unit Manager
Author:	Paul Burden/Andrew Hensley, Traffic Engineers DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Community Board to install a short length of 10 minute parking restriction on the North West side of Edmonton Road, immediately north of the Mountview Place intersection.

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EXECUTIVE SUMMARY

2. The proprietors of a fast food and takeaway lunch bar situated on the corner of Edmonton Road and Mountview Place have expressed concern that their customers are not able to use the kerbside parking directly in front of their business.
3. The kerbside spaces are currently unrestricted and can be occupied for extended periods by staff from surrounding businesses and students associated with an educational facility running block courses. The lunch bar is very popular and services a wide catchment. As such there is considerable demand for short term parking. Currently vehicles, including large trucks, are often observed "double parking" while the driver purchases food. This can compromise road safety, particularly as it occurs close to the intersection.
4. The installation of a 10 minute parking restriction covering some 3 to 4 spaces directly outside the lunch bar on the Edmonton Road frontage would go some way to addressing the concerns being raised.
5. The building within which the lunch bar is located as well as the neighbouring building belongs to "Opzeeland Transport". They are considered the only party directly affected by the proposal and their support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Installation of signs, markings and posts is within existing budgets
7. The Land Transport Rules provide for the installation of parking restrictions.

STAFF RECOMMENDATION

It is recommended that the Community Board agree that the parking of vehicles be limited to a maximum of 10 minutes on the North West side of Edmonton Road from a point 10m in a north easterly direction from the intersection with Mountview Place and extending 19m in a north easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

6. LESTER LANE AT DEANS AVENUE – PROPOSED STOP CONTROL

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Unit Manager
Author:	Basil Pettigrew, Traffic Engineer, DDI 941-8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of:
 - (a) A "Stop" control sign against Lester Lane at its intersection with Deans Avenue.
 - (b) A "Give Way" sign against the slip lane servicing the local businesses, at its intersection with Deans Avenue.
 - (c) Associated "No Stopping" lines.

6 Cont'd

EXECUTIVE SUMMARY

2. Concern from businesses due to recent collisions resulted in a Safety Audit being carried out at this intersection.
3. The Safety Audit made several recommendations which included a "Stop" sign on Lester Lane.
4. Work is due to commence on 1 December 2005, for the first stage of the Blenheim Road deviation project. A new kerb is planned to be constructed on the western side of Deans Avenue leading into Lester Lane. This will allow the development of a deceleration lane for Deans Avenue traffic before they enter Lester Lane.
5. It has been recommended that a "Give Way" control also be installed in conjunction with the slip lane servicing the businesses in the area (see attached plan).
6. The local businesses have been contacted and are in full agreement with the proposals.
7. To ensure that visibility sight lines are maintained within the intersection it is proposed to install "No Stopping" lines as per the plan.
8. The Transport and City Streets Units now require Community Board approval for the installation of the "Stop" sign, "Give Way" sign and "No Stopping" lines.

FINANCIAL AND LEGAL CONSIDERATIONS

9. Signs and markings are being installed as part of the works for the Blenheim Road Deviations Project.
10. The "Stop" and "Give Way" controls will be installed according to MOTSAM (Manual of Traffic Signs and Markings), Transit NZ and Land Transport NZ.

STAFF RECOMMENDATIONS

It is recommended that the Community Board agree:

- (a) That a "Stop" control be placed against the Lester Lane at its intersection with Deans Avenue.
- (b) That a "Give Way" control be placed against the slip lane at its intersection with Deans Avenue.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Lester Lane commencing at its intersection with Deans Avenue and extending 11 metres in a westerly direction.
- (d) That the stopping of vehicles be prohibited at any time of the north side of Lester Lane commencing at its intersection with Deans Avenue and extending 15 metres in a westerly direction.
- (e) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing at its intersection with the north boundary of Lester Lane and extending 16 metres in a northerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing at its intersection with the south boundary of Lester Lane and extending 21 metres in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

7. MAIN SOUTH ROAD – PROPOSED P30 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Unit Manager
Author:	Paul Burden/Jeff Owen, Traffic Engineers DDI 941-8971

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Community Board to install a short length of 30 minute parking restriction on the south side of Main South Road, immediately west of Shands Road.

