

10. CASHMERE ROAD - PROPOSED PEDESTRIAN ISLANDS AND NO STOPPING RESTRICTIONS

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

1. The purpose of this report is to seek the Board's approval to install two pedestrian islands on Cashmere Road with associated no stopping lines.

EXECUTIVE SUMMARY

2. Council have received a number of requests for crossing facilities along Cashmere Road. In the 2009/10 financial year staff included the two proposed facilities in the Centaurus/Cashmere Road Cycleway Project however this project was postponed. Staff not wanting to delay the installation of the crossing facilities have prepared them as a stand alone pedestrian safety project.
3. Cashmere Road is designated as a Minor Arterial Road and carries 15,000 vehicles per day. As this road is also an alternate route to and from Port Lyttleton, a higher than average proportion of this traffic are heavy vehicles.
4. It is proposed to install two central pedestrian refuge islands on Cashmere Road. The first is located between Crichton Terrace and Barrington Street, outside Number 61 Cashmere Road. It is proposed to install the second central pedestrian refuge island between Barrington Street and Thorrington Street, located outside number 31 Cashmere Road.

Proposed Central Pedestrian Refuge ISLAND: 61 Cashmere Road

5. In early 2010 staff investigated installing a pedestrian refuge island outside number 61 Cashmere Road after a Cashmere High School student was knocked down while crossing the road at this location.
6. Cashmere High School students alight at the bus stop located outside number 61 Cashmere Road and are also dropped off there by their parents during peak hour traffic. They then cross Cashmere Road en route to the footbridge over the Heathcote River and on to the Ashgrove Terrace entrance of Cashmere High School.
7. The proposed pedestrian refuge island at this location would include build-outs on both the north and south side of the Cashmere Road providing pedestrians better vision of oncoming traffic. A footpath along the natural pedestrian desire line would also be provided to link the crossing point to the existing footpath and footbridge over the Heathcote River. Refer to **Attachment 1**.

Proposed Central Pedestrian Refuge ISLAND: 31 Cashmere Road

8. The footpath on the south side of Cashmere Road east of Purau Terrace terminates at the sharp bend outside number 25A. This can be a dangerous location to cross Cashmere Road due to the poor sight lines. It is proposed to install a second central pedestrian refuge island outside number 31 Cashmere Road. This location gives the best sight lines as it is mid way between Barrington Street and the sharp bend.
9. Prior to 2007 Thorrington Primary School hired Abley Transportation Consultants to produce a School Travel Plan. The Travel Plan identified the crossing of Cashmere Road at this location as an issue that needed to be addressed. Thorrington Primary School brought this concern to the attention of the Council's Road Safety Coordinator –Schools.
10. The proposed pedestrian refuge island outside number 31 Cashmere Road would include a build out on the south side of the road and a sign informing pedestrians that the footpath terminates in 40 metres. There is insufficient road width to provide a build out on the north side of the Cashmere Road in this location so sight lines will be achieved by the installation of no stopping lines. Refer to **Attachment 2**.

Proposed Associated Flush median

11. It is proposed to extend the flush median that currently terminates outside number 71 Cashmere Road, past the entrance of Crichton Terrace, through the proposed new central pedestrian island outside number 61 Cashmere Road, and terminate it just around the bend outside number 55 Cashmere Road.
12. Extending the flush median will provide ease of entry into and out of Crichton Terrace and the residential properties along its length. It will also allow pedestrians to cross Cashmere Road in the shadow of the proposed pedestrian islands, marking a 2 metre wide delineation between east and west bound traffic lanes.
13. Beginning the flush medians just around the bends to the east of the proposed central pedestrian refuge Islands will align approaching traffic within the new lane marking and guide them past the proposed new islands. Refer to **Attachment 1**.

