

### 3. GARDINERS ROAD AND SAWYERS ARMS ROAD INTERSECTION APPROACHES – SAFETY IMPROVEMENT PLAN

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#### PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Fendalton/Waimairi and Shirley/Papanui Community Boards for the Gardiners Road and Sawyers Arms Road Intersection Approaches – Safety Improvement Plan and to update the Boards about additional feedback received about the Gardiners Road/Sawyers Arms Road intersection.

#### EXECUTIVE SUMMARY

2. The intersection of Gardiners Road-Sawyers Arms Road is a four arm intersection located in Casebrook. Sawyers Arms Road has the main flow through the intersection, with Gardiners Road being controlled with a Stop sign. The area surrounding the intersection is primarily residential, with the exception of a kindergarten that is located along the south east side of the intersection. Despite being largely residential, the intersection effectively operates as the boundary between the urban and rural parts of this area.
3. The Council is aware of safety concerns at the Gardiners/Sawyers Arms intersection, which has had a number of serious accidents. In general, vehicles heading south on Gardiners Road collide with vehicles on Sawyers Arms Road because they fail to stop, fail to stop in time or fail to see approaching vehicles on Sawyers Arms Road. The overall project objective is to reduce the intersection crash rate.
4. Staff are currently investigating the issues with this intersection and the surrounding road network. This includes working with the New Zealand Transport Agency (NZTA) to finalise its plans for Johns Road, which are likely to result in changes to the wider road network. The improvement plan for Johns Road is part of the Roads of National Significance (RONS) programme. Once the improvements to Johns Road have been determined, a design for the agreed Gardiners Road/Sawyers Arms Road can be drafted. At this stage it is anticipated that a draft design for the intersection will be completed by mid 2011 and that work on the final design of the intersection can commence soon after.
5. In addition to changes to the intersection itself it is believed that traffic calming on the rural approaches to the intersection would help the safety issue and slow vehicle speeds. A design for traffic calming has been developed and can be implemented early next year. As such it was decided to proceed with this project in the following two stages.
  - (a) Firstly to implement traffic calming on the rural intersection approaches; and
  - (b) Secondly to develop a plan for the long term arrangement of intersection itself, that will align with the future operation of the wider network.
6. The public consultation on the plan for the approaches 5(a) indicated mixed views about the proposed concept. The project team considered the issues raised and the proposal has been amended in response to feedback received, where possible. The following amendments have been made to the plan:
  - (a) Gardiners Road:
    - (i) The relocation of the threshold on Gardiners Road approximately 95 metres north from the existing speed limit change location.
    - (ii) The addition of a speed limit warning sign 140 metres in advance of the Gardiners Road threshold.

- (iii) The provision of a Speed Limit (Threshold) permanent warning sign on the Gardiners Road thresholds, as opposed to a standard Speed Limit warning sign as previously proposed.
    - (iv) A re-design of the Gardiners Road threshold, building the kerbs 0.2 metres out from the edge of the carriageway (removing the 1.0 metre median) and instead providing a cycle by-pass at the rear.
  - (b) Sawyers Arms Road:
    - (i) An increase in the width of the painted median at the Sawyers Arms Road threshold from 1.0 metre to 1.2 metre.
    - (ii) Addition of a Speed Limit Ahead warning sign 100 metre ahead of the existing speed limit change on Sawyers Arms Road.
  - (c) Gardiners Road/Sawyers Arms Road intersection:
    - (i) Slight changes to the No Stopping arrangements at the Gardiners Road/Sawyers Arms Road intersection.
7. This proposal includes a speed limit change on Gardiners Road, which is an essential part of the design. Therefore the implementation of this concept, if approved, is conditional on amending the speed limit on Gardiners Road. The next round of speed limit reviews will include Gardiners Road and it is anticipated that this timing will allow the proposal to be implemented by June 2011.
8. The amended plan is included as **attachment 1** (TP323201 Issue 5) and is recommended for approval by the Boards.
9. This traffic calming proposal would form stage one of a two stage process and is required in addition to a future redesign of the Gardiners Road/Sawyers Arms Road intersection. During this consultation feedback was also sought from the community about their experience of the intersection. This information will be considered in the development of a new intersection design. Some clear themes have emerged from this feedback. Drivers on Gardiners Road clearly have great trouble crossing Sawyers Arms Road, due to the volume and speed of traffic, which sometimes leads to dangerous risk-taking. Drivers on Sawyers Arms Road are fearful of dangerous manoeuvres from drivers on Gardiners Road and also concerned about being rear-ended if they turn off Sawyers Arms Road. The vulnerability of pedestrians and cyclists was also noted.

