

## 9. HILLS ROAD (HENDON STREET TO WARRINGTON STREET) SAFETY IMPROVEMENTS

|                                     |                                    |
|-------------------------------------|------------------------------------|
| <b>General Manager responsible:</b> | General Manager Jane Parfitt       |
| <b>Officer responsible:</b>         | Transport and City Streets Manager |
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the Hills Road safety improvement project proceeding to tender and construction and the installation of new traffic restrictions associated with this project.

### EXECUTIVE SUMMARY

2. This safety improvement project for the section of Hills Road from Hendon Street to Warrington Street (classified as a minor arterial road) is on the Christchurch City Council's Capital Works Programme for construction in the 2005/06 and 2006/07 financial years.
3. The Board initiated the project by allocating \$10,000 of its 2005/06 Discretionary Fund to address the safety concerns of students at the Shirley Primary School and the Shirley Community Reserve when crossing/using the section of Hills Road between Edward and Warden Streets (the remainder of the budget is provided by the Transport and City Streets Pedestrian Safety budget in 2006/07). The aim of the project is to provide a safe crossing point for pedestrians on Hills Road between Edward and Warden Streets. When the existing bus stops were considered the area was lengthened to include the Hills Road/Hendon Street and Hills Road/Warrington Street intersections.
4. The Project Consultation Leader has consulted with the directly affected residents, property owners, local schools, and other interested parties. Feedback from the community was considered by the project team on the plan shown in attachment 1. Following consultation minor modifications have been made as shown in attachment 2. This is the preferred design option as it satisfies the aims and objectives of the project and has majority community support.

### FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total cost for this project is \$41,365 inclusive of all consultation, design and project management items.
6. Without the approval of the traffic resolutions the restrictions will not be enforceable upon implementation.

### STAFF RECOMMENDATIONS

It is recommended that the Community Board:

1. Approve the Hills Road safety improvement project for implementation as shown in attachment 2.
2. Approve the following resolutions for new traffic restrictions associated with the Hills Road safety improvement project:

#### **New no stopping**

- a. That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Shirley Road and extending 225 metres to Warden Street in a southerly direction.
- b. That the stopping of vehicles be prohibited at any time on the east side of Hills Road, commencing at its intersection with Warden Street and extending 26 metres in a southerly direction.

- c. That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at a point 20 metres south of its intersection with Warden Street and extending 55 metres in a northerly direction.

#### **Installation of new bus stops**

- d. That a bus stop be installed on the west side of Hills Road, commencing at a point 24 metres north from its intersection with the north side of Warden Street and extending in a northerly direction for a distance of 20 metres.
- e. That a bus stop be installed on the east side of Hills Road, commencing at a point 108 metres south from its intersection with the south side of Warden Street and extending in a southerly direction for a distance of 21 metres.

#### **Removal of existing bus stops**

- f. That the existing bus stop be removed from the east side of Hills Road at its present position commencing 15 metres north of the intersection with the north side of Warden Street and extending 13 metres in a northerly direction.
- g. That the existing bus stop be removed from the west side of Hills Road at its present position commencing 2 metres north of the intersection with the south side of Warden Street and extending 15 metres in a southerly direction.
- h. That the existing bus stop be removed from the west side of Hills Road at its present position commencing 6 metres north of the intersection with the north side of Hendon Street and extending 18 metres in a northerly direction.
- i. That the existing bus stop be removed from the east side of Hills Road at its present position commencing 5 metres south of the intersection with the south side of Hendon Street and extending 16 metres in a northerly direction.

#### **CHAIRPERSON'S RECOMMENDATION**

That the officer's recommendations be adopted.

