

13. CASHMERE ROAD/HOON HAY ROAD/WORSLEYS ROAD INTERSECTION

Officer responsible City Streets Manager	Author Brian Neill, Traffic Engineer
Corporate Plan Output: Road Safety Improvement Works	

The purpose of this report is to comment on a petition that was addressed to the Christchurch City Council and signed by 75 residents who are dissatisfied with aspects of the layout of the Cashmere Road/Hoon Hay Road/Worsleys Road intersection. The Spreydon/Heathcote Community Board has also considered this report.

THE PETITION

The petition was presented to Councillor Carole Anderton which was passed onto the City Streets Manager for consideration. The covering letter suggested that the recent redesign of the intersection of Cashmere Road/Hoon Hay Road/Worsleys Road is of concern to the residents. It is suggested by the residents that the absence of crashes at the intersection is “*no criterion for acceptance of the design*”. The plea from the local residents is stated to be spontaneous and “*not orchestrated by any interest group*”. The petitioners seek to have the following matters addressed:

- “1. *The surface of the rough is of coarse texture creating excessive traffic noise. With the increase of traffic and the recent resealing this noise has become intolerable.*”
2. *The intersection configuration, as predicted at time of construction, has converted Cashmere Road into a speedway.*
3. *Parking restrictions and traffic islands are causing local frustrations.*
4. *Access to Cashmere Road from Hoon Hay Road and Worsleys Road is hazardous and promoting dangerous driving.*
5. *A roundabout, requested at the time, would solve most problems – although not the road noise which needs a smoother road surface.”*

POST CONSTRUCTION ROAD SAFETY AUDIT

Although a post construction road safety audit was carried out upon completion of the work two years ago, in the light of this petition, a further audit was commissioned and forms the basis of this report. Findings of road safety audits are ranked on a scale 1-4 and are used by the City Streets Unit to prioritise any action that is needed to make the site safe for road users.

In this particular audit six points were covered, four of which gained a hazard ranking.

The audit team found that the intersection configuration and layout for the right turns from Cashmere Road into Worsleys Road and Hoon Hay Road are appropriate. The planting on the south side of Cashmere Road was deemed to be unacceptable by the team. This point gained the highest hazard ranking of 1 and cited the tall, dense shrubs near the intersection and tree specimens most obstructive. The team suggests that two of the trees should be relocated back from the kerblines so that they do not obstruct visibility to the left; the other two should be removed to another location altogether.

Both, “before” and “after” speed surveys have been carried out and indicated that traffic speeds through the intersection have reduced since the intersection was reconfigured. The average speed of traffic through the intersection was 55.7 km/h. Some minor problems with signage was noted including a missing chevron sight board on the Hoon Hay Road approach to Cashmere Road that should be replaced. Some of the broken yellow “no stopping” lines at the intersection had faded and require repainting.

CRACROFT RESIDENTS ASSOCIATION

Cliff Stevenson, Chairman of the Cracroft Residents Association has indicated to Area Engineer Jeff Owen that most people living in the area have commented favourably on the effectiveness of the “road realignment” which has helped traffic negotiating the intersection as well as making it safer for both pedestrians and motorists. He suggests that the opinion of the petitioners may not be shared by the vast majority of residents in the area and that *“for the traffic volumes involved, most people in the area are very satisfied with the changes made to our intersection”*.

The Committee will be aware of the representations made by the Cracroft Residents Association when the Council first proposed the work that has involved the reconfiguration of the intersection. A copy of the original scheme plan for the intersection is attached to this report.

Residents originally would have liked to have had a roundabout constructed at this junction. However, due to the high costs involved and need to obtain road widening on one corner of the intersection this proposal was never pursued. Seven crashes have been recorded at the intersection over the past 10 years.

CONCLUSION

The people who have signed the petition are concerned about certain aspects of the reconfiguration of Cashmere Road/Hoon Hay Road/Worsleys Road. The work was carried out approximately two years ago and would appear to have the support of most of the people living in the area.

A post construction road safety audit has been carried out along with “before” and “after” speed surveys. The audit team considered that the reconfiguration of the intersection was most appropriate. However, the team expressed concern about certain aspects of the choice of plant species that have been used to landscape the south-west corner of the intersection. These plants have since been cut back pending a decision on a more appropriate landscaping plan for this side of the road.

Other aspects of the petitioners’ concerns have been discussed with the submitters of the petition and the Unit will continue to work through these to ensure that safety standards are maintained and, if possible, enhanced.

SPREYDON/HEATHCOTE COMMUNITY BOARD

The Spreydon/Heathcote Community Board has recommended that consideration be given to widening the carriageway to allow vehicles to pass between a stopped vehicle and the various traffic islands.

- Recommendation:**
1. That the submitters of the petition be thanked for their views on the reconfigured intersection of Cashmere Road/Hoon Hay Road/Worsleys Road and assure them that a more appropriate landscaping plan for the south-western corner of the intersection will be developed and implemented.
 2. That no further action (other than attending to minor signage and roadmarking deficiencies) be taken at this time.

Chairman's Recommendation: That the above recommendation be adopted.