

## 17. REPORT OF THE EVANS PASS ROAD SUBCOMMITTEE

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Corporate Plan Output: Information and Advice to Council	

The purpose of this report is to advise the Committee of the recommendations of the sub committee formed to review the issues relating to safety on the Evans Pass Road.

### BACKGROUND

At the 11 July 2000 meeting of the Committee two reports relating to road safety issues on rural hill roads and on the then recent accident on the Evans Pass Road were considered.

As a consequence a subcommittee consisting of the Chairman of the City Services Committee and Councillors Erin Baker and Charles Manning was formed to consider this matter and report back to the City services Committee.

### CRASH REDUCTION STUDY

The firm of Montgomery Watson Ltd was commissioned to prepare a crash reduction study on Evans Pass Road, lead by Mr Marten Oppenhuis, national adviser on road safety design, and assisted by the LTSA and CCC staff.

Their report was presented to the sub committee on Friday 25 August when the opportunity was also taken to visit the site.

The report (a copy of which has been separately circulated) noted three main areas of concern on the road as follows:

- Site 1 – Near the base of the road.
- Site 2 – The bend mid way along the route to the Summit
- Site 3 – The hairpin bend below the summit.

and identified immediate, short and long term measures for each of these sites and the route as a whole to improve road safety.

These can be categorised as:

1. Improved route delineation by the provision of :
  - Edge marker pegs
  - Replacement of RRPMs
  - Curve warning advisory/speed signs
  - Chevron boards
  - Repeater 70 kph signs
  - Landscaping
  - Trimming vegetation

2. Installation of crash barriers, crash cushions at site No 2, to protect cars from the rock face and from going over the bank.
3. Realignment of the bend at site 2 and widening of the road seal over the route as a whole where required.

#### **COSTS**

Details of estimated costs for the three stages are contained in the report from Montgomery Watson ( page 15 and Appendix A refers (attached)) and are:

- Immediate – Route delineation \$19,400.
- Short term – Crash barriers and crash cushion inc fees, say \$200,000.
- Long term – Road realignment and widening, this may cost as much as \$1m.

Work has already been commenced by the City Streets Unit on the immediate work detailed in the report and is now substantially completed.

#### **RECOMMENDATION**

The recommendation of the subcommittee was:

1. That the route delineation measures as detailed in the report be implemented immediately.
2. At the six monthly review the possibility of installing crash barriers and a crash cushion be considered.
3. In the longer term realignment of the bend and widening of the road be considered as part of the Council's budget cycle.

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

#### **Chairman's**

**Recommendation:** That the recommendation of the subcommittee as above be adopted.