## **BACKGROUND**

7. This project was initiated by the Shirley/Papanui Community Board in response to a community concern that a safe crossing point was needed for pedestrians on Hills Road between Edward Avenue and Warden Street.
8. The objectives for this project were to:
  - a) Provide a safe crossing point for pedestrians on this section of Hills Road
  - b) Maintain or improve the existing level of service for all modes of transport
  - c) Provide safer cycle facilities
  - d) Maintain or improve residents access to and from their properties
  - e) Ensure adequate street lighting is provided.
9. Following further investigation into the needs of this section of Hills Road it was recognised there was a need to address cycle crashes at Warden Street, the difficulty some residents were having in exiting their properties and the close spacing of the existing bus stops.
10. The Land Transport New Zealand Crash Analysis System shows there have been six crashes recorded for the five year period between 2000 and 2004, and a further four crashes for part of 2005 (included on the database as at 22 November 2005). Two of the crashes involved pedestrians being hit when crossing the road (one 50m south of the intersection with Shirley/Warrington and one at the intersection with Edward Avenue). Two crashes involved cyclists (both at the Edward Avenue intersection, where traffic turning right into Edward Avenue failed to give way to cyclists). These four crashes resulted in minor (2) and serious (2) injury. The six crashes involving motor vehicles do not follow any specific pattern and all resulted in non-injury. Two crashes involved loss of control, two crashes were rear-end, one crash involved hitting a parked vehicle, and one crash happened due to manoeuvring. These crash statistics confirmed the need for safety improvements.
11. It was identified that the bus stops in the vicinity of the island needed to be rationalised to be consistent with the bus priority corridor project being undertaken for the No. 70 service (Queenspark). The existing bus stops are between 180 and 380 metres apart. The most efficient bus stop spacing for an arterial road is 400 metres. The proposed bus stops will be between 340 and 460 metres between stops on this section of Hills Road.
12. While the original request was for a pedestrian facility in Hills Road between Warden Street and Edward Avenue, initial talks with a business revealed that any pedestrian facility installed between these two intersections would remove significant on-street parking to the detriment of the business (presently used by its customers). As a more suitable location existed immediately to the north of Warden Street, the development of options centred on this second location.

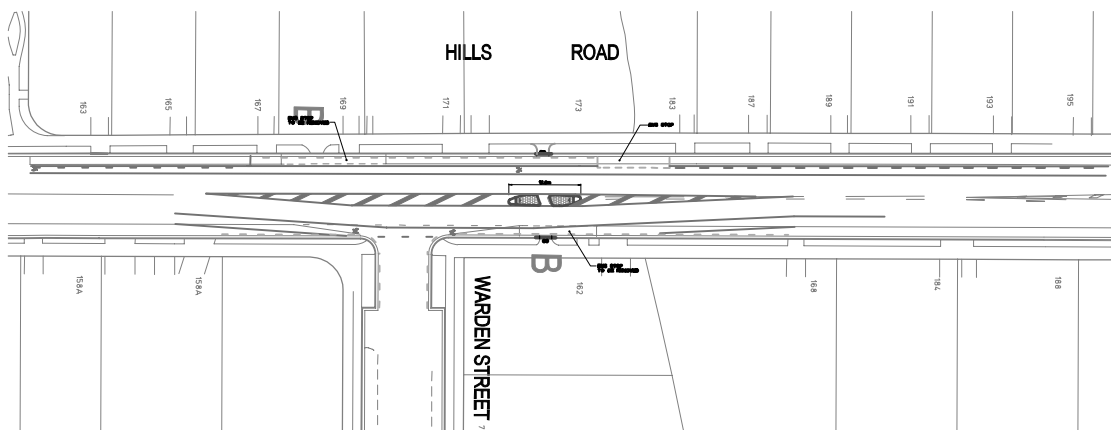
## **CONSULTATION**

13. Once the draft preferred scheme options were developed consultation was undertaken with the surrounding community and interested stakeholders. The aim of the consultation was to implement an 'inform' consultation, that is, to provide interested and affected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised, albeit, within a project that has set engineering requirements. It was also proposed that one-on-one consultation be undertaken with business operators within the proposed area that are directly affected by the proposal before the proposal was delivered to the wider community.
14. The scheme plan and consultation plan for this safety improvement project for the section of Hills Road from Hendon Street to Warrington Street was presented in a seminar to the Board on 22 February 2006.

15. Following the Board seminar consultation, a newsletter was distributed to interested and affected parties. This proposal requires the removal of some on-street parking on the west side (169 to 173 Hills Road) and a substantial amount of on-street parking on the east side (from the signalised intersection to just south of Warden Street). Those properties that were directly affected by the proposed loss of on-street parking were visited by the Consultation Leader. A number of residents felt that the removal of the parking improved visibility when exiting their driveways. Residents affected by the bus stop relocations have also been consulted.
16. Feedback to the proposal from the community identified that 86% gave their general support. Two responses requested that parking bays be constructed for residential use to allow residents some on-street parking, this could not be achieved. Two other responses were concerned that the number of bus stops were being reduced. A summary of the feedback to this consultation can be seen in attachment 3.

