

**6. WAIRAKEI ROAD KERB AND DISH CHANNEL RENEWAL (STAGE 1)
MANOR PLACE TO PITCAIRN CRESCENT**



General Manager responsible:	City Environment General Manager, DDI 941- 8656
Officer responsible:	Transport and Greenspace Manager DDI 941 - 8096
Authors:	Brian Boddy, Project Consultation Leader, and David Pinkney, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval:
 - (a) For the Wairakei Road project (Stage 1 Manor to Blighs) to proceed to implementation and construction; and
 - (b) For the new parking and traffic restrictions associated with the project.

EXECUTIVE SUMMARY

2. This street renewal project is part of a set of integrated projects covering Blighs and Wairakei Roads in the Christchurch City Council's Capital Works Programme in the 2006/07, 2007/08, and 2008/09 financial years. Wairakei Road Stage 1 (this project) covers the section of Wairakei Road from Manor Place, to Blighs Road. Stage 2 of this project covers from Blighs Road to the railway crossing adjacent to the Jeffreys Road intersection, and will be covered by a separate report. Both sections are classified as minor arterial roads.
3. The original concept was developed from community and technical objectives, and includes flush medians, pedestrian islands, traffic and cycle lanes, and parking spaces. Landscaping and trees are included where opportunities allow. The Aorangi/Wairakei intersection has been modified to an off-set 'T'. This final recommended option includes stopping the through movement of Aorangi traffic over Wairakei Road and right turning movements out of Aorangi Road to improve turning safety at the intersection.
4. As part of the proposed upgrade of this section of road all overhead wiring will be undergrounded and street lighting improved. Stage 1 and Stage 2 of the undergrounding of the overhead wiring has already been completed.

FINANCIAL IMPLICATIONS

5. The estimated cost of this kerb and dish channel replacement project is \$1,686,729 (including the \$583,000 already spent on undergrounding). The project is programmed for construction in the Transport and Greenspace Unit's Capital Programme in 2007/08.

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

6. The recommendations of this report align with 2006-16 LTCCP budgets (see above details).

LEGAL CONSIDERATIONS

7. A Council resolution is required to implement the parking restrictions and the traffic management changes to the Wairakei/Aorangi intersection.

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

8. There are no legal implications. This report's recommendations support the project objectives as outlined in the 2006-16 LTCCP.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. This report's recommendations align with the Transport and Greenspace Unit's Asset Management Plan, the Street Renewals Projects section of the Capital Works Programme, page 85, and Our Community Plan 2006-2016.

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

10. Yes, see above explanation.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

12. Yes, see above explanation.

CONSULTATION FULFILMENT

13. Extensive consultation involving surveys, newsletters, site meetings, property visits and public meetings identified that there is support for this project from the community with two exceptions, which are:
- (a) Some residential properties and a veterinary clinic object to the loss of on street parking in front of and/or adjacent to their properties where kerb extensions are to be constructed to allow the planting of trees and landscaping. These plantings will improve the streetscape and reduce traffic speed along this section of Wairakei Road.
 - (b) Many Aorangi Road and Colwyn Street residents object strongly to the proposed prevention of the through traffic movement along Aorangi Road; and right turn onto Wairakei Road from Aorangi Road. The redesign of the intersection in this way is necessary to improve safety and address a significant crash history involving vehicles travelling straight across Wairakei Road.
14. In response to a request from the Fendalton/Waimairi Community Board a public seminar was held in February 2007, to provide an opportunity for both Councillors and Fendalton/Waimairi Community Board members to hear all the issues, presented by a community speaker representing each area of concern and staff.
15. Despite the strong objections of some sections of the community to the traffic movement restrictions at Aorangi Road, it is put forward as the recommended option as it is considered to offer the best safety benefits and balance of costs to the overall community.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Approve the proposal shown on Attachment 6 for construction.
- (b) Approve the following traffic restrictions.

Removal of Existing No Stopping Restrictions:

That the existing no stopping restrictions in the following locations be revoked:

- (i) On the north side of Wairakei Road, between Jennifer Street and Pitcairn Crescent.
- (ii) On the south side of Wairakei Road, between Aorangi Road and Pitcairn Crescent.