#### **FINANCIAL IMPLICATIONS**

- 10. The Safety Improvement works for Gardiners Road and Sawyers Arms Road are programmed in the LTCCP for implementation in the 2010/11 financial year.
- 11. Based on current estimates, staff believe there is sufficient funding in the budget to implement the proposed plan.

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

- 12. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 247).

#### **LEGAL CONSIDERATIONS**

- 13. Gardiners Road (Johns Road – Sawyers Arms Road) is a minor arterial road. Sawyers Arms Road (Johns Road – Northcote Road) is a minor arterial road.

14. Community Board resolutions are required to revoke the existing traffic restrictions in the road and approve the new traffic and parking restrictions, which will require amendment or addition to the Christchurch City Traffic and Parking Bylaw 1991. The Community Board has the delegation from the Council to make these decisions as it is not proposed to change the level of service for these roads. These are detailed in the 'Staff Recommendations' section of this report.
15. This proposal includes a speed limit change on Gardiners Road, which is an essential part of the design. Therefore the implementation of this concept, if approved, is conditional on amending the speed limit on Gardiners Road. The next round of speed limit reviews will include Gardiners Road and it is anticipated that this timing will allow the proposal to be implemented by June 2011.
16. There are no land ownership issues associated with this project. The project is within existing road boundaries.
17. All necessary Resource Consents and Building Consents will be obtained before any construction is undertaken.
18. All work will be carried out by a Council approved contractor with the appropriate health and safety and work site management controls in place.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

19. Funding for the proposed Gardiners Road and Sawyers Arms Road intersection approaches – Safety Improvement project is programmed in the 2009–19 Long Term Council Community Plan (LTCCP) Safety Improvement Programme.

#### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

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

#### **ALIGNMENT WITH STRATEGIES**

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

#### **CONSULTATION FULFILMENT**

##### **Consultation Process**

22. The project team held a seminar with members of the Shirley/Papanui and Fendalton/Waimairi Community Boards on 30 June 2010 to advise them that a concept plan for the approaches was ready to go out to public consultation. This seminar discussed the proposed two-stage approach to this project, the concept for the approaches, consultation stakeholders, and project timeline. The seminar provided an opportunity for Board members to comment on the consultation programme.
23. The consultation on the concept plan was open from 19 July to 2 August 2010. A public information leaflet was delivered to 330 adjoining residents and to a number of other interest groups and key stakeholders. This leaflet explained the proposed two-stage approach to this project and included a summary of the concept, an initial concept plan and a feedback form. An initial survey form regarding the intersection was also included. The leaflet also included an invitation to a Public Information Session on 28 July and an offer to meet onsite, if requested. The proposal was posted on the Council's "Have Your Say" website. The project team sought feedback from the community about the proposal and about any issues with the intersection.

24. In response to requests, staff met with a number of stakeholders to discuss the plans.
25. The project team held a Public Information Session on 28 July 2010. Meeting attendees provided their contact details who received an acknowledgment letter thanking them for their attendance.
26. Each submitter that provided their contact details received an interim reply letter. This acknowledged that their submission had been received and that it would be considered, once the consultation period had closed. Submitters were also advised that they would receive further correspondence prior to a decision being made.
27. Once the project team finalised the concept, submitters that provided their contact details, and attendees of the public information session, were advised of the outcome of consultation, the project team's preferred concept plan and the expected timeline for the project. They were also advised of the decision making process and how they could observe or be involved in this.
28. Submitters that provided their contact details, and attendees of the public information session, will also be advised of the Community Boards' decision about this proposal, after the joint Board meeting.

## CONSULTATION OUTCOME

### Feedback on the plan for the approaches to the intersection:

29. The consultation on the concept plan received 71 responses to the 330 leaflets delivered. This is a 22% response rate which is a moderate level of response to this proposal. There were an unusually high number of submissions received electronically, through the Council's "Have Your Say" website and via email. A large number of phone calls were also made to the Consultation Leader to discuss the proposal and wider issues with the intersection.
30. The feedback received was variable indicated by the following:

Number of respondents		Feedback option selected
12 respondents	(17% of submissions)	<b>"YES – I fully support the proposal"</b>
30 respondents	(42% of submissions)	<b>"MIXED VIEWS – I have some concerns that I would like to be considered"</b>
16 respondents	(23% of submissions)	<b>"NO – I completely oppose the proposal"</b>
13 respondents	(18% of submissions)	Did not indicate