## OPTIONS

17. Common to all options is the removal of the north-bound bus stops outside 131 and 169 Hills Road and the south-bound bus stops outside 128 and 162 Hills Road. A south-bound bus stop is proposed for outside 146 Hills Road. A pedestrian island is placed outside 162 Hills Road. The three options discussed in this report are:
  - a) Option 1 has an island offset to the east so as not to impact on a pavement study being undertaken at this location i.e. there is no change to the wheel path movements. The flush median is localised around the island.



- b) Option 2 is the preferred option with an island offset to the east, again, so as not to impact on the pavement study. The flush median is connected to the right turn bay on the approach to the intersection with Shirley Road/Warrington Street. This option can be seen in attachment 2.
- c) Option 3 would retain the status quo.

## PREFERRED OPTION – OPTION 2

18. This option is the recommended option and is detailed in attachment 2. This option consists of the following elements:
  - a) A pedestrian island in Hills Road just north of Warden Street.
  - b) A flush/painted median from Warden Street to Shirley Road.
  - c) Cycle lanes on the west side from Edward Avenue to Warrington Street and on the east side from Warden Street to Shirley Road.
  - d) No stopping restrictions on the west side from No.s 169 to 173 and on the east side from No. 158 to Shirley Road.
  - e) Reduction of the number of bus stops from four to two.

## ASSESSMENT OF OPTIONS

19. Options 1 and 3 are not the preferred option for the following reasons:
  - a) Option 1 was not chosen because connecting the flush median to the right turn bay on the approach to the intersection with Shirley Road/Warrington Street would be a more appropriate treatment than installing the pedestrian island on its own. Flush medians provide better separation for opposing traffic streams and more room for right turning vehicles to get out of the through traffic lane thereby reducing the number of rear end accidents.
  - b) Option three, the do nothing option, was rejected because it did not meet the project objectives.
20. The preferred option provides the best safety improvement for all road users and has the following features:
  - a) Construction of a pedestrian island will provide safer access for pedestrians and school cyclists across this minor arterial road.
  - b) Installation of cycle lanes commencing south of the intersection with Edward Avenue and connecting to the existing cycle lanes at the Shirley Road/Warrington Street intersection. It is proposed to allow for red surfacing at the signalised intersection (as this represents best practice) and at Edward Avenue (to help address the known crash problem).
  - c) Provision of a painted median along the centre of the road to allow drivers to get out of the through traffic stream when turning right.
  - d) Removal of on-street parking on the east side of Hills Road from No.s 196 to 200 to allow the installation of the above safety facilities/features.
  - e) Improved bus service by rationalising the bus stops. This is being done to reduce delays, especially at peak times, for the bus service. This rationalisation of the bus stops in the vicinity of this site is in line with planning work undertaken for the Queenspark bus priority corridor work. A total of four bus stops are proposed to be removed, to be replaced by two new bus stops (the north-bound stop outside 183 Hills Road, and the south-bound stop outside 146 Hills Road).
  - f) Meets all the project objectives.
21. Three minor improvements are proposed to the concept plan distributed to the community as a result of consultation as shown on attachment 2.
  - a) Tactile paving has been added at the cross walks e.g. opposite the pedestrian island.
  - b) Additional colouring of the cycle lanes was incorporated at intersections.
  - c) The property at No. 173 Hills Road adjacent to the proposed pedestrian island is being redeveloped and there will be a resulting change to driveway locations on the west side of the road. The location of pedestrian median islands is significantly influenced by the locations of adjacent driveways. The next best location for the median island as a result of the new layout is to reposition the median island 4m to the south, and to provide a 9m island instead of the previously proposed 12m island. This maintains the integrity of the project and still provides vehicle access to adjacent properties. The driveway at No. 171 will be widened to improve access around the median island.
22. The recommended option is as shown on attachment 2 (Plan TP 180501 issue 3). The lack of on-street parking on the east side of Hills Road for residents between Warden Street and Shirley Road has been noted.