New No Stopping Restrictions: Wairakei Road (North Side)

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the north side of Wairakei Road commencing at its intersection with Manor Place and extending 55 metres in a westerly direction.
- (ii) On the north side of Wairakei Road (between its intersection with Manor Place and Torquay Place) commencing at its intersection with Manor Place and extending 112 metres in an easterly direction.
- (iii) On the north side of Wairakei Road (between its intersection with Torquay Place and Jennifer Street) commencing at its intersection with Torquay Street and extending 77 metres in an easterly direction.
- (iv) On the north side of Wairakei Road commencing at its intersection with Jennifer Street and extending 25 metres in an easterly direction.
- (v) On the north side of Wairakei Road commencing at a point 71 metres east of its intersection with Jennifer Street and extending 29 metres in an easterly direction.
- (vi) On the north side of Wairakei Road commencing at a point 71 metres west of its intersection with Aorangi Road and extending 37 metres in a westerly direction.
- (vii) On the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 33 metres in a westerly direction.
- (viii) On the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 27 metres in an easterly direction.
- (ix) On the north side of Wairakei Road commencing at a point 81 metres west of its intersection with Pitcairn Crescent and extending 22 metres in a westerly direction.
- (x) On the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending 18 metres in a westerly direction.
- (xi) On the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending 12 metres in an easterly direction.

New No Stopping Restrictions: Wairakei Road (South Side)

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending 55 metres in a westerly direction.
- (ii) On the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending 33 metres in an easterly direction.
- (iii) On the south side of Wairakei Road commencing at a point 65 metres east of its intersection with Murdoch Street and extending 41 metres in an easterly direction.
- (iv) On the south side of Wairakei Road commencing at a point 149 metres east of its intersection with Murdoch Street and extending 47 metres in an easterly direction.
- (v) On the south side of Wairakei Road commencing at a point 131 metres west of its intersection with Aorangi Road and extending 50 metres in a westerly direction.

- (vi) On the south side of Wairakei Road commencing at a point 48 metres west of its intersection with Aorangi Road and extending 40 metres in a westerly direction.
- (vii) On the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 17 metres in a westerly direction.
- (viii) On the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 38 metres in a easterly direction.
- (ix) On the south side of Wairakei Road commencing at a point 83 metres east of its intersection with Aorangi Road and extending 9 metres in an easterly direction.
- (x) On the south side of Wairakei Road commencing at a point 102 metres east of its intersection with Aorangi Road and extending 17 metres in an easterly direction.
- (xi) On the south side of Wairakei Road commencing at a point 142 metres east of its intersection with Aorangi Road and extending 12 metres in an easterly direction.
- (xii) On the south side of Wairakei Road commencing at a point 168 metres east of its intersection with Aorangi Road and extending 7 metres in an easterly direction.
- (xiii) On the south side of Wairakei Road commencing at a point 188 metres east of its intersection with Aorangi Road and extending 19 metres in an easterly direction.
- (xiv) On the south side of Wairakei Road commencing at a point 212 metres east of its intersection with Aorangi Road and extending 43 metres in an easterly direction.

New No Stopping Restrictions: Manor Place

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the western side of Manor Place commencing at its intersection with Wairakei Road and extending 30 metres in a northerly direction.
- (ii) On the eastern side of Manor Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New No Stopping Restrictions: Torquay Place

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the western side of Torquay Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.
- (ii) On the eastern side of Torquay Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New No Stopping Restrictions: Jennifer Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the western side of Jennifer Street commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.
- (ii) On the eastern side of Jennifer Street commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New No Stopping Restrictions: Pitcairn Crescent

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the western side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending 13 metres in a northerly direction.
- (ii) On the eastern side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

New No Stopping Restrictions: Murdoch Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the western side of Murdoch Street commencing at its intersection with Wairakei Road and extending 13 metres in a southerly direction.
- (ii) On the eastern side of Murdoch Street commencing at its intersection with Wairakei Road and extending 13 metres in a southerly direction.

New Time Limit Parking Restrictions:

- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Wairakei Road commencing at a point 39 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 6 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Wairakei Road commencing at a point 59 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 24 metres.
- (iii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Wairakei Road commencing at a point 34 metres west of its intersection with Aorangi Road and extending in a westerly direction for a distance of 30 metres.
- (iv) That all previous parking restrictions in the above mentioned areas be revoked.

