

**18. CHRISTCHURCH SOUTHERN MOTORWAY RELATED - NO STOPPING RESTRICTIONS AND INTERSECTION CONTROLS**

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
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**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Transport & Greenspace Committee's recommendation that the Riccarton/Wigram Community Board approve the installation of No Stopping Restrictions and Intersection Controls on Council roads that intersect with or have been altered by the Christchurch Southern Motorway works (refer **attachments 1 to 12**).

**EXECUTIVE SUMMARY**

2. State Highways come under the jurisdiction of the New Zealand Transport Agency (NZTA) and as the Road Controlling Authority they are responsible for the legalisation of no stopping restrictions and intersection controls on State Highways. NZTA are responsible for the resolution of all no stopping restrictions and intersection controls on the Christchurch Southern Motorway and State Highway 76. This includes Brougham Street and the section of Halswell Junction Road from Main South Road to the western end of the Southern Motorway, which is now designated as State Highway 76.
3. Jurisdiction at an intersection includes the approach and departure lanes on side roads, therefore NZTA has taken responsibility for the resolution of intersection controls on the following Council roads as they are integral parts of new roundabout controlled intersections with the State Highway:
  - Springs Road north and south approaches to the intersection with Halswell Junction Road (State Highway 76).
  - Halswell Junction Road south eastern approach to the intersection with the Southern Motorway.
4. The Council is responsible for the resolution of all other no stopping restrictions and intersection controls related to the Christchurch Southern Motorway and State Highway 76 works. The Christchurch Southern Motorway and State Highway 76 works extend into both Riccarton/Wigram and Spreydon/Heathcote Wards.
5. Paragraphs one to five of the reports will be presented to both Community Boards and are the same. The remainder of this report relates only to the roads within the Riccarton/Wigram Ward.

**No Stopping Restrictions**

6. To make future identification easier, no stopping restrictions on roads that intersect with or have been re-aligned as a result of the Christchurch Southern Motorway and State Highway 76 works are all amalgamated in this report.

**Minor Arterials – Shands Road and Springs Road**

7. The extent of no stopping restrictions on Shands Road southern approach to the intersection with Halswell Junction Road (SH76) are in accordance with the Southern Motorway project design drawings (refer **attachment 3**).
8. The extent of no stopping restrictions on Shands Road northern approach to the intersection with Halswell Junction Road (SH76) are in accordance with the Southern Motorway project design drawings but have been extended further to requests from neighbouring commercial properties (refer **attachment 4**).

9. The extent of no stopping restrictions on Springs Road northern and southern approaches to the intersection with Halswell Junction Road (SH76) are in accordance with the Southern Motorway project design drawings (refer **attachment 8**).

#### **Collector Roads – Awatea Road, Dunbars Road and Wigram Road**

10. As part of the Southern Motorway project, Awatea Road and Wigram Road have been re-aligned. Wigram Road was the through road and was intersected by Awatea Road. The situation is now reversed and Wigram Road meets Awatea Road as a T intersection. Although there is currently not a parking demand in this area, it is proposed to install no stopping restrictions on both sides of Wigram Road to ensure the safe and unobstructed movement of vehicles through the intersection (refer **attachment 12**).
11. Prior to the re-alignment, Wigram Road was the through road and was intersected by Dunbars Road. Dunbars Road now intersects with the southern end of Awatea Road and then turns westwards. The straight through movement from Dunbars Road to Awatea Road has priority. Although there is currently no parking demand in this area, it is proposed to install no stopping restrictions on both sides of Dunbars Road west approach to Awatea Road to ensure the safe and unobstructed movement of vehicles through the intersection (refer **attachment 11**).

#### **Local Roads – Hickory Place, Connaught Drive, Edmonton Road, Branston Street, Columbia Avenue, Wilmers Road New Alignment and Old Wilmers Road & Dunbars Road Lay-by (referred to below as service road).**

