7. HILLS ROAD/INNES ROAD INTERSECTION - SAFETY IMPROVEMENTS

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The purpose of this report is to seek approval to implement the safety improvements at the Hills Road/Innes Road intersection.

This report has also been submitted to the Shirley/Papanui Community Board for information and is supported by the Board.

BACKGROUND

A report on the deficiencies of the intersection in terms of the safety of students crossing to and from Mairehau High School and a recommendation on how best to address these deficiencies was submitted to both the Community Board and to the Sustainable Transport and Utilities Committee in June 2003 for information.

The report submitted in June 2003 is based on the assumption that there is a short term and a long term plan for the Hills Road/Innes Road intersection. The short term plan is set out as the recommended option in this report; the long term plan will see further adjustments made to the intersection, sometime within the next two - five years, to accommodate the proposed increased capacity once the new residential subdivision is opened on the west side of Hills Road, opposite the high school, and the new Hills Road/QEII link road is operational.

Following on from this, on 19 May 2004 a report was submitted to the Community Board, along with a concept plan illustrating the recommended proposal, and seeking approval to undertake an 'inform' consultation process on the concept plan.

The Community Board duly approved the consultation plan and formal consultation was undertaken in late July 2004 early August 2004 with a close-off date for submissions on Friday 13 August 2004.

Feedback on the consultation is attached to this report.

RECOMMENDED OPTION

The recommended option is essentially the same as that formally consulted on, although two minor changes, in bold type, are outlined below.

It is proposed to install a two-phase signal configuration at the Hills Road/Innes Road intersection. A two-phase signal option does not provide for restricted right turns but instead provides the opportunity for right turning motorists to 'filter'.

A signalised pedestrian crossing is to be provided on all four 'legs' of the intersection.

On Innes Road on the east approach to the intersection a combined straight through and left turn lane and a right turn only lane will be installed. This will require on-street parking to be removed adjacent to property no. 92 Innes Road.

On Innes Road on the west approach to the intersection it is proposed to have a three-lane approach. A straight through lane, a right turn only lane and a left turn only lane will be installed. **An advanced stop box for both straight through and left turning cyclists will be installed.** This will require some additional on-street parking to be removed adjacent to no 488 Innes Road.

It is also proposed to remove the existing traffic island on this approach to the intersection and to install a shorter island that will also act as protection for right turning motorists into Hills Road north. **This island will have a 'cut through' installed to provide an additional crossing point for pedestrian and cyclists.**

On Hills Road on the north approach to the intersection a combined straight through and left turn lane and a right turn only lane will be installed.

On Hills Road on the south approach to the intersection a combined straight through and left turn lane and a right turn only lane will be installed. This will require the removal of some of the existing angle parking on Hills Road adjacent to Walter Park. Three parallel parks will be installed just south of the existing build-out on Hills Road. The remaining angle parks north of the build-out will be retained.

It is proposed to install cycle lanes on Innes Road on both approaches to the intersection and on both Innes Road approaches and Hills Road approaches. Cyclists will have an advanced 'stop' box area in front of the straight through lane.

Funding is available in the 2004/05 financial years to undertake the work, currently project costs stand at approximately $200,000.

It is anticipated that the signals will be installed and the necessary intersection improvements undertaken by the end of June 2005.

Committee Recommendation:

1. That the safety improvements at the Hills Road/Innes Road intersection be implemented.

2. That the Council revoke all existing parking restrictions relating to the Hills Road/Innes Road intersection.

3. That the Council prohibit the parking of vehicles at any time in the following areas.

   (a) On the south side of Innes Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 44 metres.

   (b) On the east side of Hills Road commencing at its intersection with Innes Road and extending in a southerly direction for a distance of 65 metres.

   (c) On the west side of Hills Road commencing at its intersection with Innes Road and extending in a southerly direction for a distance of 77 metres.

   (d) On the south side of Innes Road commencing at its intersection with Hills Road and extending in a westerly direction for a distance of 20 metres.

   (e) On the north side of Innes Road commencing at its intersection with Hills Road and extending in a westerly direction for a distance of 106 metres.

   (f) On the west side of Hills Road commencing at its intersection with Innes Road and extending in a northerly direction for a distance of 54 metres.

   (g) On the east side of Hills Road commencing at its intersection with Innes Road and extending in a northerly direction for a distance of 54 metres.

   (h) On the north side of Innes Road commencing at its intersection with Hills Road and extending in an easterly direction for a distance of 126 metres.