Relocation of Existing Bus Stops:

- (i) That the existing bus stop on the north side of Wairakei Road commencing at a point 18 metres west of the intersection with Jennifer Street and extending 14 metres in a westerly direction be removed, and reinstated on the north side of Wairakei Road commencing at a point 21 metres east of the intersection with Jennifer Street and extending 20 metres in an easterly direction.
- (ii) That the existing bus stop on the south side of Wairakei Road commencing at a point 2 metres west of the intersection with Jennifer Street and extending 12 metres in a westerly direction be removed, and reinstated on the south side of Wairakei Road commencing at a point 24 metres west of the intersection with Jennifer Street and extending 12 metres in a westerly direction.
- (iii) That the existing bus stop on the north side of Wairakei Road commencing at a point 49 metres east of the intersection with Aorangi Road and extending 13 metres in an easterly direction be removed, and reinstated on the north side of Wairakei Road commencing at a point 45 metres east of the intersection with Aorangi Road and extending 22 metres in an easterly direction.
- (iv) That the existing bus stop on the south side of Wairakei Road commencing at a point 5.5 metres east of the intersection with Pitcairn Crescent and extending 14 metres in an easterly direction be removed, and reinstated on the south side of Wairakei Road commencing at a point 19 metres east of the intersection with Pitcairn Crescent and extending 22 metres in an easterly direction.

Installation of “Give Way” Signs:

- (i) That “Give Way” signs be placed against:
- Manor Place at its intersection with Wairakei Road.
 - Torquay Place at its intersection with Wairakei Road.
 - Aorangi Road at its intersection with Wairakei Road on both sides.
 - Pitcairn Crescent at its intersection with Wairakei Road.
 - Murdoch Street at its intersection with Wairakei Road.

Revocation of Existing “Stop” Controls:

- (i) That both the existing “Stop” controls on Aorangi Road at its intersection with Wairakei Road be revoked.

No Right Turn or Straight Through Movement Restrictions:

- (i) That southbound vehicles on Aorangi Road be prohibited from turning right or from proceeding straight through at the intersection with Wairakei Road.
- (ii) That northbound vehicles on Aorangi Road be prohibited from turning right or from proceeding straight through at the intersection with Wairakei Road.

BACKGROUND

16. The primary purpose of this project is to replace the existing deep dish channels that are in poor condition with a modern profile kerb and flat channel. The carriageway is also in need of a major upgrade owing to failures in areas of the running surface. This project has been integrated with a series of other capital works which are being planned together and will be implemented successively. This is the first stage of the integrated package that includes Wairakei Road (Pitcairn to Railway), Blighs Road, Watford Street and Tillman Avenue.
17. Consistent with the Council's policy to underground the overhead wiring in arterial roads subject to reconstruction, the undergrounding for Stage 1 is complete and nearly completed for Stage 2.
18. This section of Wairakei Road is a minor arterial road with an average traffic flow of 16,000 vehicles per day. The Land Transport New Zealand's (LTNZ) crash data for the previous five years puts the number of reported crashes for this section of Wairakei Road at 29, 10 of these being at the Aorangi intersection – the predominant factor being collisions against right-turning vehicles. No common factor can be found with the crashes from Manor Place to Aorangi Road. Sections of Wairakei Road at present have no flush median which offers little protection for right turning vehicles or pedestrians and cyclists wishing to cross the road. Deep dish channels also contribute to pedestrian crossing difficulties, especially for those in the Elmswood Court retirement village at the east end of this stage. Problems have also historically been noted in relation to camber problems and curve alignment.
19. An initial survey was conducted among affected residents and businesses in March 2005 to identify all issues and concerns that could be addressed with this project. This survey revealed that although a significant number of Aorangi Road residents wanted traffic signals at the intersection with Wairakei Road, the majority of shopkeepers at this intersection did not. This feedback was considered in the development of the initial concept plan (Attachment 1).

PRINCIPAL OBJECTIVES

20. As a result of technical and community based issues surveys, the project objectives are to:
 - Replace the existing kerb and dish channel with kerb and flat channel
 - Improve safety for pedestrians, cyclists, and vehicles
 - Provide improved pedestrian/cycle crossing facilities
 - Underground the overhead services.
 - Upgrade the street lighting
 - Provide suitable on street parking *where possible* on this minor arterial road to meet the needs of the residents and businesses.
 - Improve intersection functioning and safety.
21. Specific issues to be addressed are:
 - The high number of crashes at the Aorangi/Wairakei intersection.
 - The piping of the upper reaches of Taylors Stream.
 - Speed reduction of vehicles along Wairakei Road.

