31. RICHMOND HILL ROAD – PROPOSED 'NO STOPPING' RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install various sections of broken yellow "no stopping" lines on Richmond Hill Road and at the intersection of Nayland Street and Richmond Hill Road. The report will also address various concerns on Traffic Management and Pedestrian issues as outlined in the Richmond Hill Residents' Group submission to the Community Plan 2006.

EXECUTIVE SUMMARY

2. In last years submissions to the Councils Community Plan the Richmond Hill Residents Group raised various concerns over safety for users and residents of Richmond Hill Road. Concerns have been raised regarding visibility at bends, lack of delineation for motorists, footpath obstructions and speed of motorists to name a few. Their submission to the Community Plan is attached (see **attachment 1**).

3. The main areas of concern are:

   - Signage and road markings
   - Speed of motorists
   - Footpaths
   - Visibility
   - Road repair
   - Under grounding of overhead services

4. This report addresses Traffic Management and pedestrian issues on Richmond Hill Road from Nayland Street to Sanscrit Place. Maintenance issues are being dealt with by staff from the Transport and Greenspace Unit, City Environment.

5. Extensive consultation has been carried out with the Richmond Hill Residents' Group and residents of the affected area. Two on site meetings have been undertaken along with various walk overs to identify and fully understand the concerns. A comprehensive letter and consultation document was delivered to each affected property outlining the concerns and addressing each concern where possible. (See **attachment 3**)

6. It is proposed to install or extend various sections of 'No Stopping' lines and install edgelines and centrelines at various locations for guidance. (See **attachment 2**)

7. It is also proposed to install numerous permanent warning and advisory signs to advise motorists of the roads physical environment and the possible presence of pedestrians on the roadway. (See **attachment 2**)

8. The footpath between the two hairpin bends is regularly parked on. An on site meeting held with residents who have property access off this section of roadway concluded unless the roadway was widened the need for parking two wheels on the footpath would remain. An option to mark parking boxes adjacent to the kerb and ban parking on the opposite side of the road was floated but no support was forth coming. It was agreed that the status quo would remain except for a short length of no stopping around the bend adjacent to a power pole.

9. The feedback received from the consultation however requested that the footpath be kept clear of parked vehicles. This came from a resident that lives further up Richmond Hill Road. His main concern was that the footpath should be able to be used for foot traffic. At present throughout this section of the footpath, power poles are located in the footpath meaning, pedestrians are not able to walk the full length without having to move out onto the roadway. This issue should be revisited if and when a decision is made to relocation the existing power poles.

10. The most cost effective and practical solution to address the safety concerns relating to traffic is to install or extend the existing no stopping along with edge and centre lines as outlined in this report. Permanent warning signage will be installed to advise motorist of the possible presence of pedestrians on the roadway.

FINANCIAL IMPLICATIONS

11. An estimated cost for the installation of the road markings and signs is $9000.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

12. The installation of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

13. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

Have you considered the legal implications of the issue under consideration?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

16. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with the stakeholders and the Richmond Hill Residents' Group.

STAFF RECOMMENDATION

That the Board approve:

(a) The installation of the signs and road markings proposed on the attached plan be supported.

(b) The stopping of vehicles be prohibited at any time on the north side of Nayland Street commencing at a point 14 metres west of the Richmond Hill Road intersection and extending in an easterly direction for a distance of 28.5 metres.

(c) The stopping of vehicles be prohibited at any time on the south side of Nayland Street commencing at the Richmond Hill Road intersection and extending in an easterly direction for a distance of 16.5 metres.

(d) The stopping of vehicles be prohibited at any time on the south side of Nayland Street commencing at the Richmond Hill Road intersection and extending in a westerly direction for a distance of 20.5 metres.

(e) The stopping of vehicles be prohibited at any time on the west side of Richmond Hill Road commencing at the Nayland Street intersection and extending in a southerly direction for a distance of 10 metres.

(f) The stopping of vehicles be prohibited at any time on the east side of Richmond Hill Road commencing at the Nayland Street intersection and extending in a southerly direction for a distance of 17 metres.

