

8. QUINNS ROAD SAFETY IMPROVEMENTS

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Community Board's approval for the proposed Quinns Road Safety Improvement to proceed to detailed design, tender and construction and to approve associated parking restrictions.

EXECUTIVE SUMMARY

2. Quinns Road, a local road running from Shirley Road to Briggs Road has been the subject of concern regarding safety issues for some time. There have been 19 crashes recorded in the street (for the period between 2004 and 2009) 14 of these occurred in the section between Hammersley Avenue and Briggs Road.
3. The surrounding area is residential. The Hammersley Park School main entrance is off Quinns Road within the study area. Shirley Creek is on the western side of Quinns Road, which constrains the width of the road and has resulted in a narrow road on the west side of the creek to service the properties on that side (from Hammersley Avenue to Orcades Street).
4. Following initial consultation undertaken in October 2006, which indicated considerable concern about speeding vehicles and 'hoon' driving along the length of Quinns Road and in particular in the area from Hammersley Avenue to Briggs Road, and a review of the vehicle crash data, it was established that the safety issues and concerns were related to the section of Quinns Road north of Hammersley Avenue,
5. Two options and a 'do nothing' option were evaluated against the initial information and a 'preferred option' plan fulfilling community and council objectives was developed for community consultation.
6. The proposal includes the introduction of seven new raised speed humps between Briggs Road and Hammersley Avenue; new centre lane markings and retro-reflective raised pavement markers at the intersection of McIntyre Street and Quinns Road; a two metre wide splitter island at the Voss Street and Quinns Road intersection, with an opening on the island to provide a crossing point for pedestrians and cyclists; decreased kerb radius at the south east side of the intersection of Voss Street and Quinns Road, to reduce the traffic turning speeds and to provide a straight crossing and good visibility for pedestrians to cross Voss Street; an extra kerb build-out east side of Quinns Road outside the Hammersley Park School, to match the existing build-out on the west side of carriageway, to reduce the crossing distance to six metres, and improve pedestrians safety; and another two metre wide splitter island on the north side of the intersection with Hammersley Avenue to improve crossing facilities for pedestrians at this intersection.
7. This was presented to this Community Board on 15 July 2009 prior to distribution to stakeholders, property owners and residents. Of the 54 responses, feedback was positive, with 44% giving unqualified support and 33% supporting the proposal but asking a question or making a comment, mainly asking why the straight section of Quinns Road was not included in the proposal. The consultation feedback is summarised in paragraph 20.
8. After consideration of the feedback from consultation, it was decided to add some signage near the school warning drivers to expect children crossing. This change is shown on the updated Quinns Road Safety Improvement Plan for Board Approval TP313001 provided in **Attachment 1**.
9. The proposed traffic calming measures along this section of Quinns Road will be completed during the 2009-2010 financial year.

FINANCIAL IMPLICATIONS

10. Funding for the proposed Quinns Road Safety Improvement is programmed in the 2009-19 Long Term Council Community Plan (LTCCP) Neighbourhood Improvement Programme.

11. The current project cost estimates indicate there is sufficient budget allocated in the 2009–2019 Long Term Council Community Plan (LTCCP) to implement and complete the project. Construction is programmed to commence in the 2009/10 financial year.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

12. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

LEGAL CONSIDERATIONS

13. There are no land ownership issues associated with this project. The project is within existing land boundaries.
14. There are no Notable or Heritage trees shown along Quinns Road in the City Plan on the intranet.
15. There are no Heritage or Historic buildings, places and objects, shown along Quinns Road in the City Plan on the intranet.
16. Consents are not required. Community board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions, and the Community Board has the delegation from Council to make these decisions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Neighbourhood Improvement Programme of the Planned Capital Programme, page 247, 2009-2019 Long Term Council Community Plan (LTCCP).

ALIGNMENT WITH STRATEGIES

18. This project is consistent with key council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

CONSULTATION FULFILMENT

19. Initial issues consultation was carried out in October 2006. Feedback indicated considerable concern about speeding vehicles and 'hoon' driving along the length of Quinns Road and in particular in the area from Hammersley Avenue to Briggs Road.
20. Three options, including the 'do nothing' option, were evaluated against the initial information and a 'preferred option' plan fulfilling community and council objectives was developed for community consultation. This was presented to this Community Board in on 15 July 2009 prior to distribution to stakeholders, property owners and residents. 57 replies were received, 43 (76%) of which were positive and in support of the proposal, or in support with a question or comment.
21. Issues raised:

