

9. AYNLEY/ CENTAURUS/ RAPAKI/ VERNON INTERSECTION IMPROVEMENT PROJECT

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Brian Boddy, Consultation Leader, Capital Development Unit, DDI 941 8013

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board for the Aynsley/Centaurus/Rapaki/Vernon Intersection Improvement Project, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This intersection improvement was requested by the local community following two serious cycling accidents through a deputation to the Community Board in March 2008 and at a residents meeting in April 2009. There was also community concern about buses U-turning at this intersection. The No. 66 bus route has since been altered by Environment Canterbury so that buses no longer need to do "U" turns on this intersection.
3. The objectives for the project are to improve road safety at this intersection for all road users and particularly for cyclists, pedestrians and school children. The project has also been planned and designed with consideration for the future Centaurus/Cashmere Cycleway Project.
4. The proposal incorporates a median island to physically and visually narrow the carriageway on the approach from Centaurus Road East, new road markings, new bus stop locations, and new and replacement landscaping. The median island will be formed from three physical islands and a painted median to provide the narrowing but without impacting on property access. A pedestrian facility is proposed on the middle island. "No stopping" lines will be installed on Centaurus Road in the vicinity of the median island. Trees are proposed on two of the three islands to assist with further reducing speeds by changing the environment. The proposed species would not impact on visibility. Stick-on kerbs are proposed on Vernon Terrace at the Centaurus Road intersection to reduce the speed of turning traffic, and provide a more suitable crossing facility for pedestrians.

FINANCIAL IMPLICATIONS

5. The safety improvement works for the Aynsley/Centaurus/Rapaki/Vernon intersection are programmed in the Long Term Council Community Plan (LTCCP) for implementation in the 2009/10 financial year. Costing information is included in the public excluded section of this agenda.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 247).

LEGAL CONSIDERATIONS

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
9. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004

10. There is no land ownership issues associated with this project. The project is within existing land boundaries. No Resource Consents are required.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Funding for the proposed Aynsley/Centaurus/Rapaki/Vernon Intersection Improvement Project is programmed in the 2009–19 LTCCP Road Safety at Schools (Page 247).
12. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

ALIGNMENT WITH STRATEGIES

13. This project is consistent with key council strategies including the Parking Strategy, Road Safety Strategy and Pedestrian Strategy.

CONSULTATION FULFILMENT

14. A seminar was held with the Spreydon/Heathcote Community Board on 4 December 2009 advising of the project consultation programme.
15. Approximately 900 information leaflets were distributed on the 21 and 22 January 2010 to directly affected residents and property owners in Centaurus Road (from Hillsborough Terrace to Glenelg Spur), Aynsley Terrace (from Centaurus Road to Grange Street), all Rapaki Road, all Erewhon Terrace, all Montgomery Terrace, all Vernon Terrace and other stakeholders. Thirty-seven responses were received.
16. The key issues raised identified traffic speed, on-street parking and the drivers' sight distances at the intersection as the key issues of concern.
17. Each submission was acknowledged and submitters received an email or letter advising them of the feedback received, the project team's response and when the Spreydon/Heathcote Community Board would be meeting to consider the project for approval to construct. Copies of this letter have been made available to the Community Board.
18. The following changes have been made to the information plan in response to feedback on the information leaflet:
 - (a) Three islands/kerb extension is proposed to form a separation between Vernon Terrace and Rapaki Road, which also provides a facility for pedestrians to cross and slowing vehicles down when entering Vernon Terrace;
 - (b) Road markings to visually narrow the carriageway at the island;
 - (c) Tactile paving at intersections.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board approve for installation:

- (a) The proposed plan for the Aynsley/Centaurus/Rapaki/Vernon Intersection Improvement (TP 318301), as per **Attachment 1**; and
- (b) The following parking restrictions;

Revoke existing parking restrictions:

- (i) That the existing no stopping restriction on the North side of Centaurus Road commencing at its intersection with Aynsley Terrace and extending in a westerly direction for a distance of 33.5 metres be revoked.
- (ii) That the existing no stopping restriction on the South side of Centaurus Road commencing at its intersection with Vernon Terrace and extending in a westerly direction for a distance of 20 metres be revoked.
- (iii) That the existing no stopping restriction on the East side of Vernon Terrace commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 106 metres be revoked.
- (iv) That the existing no stopping restriction on the West side of Rapaki Road commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 70 metres be revoked.