31. The quantitative responses above indicate predominantly mixed views about the proposal. This is an atypical response, so the comments made on the submissions were further analysed to determine what their concerns were.
32. The qualitative community feedback indicated that a large proportion of all submitters (34%) used this consultation to seek a redesign of the intersection itself. This seems to have affected how this proposal for the approaches has been received as 75% of the 'no' submitters and 37% of the 'mixed views' submitters were seeking a redesign of the intersection itself. This lobbying behaviour may account for the lack of support for this proposal to upgrade the intersection approaches.
33. The Consultation Leader also received a number of phone calls from people, who believed from what they read in the paper, that it was proposed to narrow the intersection itself. They were advised that no structural changes were planned for the intersection as part of this first phase. This misunderstanding about what the proposal for the intersection approaches involved, may also have contributed to the lack of support for the proposal.

34. Submissions that opposed the proposal, made the following comments:

- (a) Seek a redesign of the intersection itself (e.g. lights or a roundabout).
- (b) The plan for the approaches will be ineffective.
- (c) The plan for the approaches is incomplete.
- (d) The plan for the approaches will not solve the problem.
- (e) The speed zone should be changed.
- (f) Gardiners Road needs footpaths.

35. The following table includes the key issues raised in the public consultation, and the project team's responses.

	<b>GENERAL FEEDBACK</b>	<b>Project team response</b>
a)	<p>No changes needed.</p> <ul style="list-style-type: none"> <li>• Don't change the road, educate drivers, people need to have patience.</li> <li>• roundabout a waste of money.</li> </ul>	<ul style="list-style-type: none"> <li>• Education alone has not proved successful so far and the focus of this project is to improve traffic safety.</li> <li>• The intersection is currently being investigated to identify what changes are needed.</li> </ul>
b)	<p>Use signage to slow traffic on Gardiners Road.</p>	<p>Signage is being used as part of the proposed traffic calming treatment but this also requires a change to the road environment to signal the need to slow speeds.</p>
c)	<p>Reduce speed zone to get people to slow down.</p>	<p>Traffic tends not to slow down unless the road environment reinforces the need to slow (e.g. 50kph in a residential environment).</p>
	<b>FEEDBACK ON THE APPROACHES</b>	<b>Project team response</b>
d)	<p>Plan a waste of money, don't narrow (need lights or roundabout).</p> <ul style="list-style-type: none"> <li>• Seeks just one stage of works, less disruption.</li> </ul>	<ul style="list-style-type: none"> <li>• The design of the intersection cannot be finalised until NZTA confirms its plans for Johns Road.</li> <li>• The proposed works for the approaches will be required regardless of any future changes to the intersection. Given their expected safety benefits, it is preferred that they are installed sooner rather than later.</li> </ul>
e)	<p>Issues <u>are not</u> speed related:</p> <ul style="list-style-type: none"> <li>• Speed is not a factor on the 50kph parts of Gardiners and Sawyers Arms Roads but Gardiners Rd is busy which makes crossing difficult.</li> <li>• Reduction in speed may make things worse i.e. if the proposal slows down traffic, it will increase chance of accidents (because of driver frustration).</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic speeds eastbound on Gardiners Road at the interactive speed sign were above the 50kph limit. The 85<sup>th</sup> percentile speed was 59kph, which indicates a definite speed issue at that location. The speed limit southbound on Gardiners is 80kph on the intersection approach and this contributes to the high vehicle speeds.</li> <li>• The accident statistics indicate that the main issue is a failure of cars on Gardiners Road to yield at Sawyers Arms Road. This could be for a number of reasons: <ul style="list-style-type: none"> <li>(a) failure to see intersection (which will be mitigated with traffic calming on the approach to the intersection).</li> <li>(b) frustration/risky manoeuvres (which will be</li> </ul> </li> </ul>