Proposed Associated No Stopping Lines

14. It is important to provide clear sight lines for both pedestrians and motorists at pedestrian facilities, therefore no stopping lines are proposed for the approaches and departures of both central pedestrian refuge islands.
15. On the north side of Cashmere Road outside number 31 there is insufficient space to install a build out corresponding to the central pedestrian refuge island. Because of this it is proposed to install no stopping lines to provide adequate sightlines to increase safety for pedestrians crossing the road.
16. It was considered prudent to install no stopping lines at the roundabout and intersections along the portion of Cashmere Road covered in this project where they did not exist but should be installed. Therefore it is proposed to install no stopping lines at the Crichton Terrace, Barrington Street and Purau Terrace intersections with Cashmere Road. No stopping lines are also proposed on the Barrington Street Bridge over the Heathcote River. Refer to **Attachment 1 and 2**.

Proposed bus Stop upgrade

17. It is further proposed to upgrade the four existing bus stops located in the immediate vicinity of the proposed pedestrian refuge islands so that they meet the required standard. This will promote efficiency in loading, and entry and exit of the buses using the stop.

CONSULTATION

18. The first round of consultation took place in February 2011, but due to the earthquake on 22 February Staff decided to re-consult. This was undertaken in July/ August 2011. Please refer to paragraph 30 for full details.

FINANCIAL IMPLICATIONS

19. The estimated cost of this proposal is approximately \$65,000.

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

20. The installation of road markings, signs and pedestrian facilities is within the LTCCP Streets and Transport capital expenditure budget Safe Routes to Schools.

LEGAL CONSIDERATIONS

21. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
22. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.

23. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

24. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

25. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

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

26. As above

ALIGNMENT WITH STRATEGIES

27. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Pedestrian Strategy 2001.

Do the recommendations align with the Council's Strategies?

28. As above

CONSULTATION FULFILMENT

29. Public consultation for this project was undertaken using the following methods:
- (a) Letter box drop
 - (b) Direct contact to key stakeholders
 - (c) Two onsite meetings
 - (d) Have Your Say website
 - (e) Information on display at Beckenham Service Centre
30. An Initial consultation period was undertaken in February 2011, however, the earthquake of 22 February resulted in the consultation not being completed. In order to ensure that all interested parties had the opportunity to provide comments staff consulted again in July 2011. The submissions received in the initial consultation have been included in the figures below.
31. Forty six residents/property owners and 152 stakeholders such as the Residents' Association and emergency services received a copy of the consultation document. For the pedestrian island proposed outside 61 Cashmere Road, 13 responses were received in support and nine in opposition. For the pedestrian island outside 31 Cashmere Road 14 responses were received in support and three in opposition.
32. Following two onsite meetings on 1 August 2011 and 12 August 2011 (including elected members, staff and concerned residents) the no stopping restriction has been extended from 61 Cashmere Road to the property boundary between 57 and 55 Cashmere Road. This has been extended due to concerns that the refuge island could exacerbate issues facing vehicles exiting private driveways. The extension of the no stopping restriction will prevent vehicles parking in this area and provide greater visibility. The edge line has been positioned further into the road near 57 Cashmere Road to ensure vehicles are pushed away from the vehicle entrance. This will align the vehicles to the correct position in the roadway for the refuge island. The installation of line markings delineating the road and a built structure in the form of a refuge island has been shown to act as traffic calming measures. This should assist in reducing speeds and help increase the safety for entry and egress by residents.