(g) The stopping of vehicles be prohibited at any time on the west side of Richmond Hill Road commencing at a point nine metres south of the common boundary of number 7 and 9 Richmond Hill Road and extending in a southerly direction for a distance of 140 metres.

(h) The stopping of vehicles be prohibited at any time on the south side of Richmond Hill Road commencing at a point 16 metres west of the common boundary of number 61 and 65 Richmond Hill Road and extending in a westerly direction for a distance of 29 metres.

(i) The stopping of vehicles be prohibited at any time on the north side of Richmond Hill Road commencing at a point 16 metres west of the common boundary of number 61 and 65 Richmond Hill Road and extending in a westerly direction for a distance of 48 metres.

(j) The stopping of vehicles be prohibited at any time on the north side of Richmond Hill Road commencing at a point 31.5 metres west of the common boundary of number 60 and 62 Richmond Hill Road and extending in a westerly direction for a distance of 16 metres.

(k) The stopping of vehicles be prohibited at any time on the east side of Richmond Hill Road commencing at a point four metres north of the common boundary of number 80 and 82 Richmond Hill Road and extending in a northerly direction for a distance of 40 metres.

(l) The stopping of vehicles be prohibited at any time on the west side of Richmond Hill Road commencing at a point eight metres south of the common boundary of number 80 and 82 Richmond Hill Road and extending in a northerly direction for a distance of 34 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND ON RICHMOND HILL ROAD

20. The Richmond Hill Residents Group made a submission to the Councils Community Plan in 2006 requesting that the council consider various improvements to the road. The concerns can be split into two categories being condition of the existing roading infrastructure and improvements for safety reasons. These are outlined in their submission, which is **attached**.

21. The road condition issues are being dealt with under standard maintenance processes.

22. Along with their concerns, the group has outlined their recommendations for improvement to the various issues. these include a site-by-site solution to each problem as they see it. This report will deal with the traffic management and pedestrian issues in their submission.

23. Richmond Hill Road begins at the tee intersection with Nayland Street in Sumner. It runs uphill towards the south for 1.45 km to its end. Two hairpin bends exist at 360 and 630 metres from the roads beginning. The section from Nayland Street to the base of the hill has a bowling club on the east side and residential on the west side. The road then splits into two. The lower road has residential on the east while the upper road has paddocks to the west. There is a well formed footpath on the east side of the upper road. From the first hairpin to the second hairpin bend the road narrows to approximately five metres wide. There is property access on both sides of the road through this section. A sealed footpath is provided between the hairpin bends. Its width varies over this length. The overhead power service poles are positioned predominately within the footpath. The second hairpin is the tighter of the two. Uphill from here the footpath stops but the roadway widens slightly to 5.5 metres until the footpath starts again. There are numerous locations in this section where a footpath is provide and then disappears again. This is possibly due to more recent subdivisional work. The most recent development has been constructed at a far better standard, being wider and having a good quality footpath. This is over the last 300 metres or so. At present, a further subdivision is being developed at the top of Richmond Hill Road. Some new homes have been built but most section are undeveloped at this stage. Numerous small residential cul-de-sacs lead off the roadway above the second hairpin. The current traffic volume is 850 vehicles per day near Nayland Street with 320 vehicles per day in the upper section.

24. The concerns of the Richmond Hill Residents' Group relates to the section of roadway from Nayland Street to Sanscrit Place about 1.2 km in length.

DISCUSSION AND PROPOSALS

Nayland Street/Richmond Hill Road Intersection

25. There has been recent reconstruction work completed at the intersection to change the priority so that the western leg of Nayland Street now leads into Richmond Hill Road to make this the main route. A give way sign controls vehicles on the eastern leg of Nayland Street. Concern has been expressed that vehicles are parking too close to the intersection, visibility is blocked by trees and the road markings need repositioning. A mirror has been requested.

26. On site observations and drive throughs confirm the concerns. The existing no stopping restrictions are too short allowing vehicles to park to close to the intersection and the centre line markings need repositioning. It is recommended that this be undertaken.

27. The suggestion of installing a mirror is not supported due to the speed environment and confusion it will cause at this location. Mirrors are reserved for very low speed environments i.e. hairpin bends. The changing of the centreline and extending the existing no stopping lines will resolve most of the concerns at this intersection.

