

## 7. SAFETY WORKS MARSHLAND ROAD, HAWKINS ROAD AND LOWER STYX ROAD INTERSECTION

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Corporate Plan Output: 2001/02 as Safety Capital Works \$37,000	

The purpose of this report is to advise the Board of the Safety Capital Works Project proposed for the rural crossroads of Marshland Road, Hawkins Road and Lower Styx Road in the 2001/02 financial year. As the work involves the closure of Hawkins Road a report recommending that the Council commence the process of 'seeking the community view' is before the Shirley/Papanui Community Board. This report is presented to the Burwood/Pegasus Community Board and City Services Committee for information.

### BACKGROUND

This intersection was the subject of a Crash Reduction Study in January 1999. There are a high number of vehicle crashes occurring primarily as a consequence of the intersection geometry and delineation. Vehicles queued in the opposed right turn lane on Marshland Road obscure approaching through traffic in both directions. This has resulted in a number of high-speed injury crashes. Traffic uses Hawkins Road, a local road, as a bypass to Redwood and Papanui rather than utilising the arterial road network.

### THE PROPOSAL

The Crash Reduction Study recommended closure of the Hawkins Road approach to Marshland Road to vehicle traffic. This will allow the removal of the right turning bay for southwest bound turning traffic. The removal of the east - west through movement from the intersection is also recommended. This closure of Hawkins Road means 11 of the 15 crashes will be addressed.

Several other issues are proposed to be addressed during the works, including lane delineation, advance and intersection directional signs, removal of the white wooden fence, and painting the bridge railing to reduce its conspicuity.

The Benefit/Cost of the proposal is calculated as 44. This is well in excess of the level required to obtain a TRANSFUND subsidy. Pedestrian and cycle access is retained. A plan showing the proposed works is attached, see Figure Site 2b.

### DISCUSSION

No formal public consultation regarding the project has occurred yet. The purpose of this report is to commence the 'seeking community views' process. The main concern is a negative public response to the proposed road closure. There are a total of eight property access points along Hawkins Road between Marshland and Quaid's Road. These may generate up to 80 vehicle trips per day. The rest of the traffic on Hawkins Road is considered through traffic, as there are exits to the north, south and west of Quaid's Road. It is considered that the majority of the 80 vehicles would be 'city bound' on either Marshland or Main North Road. Only those residents accessing Marshland Road and heading north 'away from the city' would be affected by the closure. This volume may be as low as 10 to 20 trips per day.

The Council will need to especially consult with the residents directly affected by the road closure and gauge their response regarding the proposal. If the closure is challenged, the closure will need to go the Environment Court for resolution. This could be costly, cause delays and if unsuccessful it will also prevent us from re-applying for closure for another two years.

Four alternative layouts for the Hawkins Road portion of the intersection have been investigated:

**Partial Closure:** The option of partial closure (left in and left out only) was explored and rejected. This was due to the probability of both U-Turning and traffic continuing to cross between Hawkins and Styx Mill Roads. A major concern of the Crash Study Team was that leaving Hawkins Road open would probably result in 11 of the 15 reported crashes still occurring.

**Left Out:** The left-out treatment will still allow vehicles to cross directly over Marshland Road, possibly in both directions, because of the skew geometry of the intersection.

**Left In:** The left-in treatment will only facilitate the movement of a total of 18 vehicles in the three peak hour periods. There is also a crash recorded where vehicles are left turning out of Lower Styx Road, U-Turning on Marshland Road then left turning into Hawkins Road. This manoeuvre would still be possible and therefore so are the crashes.

**Off Set T-Junction:** It is not possible to achieve a reasonable entry tapers or queuing length for right turning bays required on Marshland Road between Lower Styx Road and Hawkins Road.

## CONCLUSION

This intersection has a poor safety record with nine injury and six non-injury crashes reported over the last five years. Significant safety benefits are expected by closing off the Hawkins Road approach to Marshland Road. To progress this project the Shirley/Papanui Community Board's support for coordination of the "seeking community views" process is being sought.

### Chairperson's

**Recommendation:** That the information be received.