Bus Stop

- (i) That the existing bus stop located on the southern side of Centaurus Road commencing at a point 28 metres West of its intersection with Vernon terrace and extending in a westerly direction for a distance of 25 metres be revoked.

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the North side of Centaurus Road commencing at its intersection with Aynsley Terrace and extending in a westerly direction for a distance of 115 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the South side of Centaurus Road commencing at its intersection with Vernon Terrace and extending in a westerly direction for a distance of 88 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the South side of Centaurus Road commencing at a point 129 metres West from its intersection with Vernon Terrace and extending in a westerly direction for a distance of four metres.
- (iv) That the stopping of vehicles be prohibited at any time on the South side of Centaurus Road commencing at its intersection with Vernon Terrace and extending in an easterly direction for a distance of 13 metres.
- (v) That the stopping of vehicles be prohibited at any time on the East side of Vernon Terrace commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 109 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the West side of Rapaki Road commencing at its intersection with Centaurus Road and extending in a southerly direction for a distance of 77 metres.

New Bus Stops

- (i) That a Bus Stop be installed on the North side of Centaurus Road commencing at a point 115 metres West from its intersection with Aynsley Terrace and extending in a westerly direction for a distance of 14 metres.
- (ii) That a Bus Stop be installed on the South side of Centaurus Road commencing at a point 115 metres West from its intersection with Vernon Terrace and extending in a westerly direction for a distance of 14 metres.

CHAIRPERSONS RECOMMENDATIONS

For discussion.

BACKGROUND (THE ISSUES)

- 20. The surrounding area is residential. There is a Scout Den at No 297 Centaurus Road, to the West of the intersection. Chevron signs and cycle warning signage have recently been installed on Centaurus Road between Glenelg Spur and Rapaki Road. The existing road width is 12 metres.
- 21. Approximately 4,000 vehicles per day use this section of Centaurus Road at an average 85%ile speed of 54.4kph for vehicles travelling eastbound and 53.3kph for vehicles travelling westbound. The posted speed limit is 50kph. Centaurus Road is a Minor Arterial, Aynsley Terrace is Collector and Rapaki Road and Vernon Terrace are Local roads.
- 22. A total of 12 accidents were recorded from 2004 to early 2009, of which no accidents were classified as fatal, three were classed as serious and four were classified as being minor. Five accidents were classed as non-injury. Six of the accidents involved cyclists, and three of these occurred on a weekend day.
- 23. Three accidents occurred as vehicles lost control. One accident involved a vehicle travelling South on Aynsley Terrace, lost control on the curve and hit another car head on. The other accident involved a car losing control, leaving the carriageway and colliding with a parked car. On both occasions, the alcohol test was above the limit or refused, and during the second accident the driver's attention was diverted by cigarette. The remaining accident involved a vehicle travelling westbound on Centaurus Road to the West of Aynsley Terrace and losing control. On this occasion the road was slippery from frost/ice.
- 24. Four accidents involved vehicles leaving Aynsley Terrace and colliding with approaching traffic on Centaurus Road.
- 25. Two accidents involved vehicles turning right to Rapaki Road from Centaurus Road and colliding with cyclists travelling West on Centaurus Road. The drivers of both vehicles failed to give way when turning to non-turning traffic, and did not see/look when required to give way to traffic from another direction. One of the accidents was classified as serious.
- 26. One accident involved a cyclist (age 11) travelling westbound on Centaurus Road in the cycle lane, and colliding with the rear of a left turning vehicle into Rapaki Road. The cyclist was following too closely. Another accident involved a cyclist travelling westbound in the cycle lane also, but being hit at the rear by a car travelling in the same direction. The cyclist had slowed to understand what was happening at the intersection. The last accident involved a cyclist (age 13) travelling westbound on Centaurus Road, the cyclist crossed the centreline and collided head on with a car travelling eastbound. The accident was classified as serious.