PUBLIC CONSULTATION

22. The original concept plan (Attachment 1) was distributed as part of a newsletter in September 2005. Feedback to this concept plan and several onsite meetings are summarised in Attachment 2. In response to this feedback several minor modifications have been made to the proposed kerb, landscaping, tree and footpath positions, and other features.
23. Significantly, primarily in response to a request from Land Transport New Zealand to further improve the safety of the Aorangi Road intersection, the original open intersection, as shown in Attachment 1, was modified. It was redesigned to prevent vehicles going straight through the intersection or making right turns out of Aorangi Road – full justification for these decisions are given below.

24. Residents were advised of the changes to the Stage 1 concept plan, including the revised plan for the Aorangi/Wairakei intersection, in a newsletter distributed on the 31 March 2006. The majority of Wairakei Road residents supported this proposal, but a significant number of Aorangi Road and Colwyn Avenue residents opposed the alterations to the intersection of Aorangi Road because they want easier access onto and across Wairakei Road, eg traffic signals.
25. The Fendalton/Waimairi Community Board recommended to the Council meeting held on 2 November 2006 that approval be granted for the Wairakei Road Stage 1 (Manor to Pitcairn) street renewal as shown in Attachment 5 (including parking restrictions), to proceed to tender and construction subject to the deletion of the proposed redesigned layout of the Wairakei Road/Aorangi Road intersection, for the reason that the Board considers that the present layout of the intersection should remain unchanged, until such time as funds become available to enable traffic signals to be installed at this intersection. The Council resolved "that the report be deferred, to allow staff to report to a combined Council/Community Board seminar on the implications of the Board's recommendation in relation to both Stages 1 and 2 of the Wairakei Road street renewal project" as requested by the Chairman of the Fendalton/Waimairi Community Board.
26. A public seminar was held in the Wairakei School hall on the 13 February 2007 with speakers from both the staff and the community presenting their views on the implications of the proposed changes to the Aorangi Road/Wairakei Road intersection. The minutes of this meeting are attached (see Attachment 6).
27. The rest of this report is structured to advise on option development and selection for Wairakei Road generally, and then the Aorangi/Wairakei intersection specifically.

FUNDING ISSUES

28. Further to this report being presented to the Fendalton/Waimairi Works, Traffic and Environment Committee in April 2006, the Council has experienced a major reduction of LTNZ funding for some streets currently sitting within the renewals programme. As a result of this, the parameters around which renewal projects have been previously developed no longer apply. Strict criteria have now been set by LTNZ as to what will and will not attract a funding subsidy. Owing to the nature and condition of Wairakei Road some subsidies, at various locations along Wairakei Road, will be available for carriageway renewal only. The sections not eligible for subsidies will be fully funded through the capital renewals budget in order to maintain the level of service and rationalise the asset life of this section of road.
29. Funding for signalisation of the Aorangi Road intersection does not fit within the guidelines laid out by LTNZ for a kerb and channel renewal project. If signalisation of the intersection were to be included in the project, construction would have to be fully funded out of a separate safety budget category or road network improvement category. There is also an estimated cost in the region of \$20,000 required to carry out further investigation on the knock-on effects this signals installation would cause on adjacent intersections and road corridors. This investigation does not form part of the kerb and channel works and as such cannot be funded from this kerb and channel project.
30. The grouping of different project types under one main contract is encouraged by LTNZ. The signalisation of Aorangi given the safety concerns raised could be progressed as a LTNZ Minor Safety Project and potentially a subsidy could be sought through them. However this is unlikely to be supported for the following reasons:
 - (a) The estimated signalisation work and shop canopy alteration would cost around \$200,000. If the project was able to meet the criteria set out by LTNZ this amount would have to be, as already mentioned above, funded from outside the kerb and channel budget. The Council would then be liable any shortfall. Aorangi Road does not rank high enough on safety grounds or as a network improvement to justify diverting funds from higher prioritised projects.
 - (b) LTNZ subsidy is capped at \$150,000 on Minor Safety Projects. Thus if a subsidy was forthcoming all costs exceeding this amount would be wholly funded by the Council.