33. Other issues raised were that the islands would create a “pinch point for vehicles”. This actually has a positive effect on bringing traffic speeds down as the refuge islands act as a traffic calming measure. “This money would be better spent else where”, this project has funding for this financial year under pedestrian safety. The funds may not be available next year for this project. The funding is specifically allocated for pedestrian safety projects and is separate to the money allocated for the earthquake recovery. “The removal of parking will be detrimental to residents”. All housing in this area has off street parking available and the safety of vulnerable road users is a higher priority than on street parking. “Children will not use the crossing” we will be working closely with the school to encourage children to utilise this crossing facility. “This project does not consider the need for a provision for cyclists”. In the 2009/10 financial year staff included the two proposed facilities in the Centaurus/Cashmere Road Cycleway Project however this project was postponed. Staff not wanting to delay the installation of the crossing facilities have prepared them as a standalone pedestrian safety project. This pedestrian safety project has been future proofed with consideration given to the design to allow for the provision of a 1.5 metre cycle lane in the future, subject to funding and approval. “Area is in the white zone and therefore this project should be placed on hold until a decision has been made”. This project will not detrimentally effect the rebuild of properties if required and Cashmere Road will remain a minor arterial whatever the outcome of the white zone properties. “Visibility is not good here” the refuge islands have been designed to all current standards and requirements in terms of safe stopping distances and sight lines. A safety audit has also been completed.
34. The issues raised regarding the proposed pedestrian refuge island outside 31 Cashmere Road related to the removal of parking and the lack of cycle facilities provided. This has been covered in point 33 above.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

61 Cashmere Road

Revoke Existing Resolutions (at Cashmere/Crichton Intersection)

- (a) That the stopping of vehicles currently prohibited at any time on the west side of Crichton Terrace commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 10 metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the south side of Cashmere Road commencing at its intersection with Crichton Terrace and extending in a westerly direction for a distance of 10 metres be revoked.
- (c) That all existing parking restrictions on the south side of Cashmere Road commencing at its intersection with Crichton Terrace and extending in an easterly direction for a distance of 160 metres be revoked.
- (d) That the stopping of vehicles currently prohibited at any time on the east side of Crichton Terrace commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 10 metres be revoked.

31 Cashmere Road

Revoke Existing Resolutions (at Barrington/Cashmere/Purau Intersection)

- (e) That the stopping of vehicles currently prohibited at any time on the northwest side of Cashmere Road commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 277 metres be revoked.
- (f) That the stopping of vehicles currently prohibited at any time on the southwest side of Barrington Street commencing at its intersection with Cashmere Road and extending in a north westerly direction for a distance of 37 metres be revoked.
- (g) That the stopping of vehicles currently prohibited at any time on the northeast side of Barrington Street commencing at its intersection with Cashmere Road and extending in a north westerly direction for a distance of 37 metres be revoked.

- (h) That all existing parking restrictions on the northwest side of Cashmere Road commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 151 metres be revoked.
- (i) That all existing parking restrictions on the southeast side of Cashmere Road commencing at its intersection with Purau Terrace and extending in a north easterly direction for a distance of 135 metres be revoked.
- (j) That the stopping of vehicles currently prohibited at any time on the northeast side of Purau Terrace commencing at its intersection with Cashmere Road and extending in a south easterly direction for a distance of 12 metres be revoked.
- (k) That the stopping of vehicles currently prohibited at any time on the southwest side of Purau Terrace commencing at its intersection with Cashmere Road and extending in a south easterly direction for a distance of 13 metres be revoked.
- (l) That the stopping of vehicles currently prohibited at any time on the southeast side of Cashmere Road commencing at its intersection with Purau Terrace and extending in a south westerly direction for a distance of 29 metres be revoked.

Revoke Existing Resolutions (at Ashgrove/Barrington Intersection)

- (m) That the stopping of vehicles currently prohibited at any time on the southeast side of Ashgrove Terrace commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 6 metres be revoked.

APPROVE THE FOLLOWING:

61 Cashmere Road

No Stopping at Any Time (at Cashmere/Crichton intersection)

- (n) That the stopping of vehicles be prohibited at any time on the west side of Crichton Terrace commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 10 metres.
- (o) That the stopping of vehicles be prohibited at any time on the south side of Cashmere Road commencing at its intersection with Crichton Terrace and extending in a westerly direction for a distance of 10 metres.
- (p) That the stopping of vehicles be prohibited at any time on the south side of Cashmere Road commencing at its intersection with Crichton Terrace and extending in an easterly direction for a distance of 25 metres.
- (q) That the stopping of vehicles be prohibited at any time on the east side of Crichton Terrace commencing at its intersection with Cashmere Road and extending in a southerly direction for a distance of 10 metres.