		<p>dealt with by the upcoming intersection redesign).</p> <ul style="list-style-type: none"> <li>• Accidents at lower speeds are less severe.</li> </ul>
f)	<p>Issues <u>are</u> speed related and in particular:</p> <ul style="list-style-type: none"> <li>• Agree speed is issue (in both east and west directions).</li> <li>• Speed an issue on southern leg of Gardiners Road.</li> </ul>	<p>Agree that speed is an issue at this intersection. The traffic calming has been included in the urban/rural interfaces which have the most significant issues with speeding vehicles.</p>
g)	<p>Specific issues with build outs:</p> <ul style="list-style-type: none"> <li>• They will create a hazard with heavy traffic.</li> <li>• They will push cyclists into flow of traffic.</li> <li>• The build out Sawyers Arms Road needs to move east vs. needs to move west.</li> <li>• They will make vehicles edge forward when trying to cross from Gardiners.</li> <li>• Will not make people stop at stop signs.</li> <li>• Narrowing road will congest traffic.</li> <li>• They are a hazard with sun strike.</li> <li>• Oppose trees and planting.</li> <li>• Oppose loss of car parks.</li> <li>• Need to allow for the access outside 119 Gardiners Road.</li> </ul>	<ul style="list-style-type: none"> <li>• At the build outs the carriageway width will be at least 3.25 metres and the painted median will be widened to 1.2 metres. A truck has a maximum width of 2.5 metres, which will allow sufficient space for vehicles to travel through/</li> <li>• <b>In response to this feedback</b>, at the Gardiners Road build out a cycle by-pass will be installed. At the Sawyers Arms Road there is not sufficient space for a cycle by-pass but the width of the painted median will be increased to 1.2 metres, allowing a greater degree of cycle safety.</li> <li>• The proposed build out on Sawyers Arms Road will protect and enforce the existing interactive speed sign. This is located between the intersection and to the speed zone change, which is located adjacent to residential properties. <ul style="list-style-type: none"> <li>(a) If the build out is shifted closer to the intersection vehicles may not slow in time.</li> <li>(b) If the build out is shifted closer to Johns Road vehicles may speed up again before they reach the intersection.</li> </ul> </li> <li>• The build outs will not affect visibility for vehicles crossing Sawyers Arms Road.</li> <li>• The build outs won't make people stop at intersections, but will make them more aware of them.</li> <li>• Narrowing the road will slow vehicles.</li> <li>• Vehicles will have plenty to space as they pass the build outs and should be travelling more slowly, which will make it safer with sun strike.</li> <li>• The landscaping included in the build outs provide a traffic calming function by increasing the sense of narrowing.</li> <li>• Some car parks will be lost in the vicinity of the proposed build outs, which are needed to enhance safety. Other no stopping lines will be included at the intersection to improve visibility.</li> <li>• <b>In response to this feedback</b>, the location of the</li> </ul>

		build out on Gardiners Road has been moved marginally further to the north to allow for the potential development of an access.
h)	<p>Additional electronic speed signs sought:</p> <ul style="list-style-type: none"> <li>at both traffic calming areas.</li> <li>seeks interactive flashing sign advising of compulsory stop ahead.</li> <li>east of the intersection</li> </ul>	<ul style="list-style-type: none"> <li><b>In response to this feedback</b>, a large Speed Limit (Threshold) permanent warning sign will be installed on the Gardiners Road threshold, as opposed to a standard Speed Limit warning sign as previously proposed. An electronic sign is not considered to be necessary and there is mixed evidence about the effectiveness of these signs.</li> <li>An existing sign notifies vehicles on Gardiners Road as to the impending Stop control, this will remain.</li> <li>Accident statistics do not indicate that an electronic speed sign is needed in the residential area, east of the intersection</li> </ul>
i)	<p>Additional signage sought:</p> <ul style="list-style-type: none"> <li>large signage indicating the approaching intersection on both roads.</li> <li>pre warning compulsory stop.</li> <li>seeks 'speed limit ahead' sign on Sawyers Arms Road (Johns Road end).</li> <li>seeks a 'black spot' sign at the intersection approaches.</li> </ul>	<ul style="list-style-type: none"> <li>An existing sign notifies vehicles on Gardiners Road as to the impending Stop control. Likewise a warning sign notifies vehicles on Sawyers Arms Road as to an impending crossroads intersection. Both signs will remain.</li> <li>Large signage will be included at the northern approach to the intersection.</li> <li><b>In response to this feedback</b>, a 'speed limit ahead' sign will be included on Sawyers Arms Road.</li> <li>With the changes identified above, it is considered that there will be sufficient signage at this intersection.</li> </ul>
j)	Relocate 50 kph electronic sign on Sawyers Arms Road, westward	<p>The interactive speed sign is located between the intersection and to the speed zone change, which is located adjacent to residential properties.</p> <p>(a) If it is shifted closer to the intersection vehicles may not slow in time.</p> <p>(b) If it is shifted closer to Johns Road vehicles may speed up again before they reach the intersection.</p>
k)	Need speed cameras	This is under investigation
l)	<p>Requests for kerb extensions.</p> <ul style="list-style-type: none"> <li>Extend kerbing on north side of Gardiners Rd, to match south side.</li> <li>Extend kerbing on south side of Gardiners to past build out (to replace need for build outs).</li> </ul>	<ul style="list-style-type: none"> <li>The requested kerb extensions would add significant costs to the project and would not provide safety benefits for the intersection, which is the objective of the project.</li> <li>Replacing the proposed traffic calming build outs with kerb extensions would not provide sufficient traffic calming to increase safety at this intersection.</li> </ul>
m)	Seeks Speed Bump	Speed humps will not be included on this arterial road.
n)	Seeks give way at Crofton/Sawyers Arms Road intersection.	This is beyond the scope of this project and will be referred to the network operations team for consideration.

