

5. GRAHAMS ROAD/GREERS ROAD

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Corporate Plan Output: Traffic Signs and Markings	

The purpose of this report is to consider a submission from residents who live adjacent to the Grahams Road/Greers Road intersection. Residents are concerned about the number of crashes that have been happening near this intersection and have petitioned the Council to carry out remedial work. The Fendalton/Waimairi Community Board has also considered this report.

BACKGROUND

In a covering letter to the petition, Miss Guise highlighted the fact that a group of people who live in Grahams Road are *"very distressed and frustrated about the number of accidents occurring and causing damage to our properties"*. It is understood that, during the past six years, residents at No 321 and 323 Greers Road have suffered damage to their properties three times due to drivers losing control of their vehicles when rounding the bend from Grahams Road into Greers Road (north).

Another concern of residents is the lack of a pedestrian crossing point near the intersection. People need to cross the road in this area to travel to and from the nearby shopping centre at the Greers Road/Wairakei Road intersection. Residents are concerned about the speed and volume of traffic that now passes through this area; the Grahams Road/Greers Road link through this intersection is part of the ring road route.

The letter and petition was originally sent to the Police with copies to the Mayor, Clayton Crosgrove MP, Gerry Brownlee MP, the Chairman of the Fendalton/Waimairi Community Board, Transit NZ and Environment Canterbury.

CRASH REDUCTION STUDY

Residents in the area had already contacted Area Engineer Brian Boddy, about the problem and arrangements had been made for the posting of new bend warning signs on both the Grahams Road and Greers Road (north) approaches to the intersection. Some consideration had also been given to possible intersection improvements. However, upon receipt of the submission from residents, it was decided that a formal crash reduction study should be carried out to determine the nature and extent of works that may be needed to make the intersection safer. A copy of the report on the crash reduction study for the Grahams Road/Greers Road intersection will be tabled for the information of members.

The study team noted that of the most recent complete 5 year crash history at the intersection a total of nine collisions related to the bend from Greers Road into Grahams Road and the intersection itself. Right of way collisions at the intersection were the most common incidents with some out of control crashes occurring as drivers rounded the bend from Grahams Road into Greers Road (north). Local residents suggest there have been a number of similar non injury crashes resulting in non property damage that have not been reported to the Police.

The study isolated two definite types of collisions that have different causes and treatments. The team considered that the crashes due to vehicles turning left from Grahams Road into Greers Road (north) are due to speed on the approach. The bend can easily be driven at a speed of 50 km/h. The speed survey indicated that the typical speed of traffic approaching the intersection is not high; it is only aberrant drivers that are losing control. The team considers that the problem for approaching traffic is that there is insufficient warning of the bend in the road.

For northbound traffic turning right from Greers Road (south) into Greers Road (north) there appears to be a blind spot. Visibility to the left is also limited and drivers may be concentrating too hard on traffic from this direction taking their attention away from traffic approaching from their right.

POTENTIAL SOLUTIONS

The crash reduction study suggested that a number of low cost safety improvements should be considered.

- “1. It is understood that PW17 signs warning of the bend are committed to be installed some 70 metres from the bend on the Grahams Road and Greers Road (north) approach. The team supports this initiative.*
- 2. The team suggests that a large chevron board should be installed facing the Grahams Road approach to warn drivers of the bend. The board should be erected between or near the two trees on the eastern side of the intersection. If it was found that a suitable site for a large chevron board cannot be located, an acceptable alternative would be a row of single chevrons.*
- 3. The team suggests that hazard markers should be erected on street light poles and trees on the outside of the bend facing southbound traffic on Greers Road.*
- 4. The team suggests that consideration should be given to lowering the chevron sight board on the splitter island on Greers Road (south).*