12. Hickory Place intersects with Halswell Junction Road (SH76). No stopping restrictions are currently installed on both sides of this section of SH76 and on the north western side of Hickory Place, extending to the first vehicle crossing. Future developments are likely to increase parking demand in this area, however it is proposed to install no stopping restrictions on both sides of Hickory Place at the intersection with Halswell Junction Road to ensure the safe and unobstructed movement of large vehicles through the intersection (refer **attachment 1**).
13. Connaught Drive, Edmonton Road, Branston Street and Columbia Avenue all intersect with Halswell Junction Road and provide access to industrial areas. No stopping restrictions are currently installed on both sides of this section of Halswell Junction Road. There is currently low demand for on-street parking in this area however it is proposed to install no stopping restrictions on both sides of these roads where they intersect with Halswell Junction Road to ensure the safe and unobstructed movement of large vehicles (refer **attachments 2, 5, 6 & 7**).
14. Wilmers Road has been re-aligned and is referred to in this report as Wilmers Road new alignment. It now intersects with Springs Road north of its intersection with Halswell Junction Road. There is currently low demand for on-street parking in this area however it is proposed to install no stopping restrictions on both sides of the road at the intersection with Springs Road to ensure the safe and unobstructed movement of large vehicles (refer **attachment 9**).
15. Following the re-alignment of Wilmers Road, a section of the old Wilmers Road alignment remains, extending south west from the corner of the re-aligned Wilmers Road and terminating as a no exit road near the new Springs Road/Halswell Junction Road roundabout. For the purposes of this report this section of road is called Old Wilmers Road.
16. Old Wilmers Road intersects with Wilmers Road new alignment east of its intersection with Springs Road. There is currently low demand for on-street parking in this area and it is proposed to install no stopping restrictions on both sides of the road at the intersection with Wilmers Road new alignment to ensure the safe and unobstructed movement of large vehicles (refer **attachment 10**).
17. Where the old Dunbars Road has been re-aligned to meet the re-aligned Awatea Road, a short section of the old Dunbars Road alignment has been retained as a service road, as it provides access to eight residential properties. For the purposes of this report this section of road is called Dunbars Road Lay-by, which provides access to properties 139, 1/141, 2/141, 143, 145, 147, 149 & 151. The end of this lay-by is tapered and it is proposed that a length of no stopping restriction is installed on the tapered section to prevent parked vehicles obstructing vehicle access to number 139, the end property (refer **attachment 11**).

## **Consultation**

18. All businesses with street frontage on Halswell Junction Road or the adjoining side roads where no stopping restrictions are proposed have been sent a letter and a plan advising of the proposed parking restrictions. None of the affected properties owners have raised any opposition regarding this proposal.

## **Intersection Controls**

19. To make future identification easier, all intersection controls on roads that intersect with or have been re-aligned as a result of the Christchurch Southern Motorway and State Highway 76 works are amalgamated in this report, with the exception of those noted in paragraph three.

## **Collector Roads – Dunbars Road and Wigram Road**

20. Awatea Road and Wigram Road have been re-aligned. Wigram Road now meets Awatea Road as a T intersection. It is proposed that a give way control is installed against Wigram Road at this intersection (refer **attachment 12**).
21. Wigram Road and Dunbars Road have been re-aligned. Dunbars Road now turns northwest to intersect with the southern end of the extended Awatea Road and then turns westwards back onto its original alignment. The Dunbars Road/Awatea Road straight through movement has priority and it is proposed that a give way control is installed against the Dunbars Road western approach to this intersection (refer **attachment 11**).

## **Local Roads – Hickory Place, Connaught Drive, Edmonton Road, Branston Street, Columbia Avenue, Wilmers Road New Alignment & Old Wilmers Road.**

22. Visibility restrictions caused by trees at the intersection of Connaught Drive and Halswell Junction Road (SH76) mean that a stop control is required against Connaught Drive (refer **attachment 2**).
23. Hickory Place, Edmonton Road, Branston Street and Columbia Avenue all intersect with Halswell Junction Road (SH76). Existing sight lines are sufficient at these intersections and it is proposed that a give way control is installed against all these roads at their intersection with Halswell Junction Road (refer **attachments 1, 5, 6 & 7**).
24. Following the re-alignments, give way controls are required against Wilmers Road new alignment at its intersection with Springs Road and against Old Wilmers Road at its intersection with Wilmers Road new alignment (refer **attachments 9 & 10**).

## **Revocations - No Stopping Restrictions**

25. As noted in paragraph six, proposed no stopping restrictions at the end of all roads that intersect with, or have been re-aligned as a result of, the Christchurch Southern Motorway and State Highway 76 works are all amalgamated in this report. It is therefore necessary to revoke any existing parking restrictions at these intersections.

## **Revocations – Intersection Controls**

26. As noted in paragraph 16, intersection controls on all roads that intersect with, or have been re-aligned as a result of, the Christchurch Southern Motorway and State Highway 76 works are amalgamated in this report. It is therefore necessary to revoke any existing / previously existing intersection controls at these locations.