Area of concern	Summary of issue	#
Generally positive	Appreciative of the proposal as they recognise that there is a real problem with 'hoons' speeding and doing wheelies etc in the street.	12
Generally negative	Speed humps don't work, make too much vibration and noise, people don't like speed humps.	6
The problem lies between Shirley Road and Hammersley Avenue	The straight part of Quinns Road has a much greater and more urgent speed and 'hoon' problem and the council attention should be there not in the winding part.	11
Concern about the school gate area	The crossing point for schoolchildren should be on the bend where they can see both ways.	4
Voss St intersection	Cars came off Quinns into Voss out of control.	1
	Very little traffic uses this intersection – doubt that it needs changing.	1
	Inclusion of Give Way sign at each end (including Marshlands Road end) and humps in Voss Street.	2
Pedestrian island	The Quinns/Orion-Hammersley intersection is very "open" despite one island only.	2

	Proposed Pedestrian Island - where situated there is only the road to walk onto in Orion Street	1
	Concern that the pedestrian island will do little to curb speed.	1
Orion St / Hammersley St intersection	At least 2 spots on Hammersley and 3 on Quinns would be far better.	1
	Suggestion to limit street parking to the school side of Quinns Road only outside the school as it is narrow, winding and cars have to stop to give way to on-coming traffic while also looking out for children.	1
Orcades St intersection roundabout	Concern about dangerous behaviour at the roundabout – and request to raise the roundabout surface to force drivers to drive around it.	1
McIntyre St/Quinns Rd intersection	Question that centre lane markings and reflective raised pavement markers will improve safety in this area, and request for a hump there as well.	1
West side of creek	Concern about the section of Quinns Road on the other side of the creek has problems with speeding vehicles as well, and this is especially unsafe at the bridge opposite the school.	1
Other locations	Concerns about specific location of specified road humps.	3

22. Key areas of concern arising from this feedback were discussed in detail. It was noted that the crash data identifies 19 crashes in the street between 2004 and 2009, and 14 of these are in the section between Hammersley Avenue and Briggs Road. This confirms earlier decisions to focus the safety improvements in this area rather than the straight section south of Hammersley Avenue, despite anecdotal evidence of considerable ‘hoon’ driver behaviour in that straight section.
23. These have been forwarded for consideration in future Long Term Council Community Plan (LTCCP) years. After consideration of the comments about the location of kerb build-outs where school children cross Quinns Road, further investigation was carried out including discussions with the school principal and Ministry of Education, and it was decided to retain the existing and new build-outs and crossing point at the current location, and add some signage near the school warning drivers to expect children crossing. This change is shown on the updated Quinns Road Safety Improvement Plan for Board Approval TP313001 provided in **Attachment 1**
24. Project Team responses to other issues raised are shown in the submitters’ spreadsheet and a full summary of the submissions received, along with the Project Team response, has been separately circulated to Community Board members.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Approve the Quinns Road Safety Improvement Project for detailed design, tender and construction as shown on the plan for board approval in **Attachment 1**.
- (b) Resolve the following parking restrictions:

RESOLUTIONS

Revocation of existing parking restrictions:

- (i) That any existing parking restrictions at any time on the west side of Quinns Road commencing at its intersection with Hammersley Avenue and extending 50 metres in a northerly direction be revoked.
- (ii) That any existing parking restrictions at any time on the east side of Quinns Road commencing at its intersection with Hammersley Avenue and extending 50 metres in a northerly direction be revoked.
- (iii) That any existing parking restrictions at any time on the east side of Quinns Road commencing at its intersection with Voss street and extending 50 metres in a southerly direction be revoked.
- (iv) That any existing parking restrictions at any time on the east side of Quinns Road commencing at its intersection with Voss street and extending 50 metres in a northerly direction be revoked.
- (v) That any existing parking restrictions at any time on the north side of Voss Street commencing at its intersection with Quinns Road and extending 50 metres in a easterly direction be revoked.

- (vi) That any existing parking restrictions at any time on the south side of Voss Street commencing at its intersection with Quinns Road and extending 50 metres in a easterly direction be revoked.

New no stopping:

- (vii) That the stopping of vehicles be prohibited at any time on the west side of Quinns Road commencing at its intersection with Hammersley Avenue and extending 30 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Quinns Road commencing at its intersection with Hammersley Avenue and extending 30 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Quinns Road commencing at a point 166 metres north of its intersection with Hammersley Avenue and extending 18 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the east side of Quinns Road commencing at its intersection with Voss Street and extending 15 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Quinns Road commencing at its intersection with Voss Street and extending 10 metres in a southerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Voss street commencing at its intersection with Quinns Road and extending 24 metres in a easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Voss street commencing at its intersection with Quinns Road and extending 18 metres in a easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