Bottom of Richmond Hill to First Hairpin bend

28. The concerns expressed in this section are vehicles travelling to fast, visibility around the curves due to the rock and plants on the uphill bank and overhead service poles restricting the width of the footpath. At 100 metre from Nayland Street the roads seal narrows to six metres wide. There are no property accesses through this section to the first hairpin bend. Vehicles tend to travel at a higher speed possibly due to less side friction. One curve has a rock face immediately adjacent to and behind the inside drainage channel. Combined with this is the vegetation which is growing out over the channel, which restricts visibility. This can be improved by trimming the vegetation back or even removal of the offending plants.

29. The Residents Group has suggested that the rock face be cut back to improve visibility. The downside of improving visibility is that the speed will increase at this location. The best solution to address the concerns is to trim back the vegetation and install a centre line around the curve with no stopping on the inside of the curve.

30. It is known that guidance to drivers on bends and curves is an advantage by telling them where their vehicle should be on the roadway. It is also known that continuous centrelines on local roads increase traffic speed. The installation of centrelines on local roads should be restricted to solving the problem, otherwise speeds will increase unnecessarily.

First Hairpin to Second Hairpin Bend

31. This section of roadway has many driveways to residential properties and therefore has some on-street parking. The roadway is approximately five metres wide making the parking issues more acute. Vehicles are currently parking on the footpath to leave enough space for two way traffic flow. However parking on the footpath can not be condoned.

32. Through this section, no stopping could be installed opposite where vehicle parking takes place. This would leave space for two-way traffic flow and parking adjacent to the footpath but not on the footpath. A parking box could be marked on the roadway to formalise this. There is also various pinch points that need “no stopping” installed, especially at the bend between numbers 58 and 60.

33. A centreline needs to be installed around the first hairpin bend to guide motorists around the bend. The bend is not as tight as the second hairpin and to install a mirror will only increase the speed of vehicles travelling downhill as they cut the corner knowing there are no vehicles coming uphill. This bend is different to the second hairpin where a mirror has already been placed for sometime.

Second Hairpin Bend

34. This bend is the tightest on the road. It has an exiting no stopping restriction and a mirror. Both installations appear to be working well. The concerns expressed are that there is no centreline around the bend and there is no safe area for pedestrians to walk.

35. A centreline could be installed around this bend to give guidance to the motorists. Nevertheless, not all vehicles will be able to keep to their own side of the road. This will include trucks and possibly the larger passenger vehicles (SUVs). It is therefore questionable that installing a centreline has benefits to motorists, as it will lead them into a false sense of security.

36. It is therefore proposed to install a white hold line on the roadway above the hairpin bend with appropriate signage to better advise motorists on how to negotiate the bend.

37. It has been suggested to ‘mark a crossing for pedestrians’ across the road so they can cross the road to walk around the outside of the bend. To install a pedestrian facility the traffic regulations require the site to be evaluated. The draft ‘Guidelines for the Selection of Pedestrian Facilities’ requires various factors to be accessed. The guide states:

38. “The process for selecting the most appropriate pedestrian facility revolves around the question of why it is considered desirable to provide specific assistance for pedestrians at a particular location i.e. what is it that the designer seeks to achieve?”

39. Using the guide it becomes very clear it is not desirable to install any form of crossing facility at this location. Vehicle speeds are very low at this point. However, by better management of parking, vehicle positioning and road markings the concerns can be addressed. As mentioned above the installation of the vehicle hold line will also benefit pedestrian crossing movements. It is proposed to remove the car parking space where the pedestrians must wait to cross the road and install a white edge line around the outside of the hairpin bend. This will give guidance for motorists and pedestrians as to where they should be on the roadway.

Second Hairpin Bend to Sanscrit Place

40. This section of roadway has no footpath for most of its length. The road is narrow but widens near Sanscrit Place this due to newer residential development. A good quality footpath is provided from De Thier Lane uphill to the top of the road. The residents' groups concerns are speed of downhill vehicles and the lack of a footpath to link the existing footpaths. The latter has been addressed by the recent construction of an accessway to a development thus providing a footpath and better positioned crossing point for pedestrians.