## **Consultation**

27. All businesses that have street frontage on Hickory Place, Connaught Drive, Edmonton Road, Branston Street or Columbia Avenue at the intersection with Halswell Junction Road have been informed of the proposed no stopping restrictions.

## **FINANCIAL IMPLICATIONS**

28. All costs associated with this proposal are being met by the Southern Motorway project.

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

29. The installation of road markings and signs associated with the Christchurch Southern Motorway are covered within the LTCCP Christchurch Southern Motorway project budget.

**LEGAL CONSIDERATIONS**

30. 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.
31. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
32. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

33. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

34. 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?**

35. As above.

**ALIGNMENT WITH STRATEGIES**

36. The recommendations align with the Council Road Safety Strategy 2004.

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

37. As above.

**CONSULTATION FULFILMENT**

38. All businesses with street frontages on Halswell Junction Road or the adjoining side roads where no stopping restrictions are proposed have been sent a letter and a plan advising of the proposed parking restrictions. None of the affected properties owners have raised any opposition regarding this proposal. All businesses that have street frontage on Hickory Place, Connaught Drive, Edmonton Road, Branston Street or Columbia Avenue at the intersection with Halswell Junction Road have been informed of the proposed no stopping restrictions. None of these affected property owners have raised any opposition.

**STAFF RECOMMENDATION**

It is recommended that the Transport & Greenspace Committee recommends that the Riccarton/Wigram Community Board approve:

**Revocations - No Stopping Restrictions**

- (a) That the stopping of vehicles currently prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 148 metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 374 metres be revoked.

- (c) That the stopping of vehicles currently prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 118 metres be revoked.
- (d) That the stopping of vehicles currently prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 127 metres be revoked.
- (e) That the stopping of vehicles currently prohibited at any time on the north side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 34 metres be revoked.
- (f) That the stopping of vehicles be prohibited at any time on the south side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 12 metres be revoked.

### **Revocations – Intersection Controls**

It is recommended that the Transport & Greenspace Committee recommends that the Riccarton/Wigram Community Board approve:

#### **Intersection Controls**

- (a) That the existing give way control against Shands Road northern approach at its intersection with Halswell Junction Road be revoked.
- (b) That the existing give way control against Shands Road southern approach at its intersection with Halswell Junction Road be revoked.
- (c) That the existing give way control against Awatea Road at its intersection with Wigram Road (old alignment) be revoked.
- (d) That the existing give way control against Dunbars Road at its intersection with Wigram Road (old alignment) be revoked.
- (e) That the existing give way control against Hickory Place at its intersection with Halswell Junction Road be revoked.
- (f) That the existing stop control against Connaught Drive at its intersection with Halswell Junction Road be revoked.
- (g) That the existing give way control against Edmonton Road at its intersection with Halswell Junction Road be revoked.
- (h) That the existing give way control against Branston Street at its intersection with Halswell Junction Road be revoked.
- (i) That the existing give way control against Columbia Avenue at its intersection with Halswell Junction Road be revoked.
- (j) That the existing give way control against Wilmers Road at its intersection with Halswell Junction Road be revoked.

### **Recommendations - No Stopping Restrictions**

It is recommended that the Transport & Greenspace Committee recommends that the Riccarton/Wigram Community Board approve:

#### **No Stopping Restrictions**

- (a) That the stopping of vehicles be prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 196 metres.

