

18. CASHMERE ROAD/PENRUDDOCK RISE INTERSECTION SAFETY IMPROVEMENTS

Officer responsible City Streets Manager	Author Lee Kelly Roading projects Consultation Leader DDI 941 8355
--	--

The purpose of this report is to seek approval from the Riccarton/Wigram Community Board to install a dedicated right turn bay on Cashmere Road at the Penruddock Rise intersection and a pedestrian refuge on Penruddock Rise at the Cashmere Road intersection. (Map attached)

Further to this, approval is sought from the Board to prohibit the parking of vehicles in relation to the proposed engineering changes.

BACKGROUND

Cashmere Road is a minor arterial road with an average daily traffic volume of 9,000 vehicles per day. Penruddock Rise is a local road extending from Cashmere Road south and is the main access to the Westmoreland subdivision.

AIMS AND OBJECTIVES

The aim of the project is to improve the safety of the intersection by;

- Providing a dedicated right turning bay on Cashmere Road
- Installing a 9 metre traffic island with a pedestrian 'cut-down' on Penruddock Rise

The majority of the work will take place on the north side of the intersection where the road shoulder seal will be widened. This additional road width will allow enough room to install a 2.5m wide right turning bay on Cashmere Road while retaining a 3.5m wide straight through lane.

The traffic island will prevent those vehicles right turning from Cashmere Road into Penruddock Rise 'cutting' the corner while providing a safer 'holding' area for vehicles right turning from Penruddock Rise into Cashmere Road.

The pedestrian 'cut down' through the traffic island will provide a safer crossing area for pedestrians in the area.

CONSULTATION

A publicity leaflet outlining the proposed intersection improvements was distributed to residents and the Westmoreland Residents Association in October 2002 with a close off date for submissions of the 8 November 2002.

The Residents Association suggested that the consultation period could be extended and that a further delivery of the publicity leaflet should be made to Westmoreland Residents.

It was decided, however, to reproduce the publicity leaflet in the local newspaper as a way of reaching a larger number of people quickly and to extend the consultation period a further two weeks.

Twenty nine written submissions were received with numerous telephone calls.

There is clear support for the proposed intersection changes but individual residents and the Westmoreland Residents Association have requested a left turn 'slip' lane on Cashmere Road at the Penruddock Rise intersection in addition to the proposed work.

The Residents Association were advised that to implement a left turn lane a traffic study would need to be undertaken, a priority assessment done and the project would then need to be put through the budget process for inclusion on the capital works programme.

Following this correspondence a letter was received from the Westmoreland Residents Association, in December 2002, formally requesting that the Unit set aside the proposed changes for the intersection and instead install a left turn 'slip' lane.

The Residents Association letter was acknowledged and an undertaking made to them that the project control group for this project would meet on Monday January 13 2003 to formally discuss their request.

The outcome of the meeting was that the Unit endorses the proposed safety improvements as publicised for the Cashmere Road/Penruddock Rise intersection as it provides the greatest safety benefits. It is acknowledged however, that some further study could be undertaken of the intersection to ascertain what safety benefits could be obtained by realigning the south east side of the intersection. A resulting project would then be prioritised under the City Streets priority system and put forward in the budget process at the appropriate time.

The Westmoreland Residents Association were informed of the decision and advised that their concerns over the lack of a dedicated left turn lane from Cashmere Road into Penruddock Rise would be relayed to Board members.

Where possible all submitters have been contacted by telephone with the view to thanking them for their submissions and informing them of the process from here on.

Construction Costs:

The budget is: \$82,000

Design estimate: \$79,000

It is anticipated that once approval is obtained from the Community Board that construction would commence in May/June 2003.

Staff

- Recommendations:**
1. That the Board approve the installation of a dedicated right turn bay on Cashmere Road at the Penruddock Rise intersection.
 2. That the Board approve the installation of a 9m traffic island, with a pedestrian 'cut-down', on Penruddock Rise at the Cashmere Road intersection.
 3. That the parking of vehicles be prohibited at any time in the following areas:
 - (a) On the south side of Cashmere Road from the western projected kerb line of Penruddock Rise extending in a westerly direction for 25 metres
 - (b) On the south side of Cashmere Road from the eastern projected kerb line of Penruddock Rise extending in an easterly direction for 25 metres.
 - (c) On the north side of Cashmere road commencing 122 metres west of the eastern projected kerb line extending east for 235 metres.
 - (d) On the west side of Penruddock Rise from the south side projected kerb line of Cashmere Road extending south for 30 metres
 - (e) On the east side of Penruddock Rise from the south side projected kerb line of Cashmere Road extending south for 30 metres.

Chairman's

Recommendation: Not seen by the Chairperson.