5. *The team considers that the visibility to the left from the approach from the south on Greers Road is restricted and does not meet the criteria for a give way control. It is suggested that the intersection should be controlled by a stop sign. It is noted that few drivers do not stop at the intersection.*
6. *The team recommends that about 30 m of “no stopping” restriction should be marked on the eastern side of Greers Road (north) extending north from the Grahams Road intersection with Greers Road.*
7. *Although it is not currently an issue, the team suggests that regular checks will need to be conducted on the vegetation in the splitter island on Greers Road (south). This is ivy and it can grow quite high. Regular maintenance should be carried out to ensure that it does not grow above 400 mm and interfere with driver’s views to the right.*
8. *The team suggests that longer term options may also need to be considered.*

The first would be to improve the alignment of the approach to the intersection from Greers Road (south). This would require the large tree between Greers Road (south) and Grahams Road to be removed and a small portion of the property between Greers Road (south) and Grahams Road to be purchased to allow for a small realignment so that traffic approaches at close to right angles to the main road. No attempt has been made to cost this option.

The second option would be to consider controlling the intersection with traffic signals. The team does not consider that this would be a viable option currently but will become more necessary as traffic grows. No attempt has been made to cost this option.”

RESIDENTS MEETING

Area Engineer Brian Boddy and Traffic Engineer Brian Neill met with residents on Friday 14 July to discuss the findings of the crash reduction study and to ascertain any other matters that may be of concern for people living in the area. Clayton Crosgrove MP’s secretary Mary Lambie also attended the meeting of 5 of the residents directly concerned with the problem of vehicles losing control when rounding the bend from Grahams Road left into Greers Road (north).

Although there was general acceptance that the low cost remedial works would be a step in the right direction, those present supported the need for longer term plans for the control of traffic. With the high volume of traffic now using the intersection, residents find it difficult to manoeuvre in and out of driveways (particularly around the bend in the road) and have since asked that a safe pedestrian crossing point facility be provided near the intersection.

The group of residents were not pleased with the increase in traffic along the ring road route. As road users they were finding it difficult to access their properties and to cross the roadway on foot. The proportion of heavy motor vehicles using the route is increasing adding to pollution and traffic hazards.

A plan of the proposed low cost safety improvements is being prepared and will be distributed to affected residents shortly.

ACTION TO BE TAKEN

The City Streets Unit intends to take action to make low cost safety improvements to the intersection. Road markings and signage will be improved, planting removed from the splitter island in Greers Road (south) and a recommendation made that a “stop” sign replace the existing “give way” control. Broken yellow “no stopping” lines are proposed on all approaches to the intersection and double yellow “no overtaking” lines painted around the bend in the road.

New bend warning signs have been recently erected on both the Grahams Road and Greers Road (north) approaches to the intersection. Future plans at this junction could include the installation of traffic signals. Traffic flows along Greers Road (south) are higher than in Grahams Road south of the intersection.

CONCLUSION

Low cost safety improvements can be made to reduce the hazards that are apparent at the Grahams Road/Greers Road intersection. Two types of crashes occur at the intersection. One involves the speed of traffic approaching from Grahams Road; the other is the result of right turning traffic from Greers Road (south) failing to yield right of way to traffic approaching from the right.

Strategies for dealing with future intersection controls and pedestrian crossing facilities will be developed and will be included in future Council capital works programmes as appropriate.

Residents concerns about aspects of traffic safety at the Grahams Road/Greers Road intersection have been taken note of and actions taken for both short term and long term solutions for improving safety for all road users.

FENDALTON/WAIMAIRI COMMUNITY BOARD COMMENTS

The Fendalton/Waimairi Community Board has commented:

“That it be recommended to the City Services Committee that the short term improvements be endorsed but that any longer term alterations await the outcome of the overall review of the city’s ring road system.”

Recommendation:

1. That the information be received.
2. That the identified low cost safety improvements for the Grahams Road/Greers Road intersection be proceeded with.
3. That the “give way” sign against Greers Road (south) of its intersection with Grahams Road be removed and replaced with a “stop” sign.
4. That these measures be reviewed after eight months.
5. That ripple strips be trialed at this intersection after consultation with the residents and that the Fendalton/Waimairi Community Board be asked to fund these.