

## 21. **NORTHCOTE ROAD TRAFFIC MANAGEMENT UXBRIDGE STREET TO MAIN NORTH ROAD**

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Corporate Plan Output: Traffic Signs and Markings	

The purpose of this report is to recommend that the planned work along Northcote Road from just east of Uxbridge Street to Main North Road be implemented.

### **BACKGROUND**

The need to make improvements along this road was highlighted through the Redwood West LATMS. There was input from local stakeholders at that time.

This project complements safety improvement works planned to be implemented between the Main North Railway and Uxbridge Street. The community was informed of this by a publicity plan circulated during September 2001 and was reported to the February 2002 meeting of the Shirley/Papanui Community Board.

### **PROJECT OBJECTIVES**

1. Improve the safety for pedestrians and cyclists along Northcote Road.
2. Address safety issues at Fenchurch Street.

### **PROJECT PROPOSAL**

- Mark cycle lanes along both sides of the roadway.
- Establish a flush median along the length of the roadway to improve the safety for road users, and to provide a refuge for turning vehicles and pedestrians.
- Provide a right turning lane adjacent to Fenchurch Street to address safety and access concerns.

The attached publicity plan TP137501 shows the detail of the scheme. This was the scheme that was circulated for comment.

### **OPTIONS**

1. Do nothing – wait until the road is reconstructed to 4 lanes projected for 2012/13.

This option was discarded because:

- Projected time frame is too long.
- Existing requirement to address safety issues.
- Directive from City Services Committee 7 September 2000 “That cost effective traffic management measures, including flush medians, cycle facilities, pedestrian islands and parking restrictions be implemented to address safety concerns on the northwest and other sections of the ring road route.”

2. Others- Present funding limitations precludes the construction of any facility of a physical nature or changes to existing kerblines.

The proposed works will be funded from the existing traffic and markings budget.

### **ISSUES FOR CONSIDERATION**

#### **Fenchurch Street Intersection**

Investigation has determined that safety and operational improvements are needed. There were 6 crashes at this location between 1995 and February 2000.

Four of these crashes involved right turning vehicles resulting in 2 serious and 3 minor injuries.

During peak hour periods approximately 80 right movements have been recorded. It is proposed that:

- Right turning bays are incorporated into the flush medians on Northcote Road to provide guidance for the turning traffic.
- Extra lane width is provided for vehicles by implementing additional parking restrictions on Northcote Road.

### **Cycle Facilities**

There are currently no cycle facilities on Northcote Road, yet it is used extensively by commuters, St Bedes College, Papanui High School and Casebrook Intermediate pupils alike.

It is recommended that cycle lanes be marked on both sides of the roadway to formally allocate space for cyclists. They will also provide an important link with the railway cycleway.

### **Painted Median Strip**

Flush medians:

- Provide a wider separation between traffic streams on either side of the road.
- Provide pedestrians with a place to pause while crossing two traffic streams.
- Provide a refuge for vehicles turning into and out of side roads or driveways.

In New Zealand there has been a 19% overall reduction in crashes on those streets where flush medians have been installed. Rear end crashes have been reduced by 66% and pedestrian crashes by 30%. (LTSA Fact Sheet 52 December 1997).

It is proposed that a flush median be painted on Northcote Road from the Main North Road to the railway line. This will link up with the existing section running west from the railway line.

## **CONSULTATION**

### **Internal**

The City Streets Scheme Plan Assessment Team reviewed the project on 5 December 2001 and gave approval for the project to go to consultation.

### **External**

205 copies of the publicity leaflet 1559 were circulated to the following residents on 19 December 2001.

- Northcote Road (Main North Railway to Main North Road)
- Paddington Street
- Lydia Street, and sections of
- Uxbridge Street
- Fenchurch Street
- Lambeth Crescent
- Ealing Street
- Camden Street

They were requested to reply before 20 January 2002 if they had any issues or comments. Four replies were received with two providing contact details. These correspondents received written replies thanking them for their interest and giving further explanations to our proposals.

### **AMENDMENTS TO THE CIRCULATED SCHEME T137501**

Resident feedback from the circulated scheme does not warrant any change. However examination of the existing bus stop outside property numbers 30 and 32 shows the dimensions to be substandard. This can be addressed with additional no stopping restrictions, or shifting of the bus stop to allow the buses unrestricted access. The owners of the affected properties have been consulted, and it has been agreed that the best solution would be to move the bus stop marginally towards Fenchurch Street. The attached publicity plan has been amended to show the new position. Parking will then be available for two vehicles in front of the bus stop. Environment Canterbury support this change and have not identified any other issues with Northcote Road.

- Recommendation:**
1. That the project be implemented.
  2. Revoke all existing parking restrictions on Northcote Road from Main North Road to Lydia Street.
  3. That the stopping of vehicles be prohibited at any time on the south side of Northcote Road commencing at:
    - i. Its intersection with Main North Road and extending in a westerly direction for a distance of 109 metres.
    - ii. The kerb line on Lydia Street and proceeding in an easterly direction for 127 metres.
    - iii. The kerblines on Lydia Street and proceeding in a westerly direction around the apex of the bend for a distance of 10 metres to the existing bus stop.
  4. That the stopping of vehicles be prohibited at any time on the north side of Northcote Road commencing at its intersection with:
    - i. Main North Road and proceeding in a westerly direction for 144 metres.
    - ii. Fenchurch Street and proceeding in an easterly direction for 25 metres.
    - iii. Fenchurch Street and proceeding in a westerly direction around the apex of the bend for a distance of 24 metres.
  5. That a bus stop be installed on the northern side of Northcote Road commencing at a point 25 metres from its intersection with Fenchurch Street and extending in an easterly direction for 17 metres.

**Chairperson's  
Recommendation:**

That the officer's recommendations be adopted subject to consultation taking place with affected residents and that the Papanui Board members be invited to take part in the consultation with staff.