EXECUTIVE SUMMARY

2. There is a small group of commercial buildings situated on the south western corner of Shands Road and Main South Road. The buildings include a "Harcourts" Real-estate office (currently under construction), a small "Clothing Alteration" shop and "Weirdo's" a novelty gift shop. "Malley and Co. Lawyers" and a Dairy occupy the balance of the buildings. The intersection of Shands Road and Main South Road will shortly be reconstructed. Road widening will be taken along the western side of Shands Road and new kerbing and channelling will be installed. The building on the corner (Harcourts) is currently being rebuilt as a consequence of the new road alignment. As a result of the road widening and intersection redesign approximately 2 kerbside car parking spaces will be lost on the Main South Road frontage of the corner. The Lawyers and Dairy are set back from Main South Road with their own off-street parking situated to the front of the buildings. The new Harcourts building will also provide a small number of off street spaces. However the Clothing Alteration and novelty gift shops will rely solely on the availability of the remaining 2 to 3 kerb side parking spaces on Main South Road.
3. Recently the business proprietors of both the Real-estate office and the Clothing Alteration shop have expressed their concern that their customers will not be able to use the kerbside parking on Main South Road directly in front of their businesses. The existing 4 kerbside spaces are currently unrestricted and can be occupied for extended periods by staff associated with the neighbouring "Dressmart" complex. While it is acknowledged that this complex is currently undergoing construction involving alterations and extensions, it is considered that there will continue to be a demand for staff parking on the surrounding road network post completion of these works. Therefore the problem is likely to continue. The situation will be exacerbated with the number of kerb side spaces being reduced to a maximum of 3 following completion of the intersection.
4. Harcourts have co-ordinated a joint request from all five businesses in the block seeking the installation of a 30 minute parking restriction covering the existing 4 spaces directly outside the buildings on Main South Road. The request has merit as it would discourage long term staff parking and generally make the spaces more available for customers of the corner shops thereby improving their economic viability. Once the intersection is reconstructed the restriction would apply only to the 2Soo 2S3 0(r)-6.2(e)(m)-24.2(a)ini(on)-12.ghe spaces

7 Cont'd

STAFF RECOMMENDATION

It is recommended that the Community Board agree that the parking of vehicles is limited to a maximum of 30 minutes on the south side of Main South Road from a point 8m west of the intersection of Shands Road and extending 23m in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

8. MAIN SOUTH ROAD – PROPOSED P5 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Unit Manager
Author:	Geoff McGregor/Jeff Owen, Traffic Engineers DDI 941-8971

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the conversion of an existing no time limit parking space to a P5 parking restriction on the southeast side of Main South Road directly northeast of the vehicle crossing that provides access to 93 Main South Road.

EXECUTIVE SUMMARY

2. The Council has received a request from a tenant at 93 Main South Road for a short term parking area to assist in servicing their small take away food outlet. The tenant in the neighbouring home loan business has indicated their support.
3. The area where the tenant would like a short term parking restriction is currently unrestricted parking and it has been indicated by the tenant that staff associated with businesses in the area commonly park directly outside his business for the entirety of the working day. The tenant is concerned that this is having a negative effect on his business as the nature of the business is such that customers tend to desire to park on-street in close proximity and for a very short amount of time.
4. The Council receives regular requests for parking restrictions throughout the City. These requests are managed with reference to the "Parking Strategy". This strategy provides a sound basis for determining what priority to give a particular request in the context of the conflicting demands on kerbside space.
5. In this case, as the request is located within a commercial area, "short stay parking for business and retail needs" is 5th in the priority for kerbside space, ahead of commuter parking which is given least priority. Therefore the use of the space as a P5 parking area would not be contrary to the priorities set out in the Council's Parking Strategy with reference to kerbside parking.
6. The conversion of the existing single unrestricted parking space to a "P5 At Any Time" parking restriction is considered the most cost effective and practicable solution.
7. The views of affected residents and businesses have been obtained and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Road markings and signage are within the existing operational budget.
9. The Land Transport Rules provide for the installation of parking restrictions.

8 Cont'd**STAFF RECOMMENDATION**

It is recommended that the Community Board agree that the parking of vehicles be restricted to a maximum of 5 minutes on the southeast side of Main South Road from a point 25 metres southwest of the Craven Street intersection and extending 7.1 metres in an south-westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

9. ACHERON DRIVE – PROPOSED LOADING ZONE (GOODS VEHICLES ONLY)

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Transport and City Streets Unit Manager
Author:	Paul Burden/Jeff Owen, Traffic Engineers DDI 941-8971

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Community Board to install a Loading Zone (Goods Vehicles Only) on the north side of Acheron Drive approximately midway between the intersections with Blenheim Road.

EXECUTIVE SUMMARY

2. There are a number of buildings on Acheron Drive that have a main customer entrance accessed from Blenheim Road but goods delivery is located at the rear of the buildings and accessed from Acheron Drive. These buildings include the premises of "Liquorland", "Couplands Bakery" and "The Mad Butcher". The proprietors of these businesses have expressed concern that trucks making deliveries are not able to use the kerbside parking on Acheron Drive directly in front of their businesses due to the presence of other parked vehicles
3. The kerbside spaces are currently unrestricted and can be occupied for extended periods by commuters and/or staff from surrounding businesses. As such trucks and other delivery vehicles "double" park which creates a road safety concern. These service vehicles can access the businesses via the main car park off Blenheim Road, however this involves carrying goods through the front of the shop which is often impracticable due to counters, displays and customer activity.
4. The concerns can be addressed by the implementation of a loading zone for goods vehicles at the rear of the aforementioned businesses. This would provide direct access for service vehicles to the rear of the shops where storage and preparation areas are located.
5. This proposal has been discussed with the neighbouring businesses and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Installation of signs and posts is within existing budgets.
7. The Land Transport Rules provide for the installation of parking restrictions.

STAFF RECOMMENDATION

28. 10. 2005

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9 Cont'd

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

10. NEXT MEETING DATE

Friday 2 December 2005 at 8.30am