

## 10. LANGDONS ROAD SAFETY IMPROVEMENTS

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The purpose of this report is to recommend that a small section of flush median and “no stopping” lines be installed on Langdons Road east of Ellery Street.

### BACKGROUND

The Transport and City Streets Unit was asked by businesses in Langstone Lane to investigate their concerns over:

- Lack of visibility when exiting onto Langdons Road.
- The poorly formed vehicles crossing which results in many vehicles grounding during exiting and entry.

### INVESTIGATION

1. Investigation established that vehicles parking east of the entrance to Langstone Lane combined with the curvature of the road meant that vehicles approaching from the east could not be seen until they were close to the lane.
2. The high camber of the roadway, combined with the lower level of the adjoining Langdons Road properties has created a scraping problem for vehicles accessing these properties.

### SOLUTION

1. The proposal shown on the attached plan resolves the visibility concern. A key component of the plan is the flush median.

Flush medians:

- Provide a wider separation between traffic streams on either side of the road.
- Provide pedestrians with a place to pause while crossing two traffic streams.
- Provide a refuge for vehicles turning into and out of side roads or driveways.

In New Zealand there has been a 19% overall reduction in crashes on those streets where flush medians have been installed. Rear end crashes have been reduced by 66% and pedestrian crashes by 30%. Flush medians are the standard treatment for Collector Roads such as Langdons Road.

A small section of “no stopping” is required to maintain adequate lane width for heavy vehicles, and to give a clear line of visibility from the lane.

2. Transport and City Streets Roading Engineers are looking at reconstructing the vehicle crossings into Langstone Lane and City Hire.

### CONSULTATION

The attached plan was approved by Council Engineering and Environmental Consultants prior to circulation.

The plan was circulated to all the adjoining property owners and occupiers on 18 May 2004. A letter describing the proposal was attached, and residents were invited to reply to a questionnaire before 29 May 2004.

Very few questionnaires were returned but some residents were opposed to losing kerbside parking adjacent to the lane because the 8-10 vehicles affected would then be required to park elsewhere.

A letter summarising the returns and giving additional information was delivered to the affected parties on 11 June 2004. They were also informed that the Transport and City Streets Unit would be recommending to the Board that the plan as circulated be implemented.

## **PARKING STRATEGY**

The Council's Parking Strategy includes guidance on management of kerbside space which is applied where demand exceeds supply. Paragraph 2 of Section 4.2.6 Kerb space Priority states:  
The following uses of all kerbside road space have priority before any allocation of these areas for parking. They are:

- Safety measures
- Traffic flow
- Landscaping, and
- Pedestrian and/or cycle facilities

## **CONCLUSION**

The short section of "no stopping" will resolve the safety concerns over the lack of visibility when exiting Langstone Lane. Some vehicles currently parking there will have to park further east.

The addition of a length of flush median will offer additional benefits.

The Parking Strategy provides guidance on the control of kerbside parking. This proposal is in accord with the strategy.

### **Staff**

**Recommendation:** That the stopping of vehicles be prohibited at any time on the north side of Langdons Road commencing at its intersection with Langstone Lane and extending in an easterly direction for a distance of 80 metres.

### **Chairperson's**

**Recommendation:**

1. That the staff recommendation be adopted.
2. That staff need to urgently address the vertical alignment at the intersection of Langstone Lane and Langdon's Road, so that it's a safer exit.