o)	Straightness of road indicates that the road carries on (without an intersection).	Agree and build outs should signal to drivers that a change in road environment is ahead. The existing 'limit lines' (road markings) will be reviewed and repainted, if necessary.
p)	Street lights an issue for night time driving [making people miss the intersection].	Agree and build outs should signal to drivers that a change in road environment is ahead.
q)	Enforce speed limits and compulsory stop.	The New Zealand Police are responsible for the enforcement of speed limits and other road rules.

36. A number of aspects of the proposal received support in the feedback, as listed below:

- (a) Some support for slowing of traffic (and some opposition).
- (b) Some support for build outs as mechanism to slow traffic (and some opposition).
- (c) Support for relocated 50 kph speed sign (further north on Gardiners Road).
- (d) Support for lighting and large speed sign.

37. The feedback also sought a number of amendments to the proposal. The project team has considered these and responded below:

- (a) Install cycle path around kerb build outs. At the Gardiners Road build out a cycle by-pass will be installed. At the Sawyers Arms Road there is not sufficient space for a cycle by-pass but the width of the painted median will be increased to 1.2 metres, allowing a greater degree of cycle safety.
- (b) Install good lighting and good signage. This will be included as planned.
- (c) Extension of the kerb on both sides of the northern leg of Gardiners Road. This will not be included because this will not improve safety at the intersection and will add considerable cost to this traffic safety project.
- (d) Extend no stopping outside the south east corner (outside childcare centre). In response to feedback this will be included as part of this proposal. No stopping lines will also be included on all legs of the intersection to ensure that this does not get "parked out" and obscure sight lines.
- (e) Remove no stopping lines on Gardiners Road corner. No stopping lines are included because visibility at this intersection has been highlighted as an issue.
- (f) Include electronic speed signs at both traffic calming areas i.e. install one at the Gardiners Road kerb build out. In response to this feedback, a large Speed Limit (Threshold) permanent warning sign will be installed on the Gardiners Road threshold, as opposed to a standard Speed Limit warning sign as previously proposed. An electronic sign is not considered to be necessary and there is mixed evidence about the effectiveness of these signs.
- (g) Consider installing pre warning compulsory stop on Gardiners Road. A pre warning stop sign is already located on Gardiners Road and will be maintained.
- (h) Consider moving bus stop on south side of Sawyers Arms Road. This will be investigated as part of the intersection redesign.
- (i) Install Speed Bump. Speed humps will not be included on this minor arterial road.



- (j) Formalise (paint) the two lanes at the northern side of Gardiners Road intersection. This proposal does not include any changes to the intersection design – it is not proposed to narrow the Gardiners Road leg of the intersection. The existing width allows for two vehicles to sit at the stop sign. Formalising the two lanes may encourage drivers to speed through this intersection, so is not supported. However this issue will be considered as part of the intersection redesign.
- (k) Install 'speed limit ahead' sign on Sawyers Arms Road (for vehicles heading east). In response to feedback this will be included as part of this proposal.
- (l) Seeks a 'black spot' sign at the intersection approaches. With the changes identified above, it is considered that there will be sufficient signage at this intersection.
- (m) Need to allow an access on Gardiners Road. In response to this feedback, the location of the build out on Gardiners Road has been moved marginally further to the north to allow for the potential development of an access.

38. In summary, the following amendments have been made to the proposal:

(a) **Gardiners Road:**

- (i) The relocation of the threshold on Gardiners Road approximately 95 metres north from the existing speed limit change location.
- (ii) The addition of a speed limit warning sign 140 metres in advance of the Gardiners Road threshold.
- (iii) The provision of a Speed Limit (Threshold) permanent warning sign on the Gardiners Road thresholds, as opposed to a standard Speed Limit warning sign as previously proposed.
- (iv) A re-design of the Gardiners Road threshold, building the kerbs 0.2 metres out from the edge of the carriageway (removing the 1.0 metre median) and instead providing a cycle by-pass at the rear.

(b) **Sawyers Arms Road:**

- (i) An increase in the width of the painted median at the Sawyers Arms Road threshold from 1.0 metre to 1.2 metre.
- (ii) Addition of a Speed Limit Ahead warning sign 100 metres ahead of the existing speed limit change on Sawyers Arms Road.