- (c) LTNZ recommended, being a major stakeholder and as part of the initial feedback, that staff look at improving the safety of this intersection. The option to remove the through and right turn movement at Aorangi Road was considered the safest treatment and would substantially reduce the accident rate at this intersection.
- (d) LTNZ have peer reviewed the scheme proposed in Attachment 4 and support it. It is a fact that crashes still occur at signalised intersections and the benefit cost ratio of signalisation works at this intersection does not justify the expenditure anticipated against the negligible reduction in crashes expected. In short the scheme will not meet LTNZ criteria for any subsidised funding leaving the Council to wholly fund these works.

WAIRAKEI ROAD OPTION DEVELOPMENT

31. Two options were assessed as part of the Wairakei Road kerb and channel replacement as follows:

Option (a) has:

- A carriageway width of 15.6 metres to allow on-street parking on both sides of the road with free movement of traffic.
- A carriageway that narrows to 11.9 metres in locations wide to allow the planting of trees to improve the streetscape and to calm traffic.
- Pedestrian islands to aid the movement of pedestrians across Wairakei Road.
- A flush median to allow right turning vehicles to stop without impeding the flow of straight through traffic.
- Cycle lanes to improve cycle safety.

Option (b) which maintains the status quo ie do nothing.

PREFERRED OPTION AND OPTION ASSESSMENT

Option A: The Preferred Option

32. Option (a) was developed as the primary option for consideration and consultation and is the preferred option. As a minor arterial road within the City Plan this section of Wairakei Road first and foremost must give priority to the safe, efficient and sustainable movement of people and goods. Because of the number of underground services, options for the actual road layout have been limited (eg tree planting cannot be placed over underground services).
33. Communication with residents drew a clear preference for on-street parking as opposed to expanded roadside berms with landscaping and trees.
34. As a result of the arterial road factors, safety and community based preferences, a road geometry has been identified which provides flush median space, traffic and cycle lanes, and roadside parking where possible. Landscaping and tree numbers have been included to suit residents and stakeholders as far as possible, a result of feedback received during the consultation process.
35. The Wairakei Road kerb and channel replacement project also provides an opportunity to address in this section pedestrian and school travel safety concerns. These are predominantly dealt with in the Aorangi intersection section which follows. The work provides more pedestrian crossing opportunities (with pedestrian islands and median strip), as gaps in one traffic stream are a lot more frequent than simultaneous gaps in opposing traffic streams. Further to the Council resolution dated 6 October 2005 it was resolved that 40 km/hr temporary school speed zones be considered for incorporation within a capital project where a school zone is likely at a future time. Wairakei School is sited just outside the defined area of works but signage required to comply with the above will be within the upgrade proposed. As such, further investigation is being undertaken to determine whether preparatory equipment installation is appropriate.

36. After receiving responses to the original concept plan the following changes were considered or made:
- The proposed kerb build out at No. 182 has been shifted to the east at the request of a property owner because he believed he would experience access difficulties. This change has been incorporated within the scheme being submitted for approval.
 - Other areas such as outside No.s 175 to 177 cannot be modified as this is on a slight bend in the road and for safety reasons it would be inappropriate to amend the parking at this point.
 - Reduction in the number of trees being planted has also been requested in a number of locations. These requests have been considered and in a number of locations (given the extent of larger specimens of trees found within individual properties) such requests have been granted, but where appropriate trees have been relocated to maintain a 'green' streetscape.
37. The verandah on two to three of the shops at No. 169 will be cut back to allow on-street parking to continue outside the shops.
38. All revised features of the preferred option are shown in Attachment 6. The project achieves the aims and objectives. It should be noted that with the exception of the Aorangi/Wairakei intersection, this project has strong community support.

Option B: Maintain the Status Quo

39. Option (b), the do nothing option - maintenance of the status quo will not result in any social or cultural benefits, nor would it meet the activity management plans for asset renewal. The existing streetscape would not be enhanced and an infrastructural asset not renewed, which would result in ongoing maintenance expenditure. Maintaining the status quo is not consistent with the Road Safety Strategy or the Christchurch City Council Financial Plan and Programme 2005, conflicts with the objectives of the Asset Management Plan, and fails to meet any of the transport management objectives. The option is not recommended.