THE OBJECTIVES

27. As stated earlier in the report the object of this project is to improve road safety at this intersection for all road users and particularly for cyclists, pedestrians and school children.

THE OPTIONS

28. Proposals for the intersection have been considered as part of the Cashmere/Centaurus Cycleway Project which proposed a central median island just West of Vernon Terrace. The proposed median was one solid island, which included a pedestrian crossing facility to assist safer pedestrian crossing and to slow vehicles travelling along this section of Centaurus Road. The scheme also included moving the bus stop to accommodate the central median island. This proposed median island would have restricted movements by the local residents as they would be unable to pass through the median on entering and leaving their homes.
29. In the preferred option pedestrians will be provided with a crossing point on the middle of the three islands. Cut downs and tactile paving are also proposed. There is an existing cut down on the eastern side of Rapaki Road. A cut down is proposed on the western side of Vernon Terrace, in addition to a waiting area in the middle of Vernon Terrace and Rapaki Road for pedestrians waiting to cross either of or both the two roads safely. Tactile pavers will be installed at this location due if practical. The proposal also includes a crossing point at the middle island of the median, which does include tactile pavers.
30. Originally Lancewood Trees were proposed. A review of the landscaping proposal resulted in these trees being changed to *quercus robur fastigiata*, English oak. Landscaping is proposed on the end islands only around the crossing. The landscaping specified would grow no larger than 500mm high. It is also proposed to clear the landscaping on the West side of Aynsley Terrace at the Centaurus Road/Aynsley Terrace intersection. The landscaping would be replaced with a low ground cover that would not exceed 500mm.
31. This scheme proposes no changes to the road widths. The median island would reduce the effective overall carriageway width to 10 metres wide. The kerb build outs on Vernon Terrace would reduce the effective carriageway width to 10 metres in the vicinity of the intersection. This scheme has a width of a minimum of 12 metres and the requirement in the City Plan is 12 metres therefore a consent is not required. The median islands and flush median measures 60 metres long in total. However, access to residential properties is not significantly restricted as the traffic islands do not block driveways.
32. A new bus stop is proposed on the northern side of Centaurus Road for alighting passengers. The existing bus stop on the southern side of the carriageway is to be relocated to improve visibility at the intersection from Rapaki Road and Vernon Terrace, and reduce the potential for vehicles travelling at speed down Centaurus Road hill having to manoeuvre around the bus.
33. Parking is currently permitted in the parking lane on the northern side of the carriageway. The provision of no stopping restrictions on the northern side of the median would result in the loss of approximately 12 car parking spaces. All the properties along this section have off-street parking. The proposed location of the bus stop on the northern side would result in the loss of approximately three spaces. No stopping lines are also proposed on the southern section of carriageway in the vicinity of the island. The location of the existing bus stop means that only four on-street parks would be lost, although these are not marked bays. The relocated bus stop would restrict parking outside 278 Centaurus Road.

THE PREFERRED OPTION

34. The preferred option will improve road safety at this intersection for all road users and particularly for cyclists, pedestrians and school children.

The proposed scheme will also:

- (a) Improve safety at the intersection by reducing the wide open nature of Centaurus Road from the downhill approach and for those travelling eastbound on Centaurus Road, and therefore assist in reducing vehicle speeds.
- (b) Provide sufficient lane width for a bus and a cyclist to pass at the same time. Improve the pedestrian environment by providing a reduced road width on Vernon Terrace through the use of stick on kerb extensions.
- (c) Improve intersection safety by restricting parking on Centaurus Road close to the intersection through the provision of no stopping lines on the northern and southern side of the median island.
- (d) Allow a pedestrian to cross the Vernon Terrace and Rapaki Road carriageways in two sections more safely. There is an existing cut down on the eastern side of Rapaki Road, and one is proposed on the western side of Vernon Terrace.
- (e) Improve drivers sight distances when entering Centaurus Road by relocating the bus stops away from the intersection.