

## 8. DEANS AVENUE (MOORHOUSE AVENUE TO RICCARTON ROAD) - PROPOSED PARKING AND SAFETY IMPROVEMENTS



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Authors:</b>	Jennie Hamilton, Consultation Leader Transport Sharon O'Neill, Project Manager

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to remove half of the former Blenheim Road roundabout and approve proposed parking and traffic management changes along Deans Avenue between Riccarton Road and Moorhouse Avenue to improve parking and safety.

### EXECUTIVE SUMMARY

2. This project was initiated in 2009 by the City Environment Transport and Greenspace Unit following construction of the Blenheim Road deviation and the subsequent removal of the Blenheim Road overbridge. The roundabout is no longer required and reduction to two lanes in Deans Avenue would simplify traffic management and allow the provision of more parking in this area where demand is very high owing to sports-related activities in Hagley Park.
3. The proposal is an interim plan. Traffic modelling is to be undertaken to determine the impact of the Transport Interchange and Bus Priority on traffic flows, and this could result in future changes in Deans Avenue in two to three years. Also, redevelopment of the saleyards on the west of Deans Avenue will hopefully allow further development of an improved parking area. This could be five to 10 years away. In addition, the Central City revitalisation and intensification of residential development within the Central City may have an influence on the long term look and feel of Deans Avenue.
4. Deans Avenue between Moorhouse Avenue and Riccarton Road is bounded on the east by Hagley Park. The area to the west and north of the roundabout is primarily residential and also includes a mosque. To the south of the roundabout the land is zoned for residential development, with vacant land down to Lester Lane. South of Lester Lane the west side of Deans Avenue is zoned for business development.
5. The centre of Deans Avenue is the boundary between the Riccarton and the Hagley ward areas. The west side of Deans Avenue comes under the jurisdiction of the Riccarton/Wigram Community Board while the east side of Deans Avenue comes under the jurisdiction of the Hagley/Ferrymead Community Board. Both Boards are therefore requested to recommend to the Council that the proposed parking and safety improvements for their respective sides of the road be approved.
6. The primary (must do) objectives for the project are as follows:
  - (a) To remove the existing Blenheim Road roundabout and approach islands;
  - (b) To maximise the amount of parking that can be provided to service Hagley Park users;
  - (c) To complete the project within budget;
  - (d) To minimise the whole-of-life costs;
  - (e) To complete construction in the 2009/10 financial year.
7. The secondary objectives for the project are as follows:
  - (a) Construct a turning bay into Mayfair Street;
  - (b) Reduce the number of vehicle lanes to one in each direction south of the roundabout;
  - (c) Ensure there is provision for on-road cycle lanes in the future.

8. Deans Avenue is presently designated as a major arterial road with three lanes; two south bound and one north bound, divided in part by a solid median north of the former Blenheim Road roundabout. South of the roundabout there are four lanes (two north and two south with a painted flush median). This proposal removes half of the former Blenheim Road roundabout and reduces Deans Avenue to two lanes, providing room for additional parking and, in the future, designated cycle lanes. It is an interim project operating within the existing kerb lines, with the exception of the new kerb realignment at the roundabout site. The reduction to two lanes between Moorhouse Avenue and Riccarton Road requires the Council approval and also a resource consent.
9. Proposed Deans Avenue traffic management changes will not affect the 11pm to 5am night time stopping restriction, which will remain unchanged.
10. The proposal will be implemented in two stages. Stage 1, primarily south of the former roundabout, includes reducing the number of trafficable lanes to two, removing part of the roundabout, providing 10 drop-off parks in the remaining portion, and providing angle parking and eight part-time bus parks on the east side of Deans Avenue towards Moorhouse Avenue. North of the roundabout, a turning lane will be created into Mayfair Street. Implementation of Stage 2 from 67 Deans Avenue to Riccarton Road is dependent on the timing of the laying of a sewer pipe connection along Deans Avenue to link with the Western Interceptor project, and resurfacing of the carriageway.

#### **FINANCIAL IMPLICATIONS**

11. Funding for the project is provided in the Long Term Council Community Plan (2009-19) Safety Improvement Programme. The funding is from the Safety Improvement Budget and was listed in last year's Annual Plan. Because this project did not proceed during 2008/09 the funding was carried forward to the 2009/10 financial year.

#### **Do the Recommendations of this Report Align with 2009-19 Long Term Council Community Plan budgets?**

12. Yes, based on current estimates there is sufficient budget allocated within the 2009-19 LTCCP to implement this project.

