

2. KENNEDYS BUSH ROAD/GLOVERS ROAD INTERSECTION SAFETY IMPROVEMENT PROJECT

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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction of the safety improvement works at the intersection of Kennedys Bush Road and Glovers Road.

EXECUTIVE SUMMARY

2. This project has been initiated by the need to reduce the volume and speed of traffic around the Halswell School area of Kennedys Bush Road, and to reduce non compliance at the one way section at the Sparks Road/Kennedys Bush Road intersection.
3. The project's principal aim is to develop traffic calming and intersection improvements, complementing the recent improvements and traffic signal installation at the Halswell Road/Halswell Junction Road/Kennedys Bush Road/Sparks Road intersection. The objectives for the project are as follows:
 - Create, formalise & clarify the traffic patterns for the area
 - Reinforce the existing hierarchy
 - Create a safer environment for pedestrians
 - Ensure safe passage for cyclists; and
 - Minimise the use of School Road, Kennedys Bush Road and Larsens Road as a through route.
4. The proposal has a new kerb alignment directing traffic along the preferred route. The north approach to Kennedys Bush Road will be perpendicular to this new 21m radius curve, and subject to a "Give Way" control. Northbound traffic on Kennedys Bush Road will be directed onto Glovers Road.
5. A newsletter including the concept plan was distributed to affected residents and property owners in May 2006. Feedback to the newsletter, indicated that a significant majority of those who responded generally supported the proposed plan.

FINANCIAL AND LEGAL CONSIDERATIONS

6. This safety improvement project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2006/07 financial year. The cost estimate for this project is \$171,200 and there is budget allocation in the capital programme for this work to occur.

BACKGROUND ON KENNEDYS BUSH/GLOVERS INTERSECTION SAFETY IMPROVEMENT PROJECT

7. Kennedys Bush Road has a seal width of approximately 12m, between Sparks Road (Minor Arterial) and Cashmere Road (Collector). Between School Road and Glovers Road it is carrying an average of 1,100 vehicles/day. The section from Glovers Road to Cashmere Road is classified as a Collector Road carrying an average of 1500 vehicles/day; the rest of Kennedys Bush Road is classified as a Local Road.
8. Glovers Road, has a seal width of approximately 10m, is a Collector road carrying an average of 1,100 vehicles/day, and runs from Kennedys Bush Road to Halswell Road (Minor Arterial & State Highway 75).

9. The project has been initiated by the need to reduce the volume and speed of traffic around the Halswell School area of Kennedys Bush Road, and to reduce the non compliance at the one way section at the Sparks Road/Kennedys Bush Road intersection. The project has been moved forward in the Capital Programme at the Board's request as a substitute for the O'Halloran Drive project.
10. The principal aim of the project is to develop traffic calming and intersection improvements, complementing the recent improvements and traffic signal installation at the Halswell Road/Halswell Junction Road/Kennedys Bush Road/Sparks Road intersection. The objectives for the project are as follows:
 - Create, formalise & clarify the traffic patterns for the area
 - Reinforce the existing hierarchy
 - Create a safer environment for pedestrians
 - Ensure safe passage for cyclists; and
 - Minimise the use of School Road, Kennedys Bush Road and Larsens Road as a through route.
11. The project originally identified four separate intersections in the area as requiring treatment. However, as the budget was insufficient for all four it was determined that the intersection to give the best effect on traffic flows was the proposal for the Kennedys Bush Road/Glovers Road intersection. The project team agreed that the next intersection to receive treatment in the Halswell School area was the intersection of Larsens Road and School Road. This will have significant safety benefits for road users and the school when funding becomes available.
12. The Kennedys Bush/Glovers Road proposal has been developed to redirect northbound Kennedys Bush Road traffic, around the corner, west into Glovers Road. This is the collector route in the Councils road hierarchy plan. The change in priority should discourage traffic travelling past the school and all the way along Kennedys Bush Road only to find they can't exit onto Sparks Road.
13. There have been four crashes recorded in Kennedys Bush Road for the 5 year period between 2000 and 2004. Two loss of control crashes were recorded at the Kennedys Bush Road and Glovers Road intersection. This proposal will address both of these crashes, as the speeds will be reduced at the intersection and its approaches. This project is expected to reduce the number of crashes at this intersection and improve safety for all transport modes.
14. The No 7 Halswell bus, No 77 Kennedys Bush Road bus and the local school busses use this intersection as part of their regular route. The intersection at Glovers Road and Kennedys Bush Road has been checked to ensure that buses can continue to negotiate the new layout.
15. There are no specific facilities on the road for cyclists with the exception of solid edge lines around the Kennedys Bush Road and Glovers Road intersection. These are collector roads and a known cycle route. There is a cycle bypass for south bound cyclists on Kennedys Bush Road past the Glovers Road intersection.
16. The Transport and Greenspace Unit's Amenity Maintenance Team has programmed to install 'Infill' street lighting on Kennedys Bush Road, between Cashmere Road and Glovers Road. This work is programmed to be carried out before the end of September 2006, by attaching new outreach arms and lamps to the existing power poles.