(c) **Gardiners Road/Sawyers Arms Road intersection:**

- (i) Slight changes to the No Stopping arrangements at the Gardiners Road/Sawyers Arms Road intersection.

39. The final concept plan, which includes the above amendments, is included as **attachment 1** and forms stage one of the proposed safety improvements for this intersection. The implementation of this concept, if approved, is conditional on amending the speed limit on Gardiners Road. At this stage it is anticipated that the proposal can be implemented by June 2011.

40. In addition to feedback about the approaches, the following comments were received about the intersection and other areas:

	FEEDBACK ABOUT THE INTERSECTION	Project team response
a)	<p>Seeks roundabout or lights.</p> <ul style="list-style-type: none"> <li>Interim proposal not necessary and will be ineffective and a waste of money.</li> <li>Dangerous issue so intersection needs to be addressed now.</li> </ul>	<ul style="list-style-type: none"> <li>This is under investigation but the design of the intersection cannot be finalised until NZTA confirms its plans for Johns Road.</li> <li>The proposed works for the approaches will be required regardless of any future changes to the intersection.</li> </ul>
b)	<p>Traffic volumes are now excessive.</p> <ul style="list-style-type: none"> <li>Truck and trailer units make it difficult to cross the road or back cars out.</li> <li>Trucks are an issue for children crossing the road.</li> <li>Don't allow trucks to use airbrakes.</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged that traffic volumes have increased.</li> <li>The issue of airbrakes will be referred to the network operations team.</li> </ul>
c)	<p>Divert heavy traffic.</p> <ul style="list-style-type: none"> <li>Trucks should be diverted to Harewood Road or Styx Mill Road.</li> <li>Trucks make the houses shake.</li> </ul>	<p>The network planning team advise that a balanced approach is required to managed traffic flows.</p>
d)	<p>Issue with the existing single lane on north side of Gardiners Road (leading to driver frustration).</p> <ul style="list-style-type: none"> <li>Paint the two lanes northern side of Gardiners Road intersection (for vehicles heading north and west).</li> <li>Cover open drain to widen northern approach of Gardiners Road.</li> </ul>	<p>This proposal does not include any changes to the intersection design, so the Gardiners Road approaches have not been narrowed. The existing width allows for two vehicles to sit at the stop sign. Painting in two lanes at these approaches may encourage drivers to speed through this intersection, so is not supported. However the width of the intersection will considered as part of the intersection redesign</p>
e)	<p>As above, with southern approach.</p>	<p>As above.</p>
f)	<p>No stopping lines:</p> <ul style="list-style-type: none"> <li>Extend no stopping on Sawyers Arms south east side.</li> <li>No need for no stopping lines on corner of Gardiners Road (as it is illegal to park there).</li> </ul>	<ul style="list-style-type: none"> <li><b>In response to this feedback</b>, no stopping lines will be included on all legs of the intersection as part of this proposal.</li> <li>Visibility at this intersection has been highlighted as an issue so no stopping lines will be included.</li> </ul>
g)	<p>Sun strike is an issue.</p>	<p>It is anticipated that lower speeds will make the impact of sun strike less significant.</p>
h)	<p>Bus stop on south east corner creates congestion.</p>	<p>This will be investigated as part of the intersection redesign.</p>

i)	Seeks removal of overgrown trees near intersection.	This will be referred to the network operations team for consideration.
	<b>FEEDBACK ABOUT OTHER AREAS (BEYOND INTERSECTION AND APPROACHES)</b>	<b>Project team response</b>
j)	Seeks footpaths along Gardiners Road and Styx Mill Road.  • Will encourage residential speeds.	This will be referred to the network operations team for consideration.
k)	Reduce speed limit on Gardiners Road and Sawyers Arms Road to 50 or 60 kph to Johns Road.	As above.
l)	Seeks roundabout or traffic lights at Gardiners Road/ Harewood Road.	As above.
m)	Further traffic calming sought:  • on east side of Sawyers Arms Road.  • at Johns and Greers Road ends of Sawyers Arms Road.  • on southern leg of Gardiners Road.  • for heavy vehicles.	As above.

41. This qualitative community feedback and project team responses has been made available to submitters, elected members and other interested stakeholders.

**Initial Survey for the Gardiners Road/Sawyers Arms Road intersection:**

42. The issue gathering survey received 69 responses. The survey sought feedback on the issues that people have with travelling through the intersection.