#### **LEGAL CONSIDERATIONS**

13. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices. However, the Council needs to approve the project because Deans Avenue is an arterial road.
15. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

#### **Have you considered the legal implications of the issue under consideration?**

16. As above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

#### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

18. As above.

## **ALIGNMENT WITH STRATEGIES**

19. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

### **Do the recommendations align with the Council's strategies?**

20. As above.

## **CONSULTATION FULFILMENT**

21. The proposal was presented to the Riccarton/Wigram Community Board on 7 July 2009 and the Hagley/Ferrymead Community Board on 14 July 2009 prior to consultation taking place. Hagley/Ferrymead Board members questioned why the scheme did not include reverse-in parking. Reverse angle parking is not proposed as the parking is to be altered once the site opposite is developed, most of the traffic comes from the north during the morning and mid-day periods, the reverse-in angle parking in Cashel Street at times experiences a poor level of compliance, and there is a path for cyclists in the park. Ninety degree angle parking is not supported as it requires more manoeuvring and clearance space.
22. The Riccarton/Wigram Community Board requested that staff at Christchurch Hospital be notified of the proposed Deans Avenue parking and safety improvements. The consultation leaflet was sent to administrators at Christchurch Hospital and the Otago University School of Medicine to circulate to staff.
23. One Board member expressed concern about the proposed reduction to two lanes. Deans Avenue is functioning as a minor arterial road carrying approximately 10,000 vehicles per day. Two lanes are considered adequate for Deans Avenue in the current traffic environment and reduction to two lanes allows much needed additional parking to be provided. The proposal does not preclude any future changes that may be needed due to changing transport demands.
24. Concern was expressed that the unused parking area at night would be used as a drag strip by unsociable drivers. In June 2009, Trevor Pullen, Acting Inspector, Road Policing Manager, advised the Council that staff had no issues with the proposal which, at that stage included the proposed removal of the roundabout, reduction to two lanes between Riccarton Road and Moorhouse Avenue, cycle lanes and angle parking. The cycle lanes have been removed from the present proposal because of timing and cost issues.
25. Following the presentation to the Riccarton/Wigram Community Board the Deans Avenue Precinct Society sought clarification on the timing of consultation for Stage 2 of the project. The Consultation Leader advised the Society's Secretary on 10 August 2008 that the current consultation included both stages of the project and feedback from the Society would be welcomed.
26. Community consultation on the preferred option was undertaken between 7 and 28 August 2009. Approximately 400 households in the area bounded by Moorhouse Avenue, Hagley Park, Riccarton Road and the Railway Line and 236 absentee property owners received consultation leaflets, as well as other stakeholders. Forty six submissions were received. Eighty percent (37 submitters) were generally in support of the proposal, 13 per cent (six) did not indicate support or non support, and 6.52 per cent (three) did not support the proposal.
27. A number of residents asked for new or improved turning lanes into streets off Deans Avenue. The project team decided to increase the length of the opening in the median island shown in the consultation plan by a further two metres to better match the Mayfair Street entrance and allow traffic to more easily make right turns and U-turns. However, additional new turning bays at other locations were not provided as, from a safety perspective, fewer turning bays provide a safer road. It is expected that motorists who wish to do a U-turn will use the drop-off parking area or turn into the most appropriate bay near their street.
28. One submitter suggested that road markings for Stage 2 should be included with the Stage 1 work. The project team has advised that the timing of the road markings associated with Stage

2 has yet to be confirmed. This will depend on when the road is resealed, and the laying of a sewer link along Deans Avenue.

29. During consultation, a member of the Strategic Traffic Unit said in a personal submission that he was concerned that the parking area would provide space for speeding drivers at night. His comments have been noted. Enforcement measures should curb such behaviour. If it should be a problem in the future there are options that can be considered such as kerb build-outs in the parking area.
30. Submitters' comments on the run-down appearance of the old saleyards site were also noted. This area is outside the scope of the project but the comments have been referred to the Council planners.

### **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board recommend that the Council approve the following:

#### **Traffic lane reduction**

- (a) The reduction of southbound traffic lanes on Deans Avenue, between Riccarton Road and Moorhouse Avenue from two lanes to one lane.
- (b) The reduction of northbound traffic lanes on Deans Avenue, between Moorhouse Avenue and the former Blenheim Road roundabout from two lanes to one lane.

#### **Revoke existing parking restrictions**

- (c) That the existing no stopping restrictions, except for the Regulatory Parking Signs (RP2), 11pm - 5am night time stopping ban in place on the west side of Deans Avenue between Moorhouse Avenue and Brockworth Place, be revoked.
- (d) That the existing no stopping on the south side of Lester Lane commencing from its intersection with Deans Avenue and extending 10 metres in a westerly direction be revoked.
- (e) That the existing no stopping on the north side of Lester Lane commencing from its intersection with Deans Avenue and extending 23 metres in a westerly direction be revoked.

#### **New no stopping**

- (f) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Moorhouse Avenue and extending 117 metres in a northerly direction.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Lester Lane commencing from its intersection with Deans Avenue and extending nine metres in a westerly direction.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Lester Lane commencing from its intersection with Deans Avenue and extending 22 metres in an easterly direction.
- (i) That the stopping of vehicles be prohibited at any time on the west side of the western carriageway of Deans Avenue commencing at a point 379 metres from its intersection with Moorhouse Avenue and extending 45 metres in a northerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Mayfair Street and extending 13.5 metres in a southerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Mayfair Street and extending 12 metres in a northerly direction.