CONSULTATION

17. Consultation has been undertaken with the owners and occupiers of properties on Kennedys Bush Road, Glovers Road, Larsens Road, School Road, Mapledale Place, Birchdale Place, Mallett Place and the south east side of Halswell Road from Glovers Road to Sparks Road, as well as other interested parties. The feedback received from the 87 respondents was considered carefully in the assessment and modification of the scheme plan. A summary of the submissions made can be read in **Attachment 1** of this report.

18. The main concerns raised in the feedback with regard to the concept plan relevant to this project were:
- (a) Pedestrians not being able to cross Glovers Road at its intersection with Kennedys Bush Road.
 - (b) Existing hedges obscuring drivers' sight lines at this intersection.
 - (c) Requests for a right turn bay from the south leg of Kennedys Bush Road onto the north leg of Kennedys Bush Road.
19. These concerns were addressed by:
- (a) Changing the footpath layout at the intersection so pedestrians can cross Glovers Road at Kennedys Bush Road.
 - (b) A Council Enforcement Officer will request that the owner/s of the offending properties trim their hedges appropriately.
 - (c) A right turn bay will not be installed as it would encourage northbound Kennedys Bush Road traffic to go past the school through to the no exit at Sparks Road.

OPTIONS

20. Two options were developed for comparison during the concept design process.

(a) **Option 1**

Maintain the status quo.

(b) **Option 2**

Realignment of the Kennedys Bush Road & Glovers Road intersection.

This option as shown in **Attachment 2** has a 21m radius curve around the Kennedys Bush Road and Glovers Road intersection, making this the priority route. The Kennedys Bush Road north approach is perpendicular to the new 21m radius curve. This approach will be subject to a Give Way control. A painted centerline is used to define vehicle paths and provide some maneuver space for south west bound vehicles and cyclists. The continuous path of travel for pedestrians is achieved on all footpath approaches and crossings. A cycle bypass is provided on the east side of the intersection.

ASSESSMENT OF OPTIONS

The Preferred Option – Option 2

21. The aims and objectives for this project are met by the preferred option. The intention of realigning this intersection being to direct 'most' traffic along the arterial routes, and away from the local roads. It will also:
- Discourage drivers from travelling north, all the way along Kennedys Bush Road to Sparks Road and having to U-turn then backtrack or make an illegal turn out of Kennedys Bush Road on to Sparks Road.
 - Significantly slow down through traffic on Kennedys Bush Road.
 - Reduce the number of crashes occurring at this intersection.
 - Reduce the number of vehicles travelling past the school.
22. The following consent and legal issues have been considered:
- Trees – there are no protected or notable trees along this length of Kennedys Bush and Glovers Roads.
 - Buildings – there are no heritage or historic buildings, places or objects in the area of the proposed works.

- Road Widths – the proposed roadway width and kerbs will comply with the City Plan, so no resource consent is required.
- Bylaw Changes – amendments and/or additions will be required to align with the Christchurch City Traffic and Parking Bylaw 1991 for parking restrictions (see Part I Staff recommendations).

Maintain the Status Quo – Option 1

23. The option to maintain the status quo essentially means that the capital works at this intersection of Kennedys Bush and Glovers Roads will not be done. This would retain the road environment in its existing condition.
24. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with the Council strategies, such as the road safety, pedestrian and cycle safety strategies.
25. Therefore, it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system, and provide for all modes of transportation.

STAFF RECOMMENDATIONS

That the Board approves:

- (a) That the Kennedys Bush Road/Glovers Road Intersection Safety Improvement Project, as illustrated in **Attachment 2**, proceed to final design, tender and construction.
- (b) The following parking restrictions:

New no stopping:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Glovers Road commencing at its intersection with the west side of Kennedys Bush Road and extending 20 metres in a westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Glovers Road commencing at its intersection with the west side of Kennedys Bush Road and extending 28 metres in a westerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Kennedys Bush Road commencing at its intersection with the south side of Glovers Road and extending 21 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Kennedys Bush Road commencing at a point 21 metres south of its intersection with the south side of Glovers Road and extending 39 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Kennedys Bush Road commencing at its intersection with the north side of Glovers Road and extending 17 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Kennedys Bush Road commencing at its intersection with the south side of Glovers Road and extending 23 metres in a southerly direction.

“Give Way” sign

- (i) That a “Give Way” sign be placed against the north approach of Kennedys Bush Road at its intersection with Glovers Road and the south approach of Kennedys Bush Road.