- (b) That the stopping of vehicles be prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 374 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 118 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 127 metres.
- (e) That the stopping of vehicles be prohibited at any time on the western side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a northerly direction for a distance of 86 metres.
- (f) That the stopping of vehicles be prohibited at any time on the eastern side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a northerly direction for a distance of 108 metres.
- (g) That the stopping of vehicles be prohibited at any time on the west side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a southerly direction for a distance of 98 metres.
- (h) That the stopping of vehicles be prohibited at any time on the east side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a southerly direction for a distance of 117 metres.
- (i) That the stopping of vehicles be prohibited at any time on the east side of Springs Road commencing at its intersection with Wilmers Road new alignment and extending in a northerly direction for a distance of 20 metres.
- (j) That the stopping of vehicles be prohibited at any time on the east side of Springs Road commencing at its intersection with Wilmers Road new alignment and extending in a southerly direction for a distance of 20 metres.
- (k) That the stopping of vehicles be prohibited at any time on the north east side of Awatea Road commencing at its intersection with Wigram Road (new alignment) and extending in a north westerly direction for a distance of 25 metres.
- (l) That the stopping of vehicles be prohibited at any time on the north east side of Awatea Road commencing at its intersection with Wigram Road (new alignment) and extending in a south westerly direction (along the slip lane, being a variation to the contract) for a distance of 80 metres.
- (m) That the stopping of vehicles be prohibited at any time on the south west side of Awatea Road commencing at its intersection with Dunbars Road (new alignment) and extending in a north westerly direction for a distance of 16 metres.
- (n) That the stopping of vehicles be prohibited at any time on the southern side of Dunbars Road (new alignment) commencing at a point 197 metres west its intersection with Westlake Road and extending in a westerly direction then continuing around the corner to the south west for a total distance of 93 metres.
- (o) That the stopping of vehicles be prohibited at any time on the north western side of Wigram Road (new alignment) commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 50 metres.
- (p) That the stopping of vehicles be prohibited at any time on the south eastern side of Wigram Road (new alignment) commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 52 metres.
- (q) That the stopping of vehicles be prohibited at any time on the north western side of Dunbars Road (new alignment) commencing at its intersection with Awatea Road (new alignment) and extending in a south westerly direction then around the bend to the west for a total distance of 72 metres.

- (r) That the stopping of vehicles be prohibited at any time on the northern side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 34 metres.
- (s) That the stopping of vehicles be prohibited at any time on the southern side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 25 metres.
- (t) That the stopping of vehicles be prohibited at any time on the north west side of Connaught Drive commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 36 metres.
- (u) That the stopping of vehicles be prohibited at any time on the south east side of Connaught Drive commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 42 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north west side of Edmonton Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 35 metres.
- (w) That the stopping of vehicles be prohibited at any time on the south east side of Edmonton Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 20 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north west side of Branston Street commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 20 metres.
- (y) That the stopping of vehicles be prohibited at any time on the south east side of Branston Street commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 20 metres.
- (z) That the stopping of vehicles be prohibited at any time on the north west side of Columbia Avenue commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 20 metres.
- (aa) That the stopping of vehicles be prohibited at any time on the south east side of Columbia Avenue commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 25 metres.
- (ab) That the stopping of vehicles be prohibited at any time on the north east side of Wilmers Road new alignment commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 50 metres.
- (ac) That the stopping of vehicles be prohibited at any time on the south west side of Wilmers Road new alignment commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 50 metres.
- (ad) That the stopping of vehicles be prohibited at any time on the south side of Wilmers Road new alignment commencing at its intersection with Old Wilmers Road and extending in a westerly direction for a distance of 20 metres.
- (ae) That the stopping of vehicles be prohibited at any time on the south side of Wilmers Road new alignment commencing at its intersection with Old Wilmers Road and extending in an easterly direction for a distance of 20 metres.
- (af) That the stopping of vehicles be prohibited at any time on the west side of Old Wilmers Road commencing at its intersection with Wilmers Road new alignment and extending in a south westerly direction for a distance of 62 metres.
- (ag) That the stopping of vehicles be prohibited at any time on the east side of Old Wilmers Road commencing at its intersection with Wilmers Road new alignment and extending in a southerly direction for a distance of 30 metres.

- (ah) That the stopping of vehicles be prohibited at any time on the northern east side of Dunbars Road lay-by, access to properties 139, 1/141, 2/141, 143, 1145, 147, 149 & 151 commencing at a point 73 metres east of its intersection with Dunbars Road and extending in a south easterly direction for a distance of 17 metres.

### **Recommendations – Intersection Controls**

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

#### **Intersection Controls**

- (a) That a give way control be installed against Wigram Road (new alignment) at its intersection with Awatea Road.
- (b) That a give way control be installed against the south western approach of Dunbars Road (new alignment) at its intersection with Awatea Road.
- (c) That a give way control be installed against Hickory Place at its intersection with Halswell Junction Road.
- (d) That a stop control be installed against Connaught Drive at its intersection with Halswell Junction Road.
- (e) That a give way control be installed against Edmonton Road at its intersection with Halswell Junction Road.
- (f) That a give way control be installed against Branston Street at its intersection with Halswell Junction Road.
- (g) That a give way control be installed against Columbia Avenue at its intersection with Halswell Junction Road.
- (h) That a give way control be installed against Wilmers Road new alignment at its intersection with Springs Road.
- (i) That a give way control be installed against Old Wilmers Road at its intersection with Wilmers Road new alignment.