

10. HOON HAY ROAD AT MANNING INTERMEDIATE

Officer responsible City Streets Manager	Author Michael Thomson, DDI 941-8950
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The purpose of this report is to:

1. Respond to traffic safety concerns on Hoon Hay Road which have been conveyed to this Board by the Manning Intermediate Principal and Chair of the School Board.
2. Advise the Board of the Hillmorton/Manning cycle bubble project and the recommended combining of this project with a pedestrian-related project to optimise safety for cyclists and pedestrians on Hoon Hay Road.
3. Obtain the Board's approval to proceed with consultation.

BACKGROUND

The Council is aware of traffic safety concerns regarding children from Manning Intermediate needing to cross Hoon Hay Road. The attached report "Hoon Hay Road Pedestrian Islands – Funds Transfer Request", which the Board considered on 3 March 1998, details the background to this issue.

In March 1999, the Spreydon/Heathcote Community Board adopted the Hillmorton Local Area Traffic Management Scheme. This document contains the following text in regard to Hoon Hay Road:

"The concerns raised during the meeting related to the safety of pedestrians crossing Hoon Hay Road. The residents were generally not in agreement with an August 1997 Christchurch City Council proposal to install four pedestrian refuges on Hoon Hay Road between Sparks Road and Coppell Place.

However, the meeting did identify three specific locations where pedestrian crossing safety was a concern. These locations were:

1. School crossing adjacent to Sparks Road
2. Sparks Road intersection
3. Manning Intermediate"

The meeting referred to was a meeting chaired by Mr Clearwater, that was held in the hall at Manning Intermediate School on 9 December 1997 and attended by about 50 residents.

City Streets transport planners and engineers are responding to concerns about traffic safety around Hillmorton High and Manning Intermediate Schools. As a result, the Council has programmed \$60,000 in the 2003/04 Annual Plan to improve road safety for cyclists on these schools' surrounding roads.

A "Safe Cycling to School" survey was conducted at Hillmorton High and Manning Intermediate and 482 surveys were returned. Students identified Hoon Hay Road as a difficult road to cross.

HOON HAY ROAD – ROAD USE SURVEYS

Cyclists were counted in 2003. In the morning peak period from 7.30am to 9.00am, 95 cyclists were counted on Hoon Hay Road, just north of the accessway to Spreydon Domain.

Traffic counted for a week records an average of 10,200 vehicles per day. Typically, about 10% of the daily volume occurs in the morning peak, coinciding with school travel activity. The result of this level of traffic is vehicles passing the school every three seconds on average, making safe crossing gap selection problematic.

Vehicle speeds were surveyed to provide information in development of the Hillmorton LATM scheme. In the late 1990s, the average speed was 58kmh, with 15% of traffic exceeding 63kmh. In May 2003, vehicle speeds measured at morning school times results in an average speed of 46kmh, with 15% exceeding 53kmh, and a peak speed of 71kmh. The number of children crossing Hoon Hay Road is substantial. The combined roll for both Manning Intermediate and Hillmorton High School is over 1,100 students.

Many of these students have to cross Hoon Hay Road between Upland Road and Mathers Road.

ROAD CROSSING OPTIONS

There are nine traffic management facilities, to assist cyclists and pedestrians crossing roadways (refer to the attachment which describes these facilities and warrant criteria, where applicable). All of these facilities have been considered in regard to the Hoon Hay Road environment.

1. Painted median strip. This exists, but additional facilities are considered necessary.
2. Refuge island. This is the recommended option, which is explained in the next section. The estimated cost of this is \$75,000, for which funding is available in the Annual Plan from the Cycleways and Pedestrian Safety Initiatives budget in the 2003/04 financial year.
3. Zebra crossing. This feature can be installed for about \$2,000 for signs and markings, excluding extended kerbs at the roadside. Hoon Hay Road is considered the type of road environment where a zebra crossing does not perform well in terms of safety. Where there is intermittent use of a crossing, ie minimal use outside school times, collisions can occur, whereby motorists fail to stop for the pedestrian.
4. Traffic signals. These generally cost a minimum of \$100,000 to install. This is a high cost option, which would not meet the warrant in terms of numbers. In Hoon Hay Road, there are a number of pedestrian crossing point desire lines and signals do not address the requirement to cross at multiple locations.
- 5&6. Underpass, Overpass. These two options are high cost options with a significant impact on residential amenity when providing suitable ramp gradients, etc, and do not address the multiple crossing point issue.
- 7&8. School patrol (zebra crossing or kea crossing). While these options are relatively cheap options (approximately \$2,000), there are safety concerns for the zebra crossing when the school patrol is not operating. A kea crossing works very well to address the crossing point immediately at the Manning Intermediate school gate, but does not address the multiple crossing point issues.
9. Solid median. Continuous solid median divided roads are appropriate when the traffic volume exceeds 20,000 vehicles per day. This option would have a significant effect on property access.

RECOMMENDED OPTION

The recommended option is illustrated on the plan attached (Issue A, 06/05/03). This option achieves the following:

- (i) provides multiple crossing points, using three central islands, providing for cyclists and pedestrians;
- (ii) provides off-road cycle facilities at the Mathers Road intersection, Manning Intermediate gate, and accessway to Domain Terrace;
- (iii) complements the Mathers Road project;
- (iv) provides on-road facilities for cyclists using Hoon Hay Road;
- (v) assists in the development of a safe route to school, from the two schools on the west side of Hoon Hay Road to the quieter residential roads, east of Spreydon Domain;
- (vi) the traffic management calms traffic speeds on the arterial road with the marking of the central median and cycle lanes;
- (vii) will not interfere with any future proposal for a reduced speed if this is considered appropriate for this road;
- (viii) a budget is available from the cycleways and pedestrian budgets.

This option does require the removal of parking from one side of Hoon Hay Road. This is due to the narrower roadway width.

All residents and property owners in Hoon Hay Road between Mathers Road and Halswell Road, and interested parties (eg, schools) will be consulted.

CONCLUSION

The recommended option maximises traffic safety objectives for children on Hoon Hay Road, and can be built within allocated budgets for the 2003/04 year. This option addresses concerns raised by children, and forms part of a safer routes to school facility. This option complements work proposed for Mathers Road, and would not compromise any further school zone proposal for Hoon Hay Road.

This option will require a parking restriction on one side of Hoon Hay Road, to provide for cycle lanes. A former proposal to assist children crossing the roadway did not proceed due to objections from residents adjacent to the school.

Staff

Recommendation: That the Board approve the recommended option for consultation.

Chairman's

Recommendation:

1. That the officer's recommendation be adopted.
2. That safe crossing facilities for Our Lady of Assumption School be considered as a priority, and the City Streets Unit report back to the Board on this matter.