25. Quinns Road is a local road, and within the study area it is approximately 920m long (from Shirley Road to Briggs Road) with a 9-10m wide carriageway. There is a varying width footpath (with or without a berm) along the east side of the road. On the west side there is a footpath from Orcades Street to Briggs Road and along the narrow road servicing the properties to the west of the creek. The area is zoned Living 1 (outer suburban). The surrounding area is residential. The Hammersley Park School main entrance is off Quinns Road within the study area. Shirley Creek is on the western side of Quinns Road, which constrains the width of the road and has resulted in a narrow road on the west side of the creek to service the properties on that side (from Hammersley Avenue to Orcades Street).
26. There have been 19 crashes recorded in the street (for the period between 2004 and 2009). 14 of these occurred between and including the intersections of Quinns Road and Hammersley Avenue, and Quinns Road/Briggs Road. Loss of control accounted for 11 of these crashes. The intersection of Quinns Road and Hammersley Avenue has been the site of significant concern for some years. However, anecdotal reports suggest that there are many near misses in the straight section of Quinns Road between Hammersley Avenue and Shirley Road, and that there are also many incidents of speeding cars, and hoon driving behaviour such as 'wheelies'. Further, it appears that drivers build up speed in the straight section and then lose control upon entering the narrower, curved sections, where the carriageway alignment and layout do not generally deter drivers from travelling too fast for the conditions.
27. Following initial consultation undertaken in 2006 and a review of the vehicle crash data it was established that the safety issues and concerns were related to the section of Quinns Road north of Hammersley Avenue, rather than the intersection itself.
28. After consideration of the feedback from consultation, it was decided to add signage at the appropriate distance on either side of the school entrance to warn drivers that children might be crossing ahead. This has been updated on the Quinns Road Safety Improvement Plan for Board Approval TP313001 provided in **Attachment 1**.

THE OBJECTIVES

29. The primary (must do) objective for the project is to improve safety for all road users, and the secondary (would like to do, but add cost) objective is to enhance the streetscape.

THE OPTIONS

30. Two different options were developed for comparison. Option 2 was selected as the preferred option.
31. Option 1 - Do Nothing – this option has not been selected as the preferred option as it does not meet the objectives.
32. Option 2 - includes the following:
 - (a) Four raised speed humps are proposed along Quinns Road from Briggs Road to Orcades Road to mitigate the speeding issues. They are 3.7 metres wide humps with asphaltic concrete surface and the humps will be raised to 75 mm height.
 - (b) Three raised speed humps are proposed along Quinns Road from Orcades Road to Hammersley Avenue to mitigate the speeding issues. They are 3.7 metres wide humps with asphaltic concrete surface and the humps will be raised to 75 mm height.
 - (c) In the vicinity of McIntyre Street and Quinns Road intersection, centre lane markings and retro-reflective raised pavement markers (RRPM) will be installed to provide better delineation at the intersection.
 - (d) The provision of a 2-metre wide splitter island at the Voss Street and Quinns Road intersection, and an opening is proposed on the island to provide a crossing point for pedestrians and cyclists.

- (e) At the intersection of Voss Street and Quinns Road, the southeast kerb radius will be decreased to five metres to reduce the traffic turning speeds, and also, the smaller radius will provide a straight crossing and good visibility for pedestrians to cross Voss Street.
 - (f) Provide an extra kerb build-out east side of Quinns Road to match the existing build-out on the west side of carriageway 170 m north of its intersection with Hammersley Avenue. This will reduce the crossing distance to six metres, and improve pedestrians' safety when crossing Quinns Road to Hammersley Park School.
 - (g) Another two metres wide splitter island is proposed on the north side of the intersection with Hammersley Avenue. This will improve crossing facilities for pedestrians at this intersection, which is utilised by a number of pupils at Hammersley Park School.
33. Option 3 - other isolated options were also considered and not pursued:
- (a) A platform at Hammersley Avenue/Orion Street/Quinns Road intersection - however, due to cost constraints, such a drainage changes and likely this was not considered further.
 - (b) Kerb build outs at Voss Street intersection rather than a pedestrian island - however, this required drainage improvement and did not mitigate any corner cutting that is occurring.
 - (c) Other road hump spacings were considered, however, the preferred option locations fitted with the existing crash history locations and locations of power poles/lighting to reduce lighting upgrade costs.
34. It should be noted that no changes were considered for the Orcades Street roundabout due to the complexity of the intersection and likely costs required to make any improvements here.

THE PREFERRED OPTION

35. Option 2 was selected as the preferred option, and is recommended, with the addition of signage at the appropriate distance from the crossing point outside the Hammersley Park School, in both directions, alerting drivers that there may be children crossing ahead.