

16. HILLS ROAD/INNES ROAD INTERSECTION - SAFETY IMPROVEMENTS

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The purpose of this report is to seek the recommendation of the Board to the Sustainable Transport and Utilities Committee that the signalisation of the Hills Road/Innes Road intersection is approved for implementation.

This report will also be submitted to the Sustainable Transport and Utilities Committee seeking formal approval to proceed to implementation.

BACKGROUND

A report on the deficiencies of the intersection in terms of the safety of students crossing to and from Mairehau High School and a recommendation on how best to address these deficiencies was submitted to both the Board and to the Sustainable Transport and Utilities Committee in June 2003 for information.

The report submitted in June is based on the assumption that there is a short term and a long term plan for the Hills Road/Innes Road intersection. The short term plan is set out as the recommended option in this report; the long term plan will see further adjustments made to the intersection, sometime within the next 2 – 5 years, to accommodate the proposed increased capacity once the new residential subdivision is opened on the west side of Hills Road, opposite the high school, and the new Hills Road/QEII link road is operational.

Following on from this, on 19 May 2004 a report was submitted to the Board, along with a concept plan illustrating the recommended proposal, and seeking approval to undertake an inform consultation process on the concept plan.

The Board duly approved the consultation plan and formal consultation was undertaken in late July early August 2004 with a close off date for submissions on Friday 13 August 2004.

CONSULTATION

Twenty written submissions have been received. Submitters expressed clear support for the installation of traffic signals at the intersection.

Two submitters who approved the plan expressed a reservation that vehicles queuing on Innes Road on both the west and east approaches could make it more difficult for motorists to exit from local side roads. This is often an issue for residents who need to exit from a local road directly onto a minor arterial, however, in this particular situation, because of the signals, vehicles will be moving along Innes Road in 'platoons' i.e. bunched together, and therefore there may actually be more opportunities to exit than there is currently.

One submitter believed that a roundabout would be more suitable than signals and one submitter suggested that instead of signals the Council should realign Briggs Road to 'sweep' into Innes Road; cancel existing bus stop adjacent to 482 Innes Road because the next one is only a few doors away; eliminate the kerb build-out on the corner of Innes Road/Hills Road; widen Hills Road adjacent to Mairehau High School; explore the possibility of building a cycle/pedestrian overbridge at the intersection and to install a 'right turn' arrow on Innes Road for vehicles turning into Cranford Street.

These suggested changes by submitters have been discussed by the project team and where contact numbers/address have been supplied, submitters have been directly contacted regarding the final decision.

The Shirley Residents Association also made two submissions. However, many of their recommended changes would be undertaken when the long term plan for this area is implemented and is therefore outside the terms of reference for this project. This has been informally relayed to the residents association.

Cycle Advocacy group 'Spokes' submission on the proposed plan also fits within the long term plan for the area and they have been formally advised of this.

RECOMMENDED OPTION

The recommended option is essentially the same as that formally consulted on, albeit with two minor changes (these changes are highlighted in bold and outlined below).

It is proposed to install a two phase signal configuration at the Hills Road/Innes Road intersection. A two phase signal option does not provide for restricted right turns but instead provides the opportunity for right turning motorists to 'filter'.

A signalised pedestrian crossing is to be provided on all four 'legs' of the intersection.

On Innes Road on the east approach to the intersection a combined straight through and left turn lane and a right turn only lane will be installed. This will require on street parking to be removed adjacent to property no. 92 Innes Road.

On Innes Road on the west approach to the intersection it is proposed to have a three lane approach. A straight through lane, a right turn only lane and a left turn only lane will be installed. **An advanced stop box for both straight through and left turning cyclists will be installed.** This will require some additional on street parking to be removed adjacent to 488 Innes Road.

It is also proposed to remove the existing traffic island on this approach to the intersection and to install a shorter island that will also act as protection for right turning motorists into Hills Road north. **This island will have a 'cut through' installed to provide an additional crossing point for pedestrian and cyclists.**

On Hills Road on the north approach to the intersection a combined straight through and left turn lane and a right turn only lane will be installed.

On Hills Road on the south approach to the intersection a combined straight through and left turn lane and a right turn only lane will be installed. This will require the removal of some of the existing angle parking on Hills Road adjacent to Walter Park. Three parallel parks will be installed just south of the existing build-out on Hills Road. The remaining angle parks north of the build-out will be retained.

It is proposed to install cycle lanes on Innes Road on both approaches to the intersection and on both Innes Road approaches and Hills Road approaches. Cyclists will have an advanced 'stop' box area in front of the straight through lane.

Funding is available in the 2004/2005 financial years to undertake the work, currently project costs stand at approximately \$200,000.

It is anticipated that the signals will be installed and the necessary intersection improvements undertaken by the end of June 2005.

Staff

- Recommendation:**
1. That the Board recommends to Council that the proposed intersection improvements at the Hills Road/Innes Road proceed.
 2. That the Board revoke all existing parking restrictions relating to the Hills Road/ Innes Road intersection.
 3. That the Board prohibit the parking of vehicles at any time in the following areas.
 - (i) On the south side of Innes Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 44 metres.
 - (ii) On the east side of Hills Road commencing at its intersection with Innes Road and extending in a southerly direction for a distance of 65 metres.
 - (iii) On the west side of Hills Road commencing at its intersection with Innes Road and extending in a southerly direction for a distance of 77 metres.

- (iv) On the south side of Innes Road commencing at its intersection with Hills Road and extending in a westerly direction for a distance of 20 metres.
- (v) On the north side of Innes Road commencing at its intersection with Hills Road and extending in a westerly direction for a distance of 106 metres.
- (vi) On the west side of Hills Road commencing at its intersection with Innes Road and extending in a northerly direction for a distance of 54 metres.
- (vii) On the east side of Hills Road commencing at its intersection with Innes Road and extending in a northerly direction for a distance of 54 metres.
- (vii) On the north side of Innes Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 126 metres.

**Chairperson's
Recommendation:**

1. That the staff recommendations be adopted.
2. That the Road Safety Committee be asked to carry out media education on the introduction of the new intersection.
3. That the Transport and City Streets Unit School Liaison Officer carry out education at the Mairehau High School on the new intersection.