43. The key issues raised in the survey, public information session and phone calls were:

	<b>Direction of travel</b> (turning left, right or straight ahead)	<b>Community feedback</b>
1.	Heading south on Gardiners Road (e.g. towards Harewood)	<ul style="list-style-type: none"> <li>• <i>“Often it is almost impossible to either go straight ahead or right through the intersection. Particularly in the mornings at 8am”.</i></li> <li>• <i>“Traffic build-up and waiting time to get a break in Sawyers Arms Road traffic (delays tempt Gardiners Road traffic to take risks to cross or turn)”.</i></li> <li>• <i>“Needs lane marking as there is often not enough room for two vehicles (seeks left turning lane, widen the road to the east by a metre)”.</i></li> <li>• <i>“Can be intimidating especially with northward traffic turning right – in front of you”.</i></li> <li>• <i>“The speed of vehicles approaching the intersection is often far too fast”.</i></li> <li>• <i>“Unable to see clearly right direction because of shade of trees and difficult to judge speed due to sun strike”.</i></li> </ul>

		<ul style="list-style-type: none"> <li>• <i>“Cars on Gardiners Road waiting to cross Sawyers Arms Road are too far forward and block left turners vision”.</i></li> <li>• <i>“Traffic not giving way on compulsory STOPS (suggest an additional sign on Gardiners Road heading south “Stop in 50 metres” or similar, to warn motorists of stop on the intersection)”.</i></li> <li>• <i>“The Islands on both sides do not make for a comfortable right turn when vehicles from both “directions are making right turns inside each other”.</i></li> <li>• <i>“The bus stop Gardiners Road too close to corner”.</i></li> <li>• <i>“Only an issue getting across at rush hours”.</i></li> </ul>
2.	Heading north on Gardiners Road (e.g. towards Northwood)	<ul style="list-style-type: none"> <li>• <i>“Turning right – almost impossible at times. The main difficulty is the waiting time to get a break in the Sawyers Arms Road traffic so Gardiners Road traffic is free to cross -The delays tempt Gardiners Road traffic to take risks to cross or turn”.</i></li> <li>• <i>“Very hard to get across especially if you have to wait on traffic turning right into Sawyers Arms. (Only 1 Lane).”</i></li> <li>• <i>“Have to give way to traffic heading south off Gardiners Road and they can’t get out (because of traffic flow).”</i></li> <li>• <i>“Poor visibility; mainly from cars parked outside the preschool”.</i></li> <li>• <i>Traffic turning into Sawyers Arms Road across your path as you proceed ahead, also SUV’s block vision.”</i></li> <li>• <i>“Neighbouring trees should “be cut or removed as leaves fall in autumn and cars will slip and cause a major accident.”</i></li> <li>• <i>“The speed of vehicles is often hard to estimate, speeding vehicles in Sawyers Arms Road is common (judging speed is difficult with sun strike)”.</i></li> <li>• <i>“The Islands on both sides do not make for a comfortable right turn when vehicles from both directions are making right turns inside each other.”</i></li> <li>• <i>“When approaching the stop sign from the South the road is considerably lower than Sawyers Arms and the Northern part of Gardiners.”</i></li> <li>• <i>“Traffic turning across direction of travel also causes issues; not understanding road rules! E.g. not giving way on compulsory STOPS.”</i></li> <li>• <i>“As a cyclist using road, Sawyers Arms Road too narrow big trains/trucks run you off the road”.</i></li> <li>• <i>“Lots of visitors use this road to go to Willowbank, not enough lights to light up road”.</i></li> </ul>
3.	Heading west on Sawyers Arms Road (e.g. towards McLeans Island)	<ul style="list-style-type: none"> <li>• <i>“Caution required as approaching due to high risk takers that are trying to cross or turn onto Sawyers Arms Road.”</i></li> <li>• <i>“While view is better, heavy traffic (trucks) have increased in recent years, traffic seems to increase speed levels.”</i></li> <li>• <i>“The risk of cars heading south on Gardiners Road not stopping at stop sign.”</i></li> <li>• <i>“Turning right is a concern with following traffic. Will they see your indicator, particularly when the sun is low and aligned with Sawyers Arms Road? There is not enough room to wait safely”.</i></li> </ul>

