

6. SPRINGS ROAD AND CORSAIR DRIVE INTERSECTION - INSTALLATION OF TRAFFIC SIGNALS



General Manager responsible:	General Manager City Environment, DDI 941-8608
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to recommend to the Council for the installation of traffic signals at the intersection of Springs Road and Corsair Drive and for the Board to approve parking restrictions on Springs and Garvins Roads and Corsair Drive. (As shown on **Attachment 1**).

EXECUTIVE SUMMARY

2. A recent City Plan Change (Plan Change 12) allows for a further 300 households in the south west of Wigram. The installation of traffic signals at Springs Road and Corsair Drive intersection is a requirement for the anticipated increase in traffic movements.
3. The proposal is consistent with the transport network outlined in the South West Area Plan (SWAP) indicating Corsair Drive as a minor arterial road. Springs Road, which is currently carrying more than 20,000 vehicles per day, is an existing minor arterial road.
4. The signal installation will address the traffic delays and consequent road safety issues that existing road users experience accessing Springs Road. This treatment is appropriate for an intersection of two major roads.
5. The developer, Wigram Aerodrome Limited, has lodged a resource consent for a residential subdivision and the traffic signals will need to be installed prior to its completion.
6. The proposed plan has considered the concerns raised by some stakeholders. However, the concerns raised relating to the loss of car parking; the increased difficulties in manoeuvring vehicles to and from properties along Springs Road; increased traffic on De Havilland Street and the ability for right turning traffic from Garvins Road to Springs Road were not able to be accommodated for reasons that the city needs an efficient and safe road network.
7. The proposed plan, (**Attachment 1**) features:
 - (a) New kerb and channel alignments to cater for the left turn lanes in and out of Corsair Drive.
 - (b) A new pedestrian refuge on Corsair Drive.
 - (c) Alteration to existing traffic management measures at Garvins Road, traffic islands and raised pedestrian platforms.
 - (d) Replacement of dished kerb and channel and undergrounding of overhead utilities on the western side of Springs Road from Garvins Road to the pedestrian entry to the school.

FINANCIAL IMPLICATIONS

8. The traffic signals installation and associated traffic management measures would be funded by Wigram Aerodrome Limited.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Yes. The work is a condition for resource consent.

LEGAL CONSIDERATIONS

10. The Council's approval as owner of infrastructure is required following the granting of a resource consent.
11. Traffic Signals and other traffic management and measures require the Council's and/or the Community Board's delegated approval as set out in the Delegation Register dated December 2009.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Yes. The work provides a safe sustainable road network that enables access to goods and services, work and leisure activities.

ALIGNMENT WITH STRATEGIES

13. This work is considered consistent with the traffic objectives in the Christchurch City Plan.

CONSULTATION FULFILMENT

14. A presentation was made to the Riccarton/Wigram Community Board on 3 November 2009 by representatives of Wigram Aerodrome Limited prior to the plan being distributed to stakeholders for consultation.
15. Consultation documents were delivered to residents on Garvins Road, De Havilland Street, Neill Street, by the Springs Road intersection, and residents fronting Springs Road between Neill Street and Henry Wigram Road.
16. There were 18 feedback responses and issues identified were:
 - (a) No right turn from Garvins Road to Springs Road and vice versa.
 - (b) The ability for the Fire Service to use Garvins Road from Springs Road for any emergency.
 - (c) The ability to use Garvins Road by heavy haul vehicles for overwidth goods.
 - (d) No bus lane proposed.
 - (e) Heavy vehicles using Springs Road.
 - (f) More traffic movements on De Havilland and at Neill Street - Spring Roads intersections.
 - (g) Loss of off street parking on Springs Road.
17. A meeting was also held with representatives of Sockburn Primary School and their main concerns raised were:
 - (a) A decrease in the drop off and pick up area on Springs Road.
 - (b) A safer pedestrian crossing.
 - (c) Parking in the proximity of the gym on Corsair Drive.

BACKGROUND

18. Springs Road is a minor arterial road carrying 20,000 vehicles per day and Corsair Drive is functioning as a collector road.

19. Traffic analysis for morning peak (7.30am to 8.30am) recorded four right turners (less than five per cent) turning right from Garvins Road to Springs Road. However, the afternoon peak (4pm to 5pm) recorded 16 right turners (23 per cent).
20. A diagrammatic summary showing the traffic movements at peak times is in **Attachment 2**.

STAFF RECOMMENDATION

1. Installation of Traffic Signals

It is recommended that the Committee recommend that the Board recommends to the Council that:

- (a) The installation of traffic signals at the intersection of Springs Road and Corsair Drive and the associated traffic managements, (as shown on **Attachment 1**) be approved.
- (b) That all vehicles are prohibited from turning right from Springs Road into Garvins Road.
- (c) That all vehicles entering Springs Road from Garvins Road must turn left.

2. Parking Restrictions

It is recommended that the Committee recommend to the Board to approve:

- (a) That all existing parking restrictions on the south eastern side of Springs Road, from Corsair Drive to 60 metres north east of Corsair Drive, be revoked.
- (b) That all existing parking restrictions on the south eastern side of Springs Road, from Corsair Drive to 48 metres south west of Corsair Drive, be revoked.
- (c) That all existing parking restrictions on the north western side of Springs Road, from 12 metres south west of Garvins Road to 100 metres of Garvins Road, be revoked.
- (d) That the existing give way control placed on Garvins Road at its intersection with Springs Road be removed.
- (e) That a give way control be installed on the slip lane from Springs Road into Corsair Drive.
- (f) That a give way control be installed on the slip lane from Corsair Drive into Springs Road.
- (g) That the marked (zebra) pedestrian crossing on Springs Road 45 metres north east from Corsair Drive be removed.
- (h) That the stopping of vehicles be prohibited at any time on the north west side of Springs Road commencing at the intersection with Garvins Road and extending in a north easterly direction for a distance of 100 metres.
- (i) That the stopping of vehicles be prohibited at any time on the north west side of Springs Road commencing at the intersection with Garvins Road and extending in a south westerly direction for a distance of 12 metres.
- (j) That the stopping of vehicles be prohibited at any time on the north east side of Garvins Road commencing at the intersection with Springs Road and extending in a north westerly direction for a distance of 18 metres.
- (k) That the stopping of vehicles be prohibited at any time on the south west side of Garvins Road commencing at the intersection with Springs Road and extending in a north westerly direction for a distance of 16 metres.

- (l) That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at the intersection with Corsair Drive and extending in a north easterly direction for a distance of 55 metres.
- (m) That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at the intersection with Corsair Drive and extending in a south westerly direction for a distance of 48 metres.
- (n) That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at the intersection with Springs road and extending in a south easterly direction for a distance of 81 metres.
- (o) That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at the intersection with Springs Road and extending in a south easterly direction for a distance of 76 metres.