41. It is suggested that the speed limit be reduced to 30 or 40 km/hr to stop motorists exceeding the speed limit. An on-site speed survey has been conducted by using the floating car method. By following vehicles both up and down hill a general speed can be derived. The speeds ranged from 30 to 35 km/hr increasing to around 50 km/hr down hill on the lower section where there are no property accesses. Experience shows from other roads that vehicles do exceed the speed limit at various times of the day. These drivers are generally from the local area and are familiar with the roading environment. A lower speed limit will not change the speed of vehicles unless regular enforcement is carried out. It is therefore proposed to make motorists drive to the conditions by installing better signage.

42. Signage to advise the motorists of the potential of pedestrians on the roadway can be installed in this environment. The absence of a footpath over much of the narrow sections means that it is recommended to install permanent warning signs in accordance with the Manual of Traffic Signs and Markings (MOTSAM). The appropriate signage in this instance is the 'Pedestrian Warning Sign' (PW-29).

General Signage

43. At present there is no signage along Richmond Hill Road to advise the motorist of any different or adverse feature to the normal of the roadway. Richmond Hill Road is certainly not your average local residential street. It is narrow, steep in places and has numerous bends and curves. Much of the roadway has no footpath. It is appropriate to install warning signs to advise the motorist of these other than normal features. Some of the signage issues have been dealt with in previous sections of this report.

44. It is proposed to install 'pedestrian warning' signs (PW-29) at various locations along the roadway. I believe signage just at the top and bottom of the road is not sufficient as its length requires further reminders.

45. The Residents Group submission requests that a sign be installed at the beginning of the uphill narrow section just past number 11, to indicate the road environment that the motorist is about to encounter. Clifton Terrace, a similar hill road also in Sumner has such a sign. This is shown in **attachment 3**. The proposal is to install the same sign on Richmond Hill Road at the requested location.

46. The second hairpin is a difficult bend. As earlier stated there is no existing signage. When two vehicles meet at this point one vehicle must yield so the vehicles do not hit each other. It is appropriate to install, above the bend for downhill traffic, signage similar to what exists on Clifton Terrace above its hairpin bend. This is shown in **attachment 3**. It is also proposed to install a hold line for motorists to yield at as the sign suggests.

Overhead Services Poles

47. Currently the power and telecommunication services are carried overhead on poles and the street lighting is on the same poles. These are on one side of the roadway predominately located within the footpath where one exists. These services begin at Nayland Street and extend uphill to the beginning of the newer development at approximately Cecil Wood Way. Services are underground from here to the top of the hill. The only street furniture at the top end of the road is street lighting standards.

48. The Residents' Group has requested that the Council:

- *'Removal of power poles and undergrounding of cables as part of the larger Council plan to do this for the whole City. We request that Richmond Hill Road be placed as early as possible in the schedule'*

49. Within the Councils Policy Register there is one statement referring to Undergrounding of Overhead Services:

(a) Undergrounding of Overhead Services

(i) That the Council set policy that all Cable TV cables within the City be undergrounded. (Council 1 December 2005).

50. The Long Term Council Community Plan (LTCCP) sets out the Council's expenditure from 2006 to 2016. Various road reconstruction projects are included in the plan however Richmond Hill Road is not included.

51. Currently there are only funds set aside to underground services on arterial roads when that road is reconstructed. Richmond Hill Road is a local road and therefore does not come into this category. There is no schedule for undergrounding of overhead services for all roads in the City.

52. Acknowledging the Council's Policy there is still the safety concerns raised by the residents group which are valid. The footpath is unusable at various locations due to poles positioned in its centre. The footpath is not generous by any imagination being only approximately one metre wide. Various poles need relocating as suggested in the submission. Some are in hazardous positions for motorists being on the apex of the bend. The main section of concern is from the first to second hairpin bend.

53. It is noted that within the LTCCP (Safety Improvement Works), budget has been set aside for pole relocation. Starting in 2009/10 through to 2014/15 budget is provided to relocate poles from hazardous locations. I believe Richmond Hill Road fits into this criteria hence Richmond Hill Road has been forwarded to this category for prioritisation with other roads within the City to seek funds for pole relocation work.