AORANGI ROAD INTERSECTION OPTION DEVELOPMENT

40. Aorangi Road is classed in the City Plan as a local road. Daily traffic volumes have been measured as about 2,000 (in 2004) and 3,300 (in 2001) in the section north-east and south-west of Wairakei Road, respectively. The City Plan states that "urban local roads typically carry less than 1,500 vehicles per day" and as such, Aorangi Road is busier than a typical urban local road.
41. As part of Local Area Traffic Management, traffic calming has been installed in Aorangi Road in the past. This was in response to community concerns of degrading road safety, caused by an increase in traffic volumes. Aorangi Road is popular with many school cyclists, as it gives access to various schools. From surveys carried out as part of the Safe Routes to School project, we know that getting across Wairakei Road represents the greatest concern for school children in this area. It is acknowledged that some motorists on Aorangi Road experience difficulties crossing, or turning right onto Wairakei Road. Given the local road status of Aorangi Road, though, it should not be made easier to use Aorangi Road. Otherwise, the local road status of Aorangi Road would further erode. However much of the consultation feedback received from Aorangi Road residents has asked for measures that would make it easier for Aorangi Road traffic to turn right onto Wairakei Road, or to get across Wairakei Road.
42. The major area of option development was the intersection at Aorangi Road. Several options were considered for the Aorangi intersection:
- Option 1 - straight across, give way control intersection
 - Option 2 – traffic signals
 - Option 3 – roundabout
 - Option 4 - staggered intersection with a central pedestrian island
 - Option 5 – staggered intersection, with restricted turning and larger median island.

PREFERRED OPTION: AORANGI ROAD INTERSECTION

43. The proposed Option 5 as shown on Attachments 4 (expanded version) and 5 improves traffic safety at the intersection by preventing vehicles right turning onto or travelling straight across Wairakei Road from Aorangi Road. These movements are the most common factor in reported crashes at this intersection – Attachment 3 shows the intersection collision pattern.

ASSESSMENT OF OPTIONS FOR AORANGI ROAD INTERSECTION

Option 5: Staggered turn with restricted turning and island is the preferred option

44. The proposed median island in Wairakei Road at Aorangi Road will greatly simplify the task of crossing Wairakei Road, as cyclists and pedestrians will only need to concentrate on traffic coming from one approach only, rather than having to look out for a multitude of movements. They also will not be endangered by right turning traffic crossing their path. The island also provides right turning bays for traffic off Wairakei Road. There is no reduction in on-street parking for the shops with this proposal.
45. The key deciding factor in this option is the safety improvement provided by the elimination of right turns out of Aorangi Road. This action is opposed by the local residents. The design will also restrict the growth of the numbers of vehicles on Aorangi Road owing to its reduced accessibility. It is worth noting that a contributor to the Aorangi intersection debate was LTNZ who strongly recommended a change from the original option, to the restricted turn option.

Option 1: Straight across - give way control

46. The straight across intersection is what exists at Aorangi/Wairakei at present. Given the crossing difficulties of pedestrians and safety concerns for turning vehicles, it was not considered appropriate to fully reinstall the existing geometry – improvements needed to be made for intersection safety.

Option 2: Traffic signals

47. Traffic signal control has been investigated and modelling has shown that traffic signals could be operated with current traffic volumes. However, installation of signals is not supported for the following three reasons. Each reason by itself is important enough to reject traffic signals as a sensible option for this location. As discussed earlier, funding for signals falls outside the kerb and channel project and would need to be fully funded from an alternative budget.
- (a) Firstly, Aorangi Road, together with adjoining streets, would form a convenient corridor to travel from as far as Harewood Road to Riccarton Road (utilising Matsons Avenue and Ilam Road) if it were not for the difficulty of crossing Wairakei Road. If signals were provided at Wairakei Road, traffic volumes on Aorangi Road could be expected to increase by a very substantial amount. This would run counter to the local road classification in the City Plan and should be seen against the background of Aorangi Road being already busier than the typical local road.
 - (b) Secondly, the desire is to minimise the number of traffic lights on arterial roads, as the function of arterial roads is to provide for the greatest level of movement possible, whereas traffic lights stop drivers. New traffic signals are generally only supported where the side street also has an important network function, i.e. is at least a collector road.
 - (c) Thirdly, the adjacent signalised intersections that Wairakei Road forms with Greers Road and Grahams Road are operated in a way that good two-way co-ordination for Wairakei Road can be achieved for most of the day. That means that when Wairakei Road traffic has moved through the first of these two intersections, it will arrive at the second intersection when the lights are green. Note that this co-ordination is achieved in both directions. The Aorangi Road intersection with Wairakei Road is close enough to the signals at Greers Road that the Aorangi Road intersection would need to be co-ordinated with the Grahams/Greers intersection. Unfortunately this would mean that co-ordination would now only be provided in one direction. Travelling in the opposite direction, traffic would always arrive at the second intersection when the lights are red. This is contrary to the principle of providing the greatest level of movement possible.