		<ul style="list-style-type: none"> <li>• <i>"If cars are turning right into Gardiners Road it is hard to get around them. Traffic pulling up half a car length over the broad yellow line impede traffic trying to pass right turning traffic into Gardiners Road".</i></li> <li>• <i>"Sunset can cause blind spots."</i></li> <li>• <i>"Parked vehicles by intersection."</i></li> <li>• <i>"Set back the island in Gardiners Road as turning right can be a bit tight."</i></li> <li>• <i>"Need a crossing for pedestrians on Sawyers Arms Road by the intersection."</i></li> <li>• <i>"Need better defined areas between road and footpath."</i></li> </ul>
4.	Heading east on Sawyers Arms Road (e.g. towards the City)	<ul style="list-style-type: none"> <li>• <i>"Frustrated drivers slipping across Gardiners Road at badly judged times. Drivers ignore speed restrictions."</i></li> <li>• <i>"Turning right into Gardiners Road you must watch your rear. They may stop, may pass on your left and if traffic is opposite and turning, look out."</i></li> <li>• <i>"Parked vehicles by intersection."</i></li> <li>• <i>"When sun low, cars heading south over Sawyers Arms Road do not see you."</i></li> <li>• <i>"Frost hazard on the road from a large overhanging diseased macrocarpa tree in creek at 384 Sawyers Arms Road".</i></li> <li>• <i>"Need a speed camera at the spot where the flashing sign is on Sawyers Arms Road".</i></li> <li>• <i>"As a cyclist using Sawyers Arms Road too narrow big trucks run you off the road."</i></li> <li>• <i>"Need a crossing for walkers at Sawyers Arms Road/Gardiners Road."</i></li> </ul>
5.	Other comments	A number of other comments were included with the survey responses. They largely reiterated the points made above. This feedback is available for review as part of the research into the issues with this intersection

44. Some clear themes have emerged from this feedback. Drivers on Gardiners Road have great trouble crossing Sawyers Arms Road, due to the volume and speed of traffic, which sometimes leads to dangerous risk-taking. Drivers on Sawyers Arms Road are fearful of dangerous manoeuvres from drivers on Gardiners Road and also concerned about being rear-ended if they turn off Sawyers Arms Road. The vulnerability of pedestrians and cyclists was also expressed.
45. The project team has advised that work is underway to investigate the issue with this intersection and the surrounding road network. Once NZTA finalises its plans for Johns Road, a plan for a redesign of the intersection can be completed. At this stage it is anticipated that a draft design for the intersection will be developed mid 2011 and that work on the intersection can commence shortly afterwards.
46. The feedback from the initial survey form regarding the intersection has been made available to submitters, elected members and other interested stakeholders.

## **STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi and Shirley/Papanui Community Boards:

- (a) Approve the plan (TP323201 Issue 5) in order to implement the Gardiners Road and Sawyers Arms Road intersection approaches – Safety Improvement Plan.
- (b) Approves the following:

### **Revoke existing parking restrictions:**

- (i) That the stopping of vehicles currently prohibited at any time on the south west side of Sawyers Arms Road commencing at its intersection with Gardiners Road and extending in a north westerly direction for a distance of 7 metres be revoked.
- (ii) That the stopping of vehicles currently prohibited at any time on the south west side of Sawyers Arms Road commencing at its intersection with Gardiners Road and extending in a south easterly direction for a distance of 7 metres be revoked.

### **New no stopping restrictions:**

- (i) That the stopping of vehicles be prohibited at any time on the north west side of Gardiners Road commencing at its intersection with Sawyers Arms Road and extending in a north easterly direction for a distance of 26 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south east side of Gardiners Road commencing at its intersection with Sawyers Arms Road and extending in a north easterly direction for a distance of 24 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north east side of Sawyers Arms Road commencing at its intersection with Gardiners Road and extending in a south easterly direction for a distance of 36 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the south west side of Sawyers Arms Road commencing at its intersection with Gardiners Road and extending in a south easterly direction for a distance of 36 metres.
- (v) That the stopping of vehicles be prohibited at any time on the south west side of Sawyers Arms Road commencing at its intersection with Gardiners Road and extending in a north westerly direction for a distance of 27 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north east side of Sawyers Arms Road commencing at its intersection with Gardiners Road and extending in a north westerly direction for a distance of 33 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north west side of Gardiners Road commencing at a point 136 metres north east of its intersection with Sawyers Arms Road and extending in a north easterly direction for a distance of 54 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south east side of Gardiners Road commencing at a point 116 metres north east of its intersection with Sawyers Arms Road and extending in a north easterly direction for a distance of 76 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Sawyers Arms Road commencing at a point 376 metres north west of its intersection with Gardiners Road and extending in a north westerly direction for a distance of 20 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road commencing at a point 117 metres north west of its intersection with Crofton Road and extending in a north westerly direction for a distance of 23 metres.

- (c) Notes that the implementation of this concept, if approved, is conditional on amending the speed limit on Gardiners Road. At this stage it is anticipated that the proposal can be implemented by June 2011.