- (l) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Brockworth Place and extending 11 metres in a southerly direction.

## **BACKGROUND**

31. Deans Avenue carries approximately 10,000 vehicles a day, considerably less than previous volumes of 20,000 vehicles prior to the Blenheim Road deviation. With the reduction in traffic flows there is an opportunity to reassess traffic management between Riccarton Road and Moorhouse Avenue, providing more parking for Hagley Park sporting activities. The proposal improves safety for pedestrians and provides sufficient space for future cycle lanes in each direction. At present cyclists can use a shared pedestrian/cycle path running parallel to Deans Avenue inside Hagley Park.
32. According to New Zealand Transport Agency (NZTA) Crash Analysis records 114 crashes were recorded along Deans Avenue between Moorhouse Avenue and Riccarton Road between 2004-09. Twenty four of these crashes involved injuries, four of which were serious. Thirty of the total crashes involved lost control, 36 were caused either by crossing or turning movement and 33 involved rear ending crashes. Five cyclists were involved in crashes. A 2005 speed survey between 9am and 6pm showed an 80th percentile speed of 58.6 kilometres per hour.

## **THE OBJECTIVES**

33. The aims and objectives are to be met in this project by:
- (a) Removing the redundant traffic control function of the existing Blenheim Road roundabout and approach islands. The eastern half of the roundabout is retained to provide space for 10 drop-off parks.
  - (b) Maximising the amount of parking that can be provided to service Hagley Park users. The parallel and angle on-road parking on both sides of the road provide a total number of 98 parking spaces. This is an increase of 52 parks.
  - (c) A design which enables the project to be completed within budget and within the 2009/10 financial year. This is subject to the time required to get a resource consent but is expected to be achieved.
  - (d) Minimising ongoing maintenance costs. The kerb and channel will remain, and the removal of half of the existing roundabout will minimise the whole-of-life cost.
  - (e) Constructing a turning bay into Mayfair Street. A new right-turn bay will enable residents, who previously used the roundabout to do a U-turn, or enter or exit Mayfair Street.
  - (f) Reducing the number of vehicle lanes to one in each direction south of the roundabout. The existing trafficable lanes will be reduced to two lanes with angle and parallel parking. The roadway from the former roundabout to Riccarton Road will also be reduced from three to two lanes in Stage 2 of the project when planned maintenance work is undertaken.
  - (g) Ensuring there is sufficient space for on-road cycle lanes in the future.

## **THE OPTIONS**

34. Three options were considered for this section of Deans Avenue. Option Three was preferred because it best met project objectives. It formed the basis of the plan taken to the community for consultation.

## **OPTION ONE**

35. Option One removed the former Blenheim Road roundabout and reduced Deans Avenue to two lanes between Moorhouse Avenue and Riccarton Road. Space was provided for an additional 18 parallel on-street parking spaces on the east park side of the road opposite Lester Lane, 15 spaces opposite Mayfair Street and 66 angled parking spaces also on the east side of

Deans Avenue between Lester Lane and the former Blenheim Road intersection. No drop-off parking was provided.

#### **OPTION TWO**

36. Option Two created a cycle lane along Deans Avenue in each direction and removed the eastern half of the former roundabout. This proposal requires a Special Consultative Procedure and a change to the second schedule of the Traffic and Parking Bylaw.

#### **OPTION THREE**

37. Option Three is similar to Option Two but does not seek to formalise cycle lanes at this stage. This enables the project to meet project objectives, in particular those relating to cost and meeting project timelines.

#### **THE PREFERRED OPTION**

38. Option Three is the preferred option and encompasses the following physical works:
- (a) South of the existing roundabout, provision of 60 degree angled parking along the eastern side of road to accommodate mid-week and weekend sports traffic.
  - (b) The angle parking will have a buffer zone of 1.8 metres to provide sufficient room for manoeuvring.
  - (c) Parallel parking will remain on the western side of Deans Avenue south of the former roundabout.
  - (d) Reduction to two traffic lanes between Riccarton Avenue and Moorhouse Avenue. The section between the former roundabout and Riccarton Avenue will be done as Stage 2 at a later date, however all consents for the future stage will be obtained with the first stage.
  - (e) This option allows for the installation of cycle lanes at a later date. However, a Special Consultative Procedure would be required before they could be installed.
  - (f) A bus parking lay-by area south of the angled parking, providing for up to eight buses, with time restrictions.
  - (g) A new footpath is provided through the former roundabout to link up the cycle-walkway with those in Hagley Park.
  - (h) Provision of a pedestrian refuge island at the location of the former roundabout.
  - (i) Removal of half of the existing roundabout to provide 10 drop-off parking spaces on the remaining eastern section.
  - (j) Removal of the trees and landscaping within the existing roundabout.
  - (j) Signage for the drop-off zone.
  - (k) A turning bay in the median at Mayfair Street to allow right turns in and out of the street and U-turns.
  - (l) Improved street lighting.
  - (m) Disabled parking spaces adjacent to Hagley Park.