No Stopping At Any Time (on Cashmere Road)

- (r) That the stopping of vehicles be prohibited at any time on the south side of Cashmere Road commencing at a point 39 metres east of its intersection with Crichton Terrace and extending in an easterly direction for a distance of 121 metres.
- (s) That the stopping of vehicles be prohibited at any time on the north side of Cashmere Road commencing at a point 202 metres west of its intersection with Barrington Street and extending in westerly direction for a distance of 50 metres.
- (t) That the stopping of vehicles be prohibited at any time on the north side of Cashmere Road commencing at a point 266 metres west of its intersection with Barrington Street and extending in a westerly direction for a distance of 11 metres.

Bus Stops

- (r) That a "bus stop" be installed on the north side of Cashmere Road commencing at a point 252 metres west of its intersection with Barrington Street and extending in a westerly direction for a distance of 14 metres.
- (s) That a "bus stop" be installed on the south side of Cashmere Road commencing at a point 25 metres east of its intersection with Crichton Terrace and extending in an easterly direction for a distance of 14 metres.

31 Cashmere Road

No Stopping At Any Time (at Barrington/Cashmere intersection)

- (t) That the stopping of vehicles be prohibited at any time on the northwest side of Cashmere Road commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 29 metres.
- (u) That the stopping of vehicles be prohibited at any time on the southwest side of Barrington Street commencing at its intersection with Cashmere Road and extending in a north westerly direction for a distance of 37 metres.
- (v) That the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at its intersection with Cashmere Road and extending in a north westerly direction for a distance of 37 metres.
- (w) That the stopping of vehicles be prohibited at any time on the northwest side of Cashmere Road commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 40 metres.
- (x) That the stopping of vehicles be prohibited at any time on the southeast side of Cashmere Road commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 35 metres.
- (y) That the stopping of vehicles be prohibited at any time on the northeast side of Purau Terrace commencing at its intersection with Cashmere Road and extending in a south easterly direction for a distance of 12 metres.
- (z) That the stopping of vehicles be prohibited at any time on the southwest side of Purau Terrace commencing at its intersection with Cashmere Road and extending in a south easterly direction for a distance of 13 metres.
- (aa) That the stopping of vehicles be prohibited at any time on the southeast side of Cashmere Road commencing at its intersection with Purau Terrace and extending in a south westerly direction for a distance of 29 metres.

No Stopping at Any Time (at Ashgrove/Barrington intersection)

- (bb) That the stopping of vehicles be prohibited at any time on the southeast side of Ashgrove Terrace commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 6 metres.

No Stopping At Any Time (on Cashmere Road)

- (cc) That the stopping of vehicles be prohibited at any time on the northwest side of Cashmere Road commencing at a point 54 metres north east of its intersection with Barrington Street and extending in a north easterly direction for a distance of 97 metres.
- (dd) That the stopping of vehicles be prohibited at any time on the southeast side of Cashmere Road commencing at a point 71 metres north east of its intersection with Purau Terrace and extending in a north easterly direction for a distance of 4 metres.
- (ee) That the stopping of vehicles be prohibited at any time on the southeast side of Cashmere Road commencing at a point 89 metres north east of its intersection with Purau Terrace and extending in a north easterly direction for a distance of 46 metres.

Bus Stops

- (ff) That a “bus stop” be installed on the northwest side of Cashmere Road commencing at a point 40 metres north east of its intersection with Barrington Street and extending in a north easterly direction for a distance of 14 metres.
- (gg) That a “bus stop” be installed on the southeast side of Cashmere Road commencing at a point 75 metres north east of its intersection with Purau Terrace and extending in a north easterly direction for a distance of 14 metres.

CHAIRPERSON’S RECOMMENDATION

For discussion.