48. These assessments concluded that the inclusion of signals would have significant detrimental effects on the local road network and therefore could not be considered any further as an option. These effects would be to:
- (a) Elevate Aorangi's status within the road hierarchy by increasing traffic volumes along what is effectively and previously a controlled local road.
 - (b) Reduce the level of service for Wairakei Road traffic at all times.
 - (c) Significantly reduce the on-street parking along Wairakei Road in front of the Aorangi shops

Option 3: Roundabout

49. It would not be feasible to construct a roundabout with a safe geometric layout within the legal road corridor available. To implement a roundabout would need significant property purchase. This option has not been investigated further as the balance of traffic flow through the intersection does not justify the investment in significant land purchase. Funding for a roundabout falls outside the kerb and channel project and would need to be fully funded from an alternative budget and the low to negative benefit-cost ratio would mean no external subsidies would be available through LTNZ.

Option 4: Staggered intersection, pedestrian island

50. This option was originally shown in the first concept plan (Attachment 1). This option would provide benefits for crossing pedestrians due to the island, and benefits to right turning vehicles from Aorangi to Wairakei. It would also mean that vehicles intending to progress straight through from Aorangi to Aorangi would need a 'dog leg' including a right turn. This action generally improves the safety of right turning vehicles. However, on a very busy arterial such as Wairakei Road, turning opportunities are limited, so risk-taking in turns is increasing. Although there is some benefit in this layout for right turner protection, there will still be a high exposure to right turning vehicles taking risks in "gap selection" and therefore continued collision risk. It is not considered that the benefits offered in this layout are adequate to the extent and type of risks still presented by allowing straight-through and right turn actions. This option also subjects pedestrians to some uncertainty as there is a need for them to judge whether vehicles turning out of Aorangi Road will cross their path. This option is not recommended and option 5, the modified version, is preferred.
51. To conclude, staff are comfortable with the proposed option which has been peer reviewed not only by LTNZ but as part of the initial investigation and preliminary impact assessment works. A number of external engineering consultancies have also commented on the negative network implications traffic signals at Aorangi Road would cause for this part of the city.

ASSESSMENT OF OPTIONS

The Preferred Option

52. Option (a).

	Benefits (current and future)	Costs (current and future)
Social	Improved traffic safety with anticipated reduction in the 85% speed of through traffic.	Some impact from the removal of on-street parking. However, direct consultation with residents has resulted in lessening the effect for some where possible.
Cultural	Nil.	Nil.
Environmental	There are only small amounts of landscaping on some intersections at present. The proposal will provide regular plots of landscaping along this section of Wairakei Road.	Positive impact on residents and the community through the proposed safety works and enhanced landscaping.
Economic	Reduction in the cost of traffic accidents to the community.	Estimated construction cost \$1,686,000
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Maori:</p> <p>Nil – no specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 30 and 31 above and as detailed in Attachment 2 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters have been identified.</p>		

Maintain the Status Quo

53. Option (b).

	Benefits (current and future)	Costs (current and future)
Social	No short-term disruption during construction and loss of on-street parking.	Increasing crashes on the Aorangi Road intersection.
Cultural	Nil	Nil
Environmental	Nil.	No improvement in amenity value.
Economic	No outlay of capital cost.	Increasing maintenance costs.

Extent to which community outcomes are achieved:

No community outcomes will be achieved.

Impact on the Council's capacity and responsibilities:

Increase in maintenance responsibilities for deteriorating kerb and channel asset.

Effects on Maori:

Nil.

Consistency with existing Council policies:

Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016. Maintenance of the status quo (ie the kerb and channel is not replaced) also does not satisfy any of the project objectives and is inconsistent with the Transport and Greenspace Unit's capital programme.

Views and preferences of persons affected or likely to have an interest:

As detailed in Attachment 2 to this report.

Other relevant matters:

No other relevant matters.