

8. DYERS PASS ROAD/HEATON RHODES PLACE INTERSECTION SAFETY IMPROVEMENTS

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PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board approval of the proposed Dyers Pass Road/Heaton Rhodes Place Safety Improvements, and the resolution of associated traffic and parking changes.

EXECUTIVE SUMMARY

2. The proposed plan relates to a section of Dyers Pass Road (minor arterial) adjacent to the intersection with Heaton Rhodes Place (local road). The project is within the Spreydon/Heathcote ward.
3. The intersection sits at the apex of a tight 35 kph advisory speed curve. The speed limit beyond the curve in each direction is 50 kph.
4. Dyers Pass Road measures approximately 11 metres wide at the intersection, and incorporates a non-standard turn lane for traffic turning right into Heaton Rhodes Place from Dyers Pass Road (north). No overtaking lines are installed throughout the curve. There is a footpath on the western side of the carriageway. There are no on-road cycle facilities.
5. There were seven crashes recorded by NZTA for the five year period between 2005 and 2009 within the study area, and 15 crashes during the previous 5 years (2001-05). Although there has been a reduced number of crashes latterly there is still concern about the long term trend, which suggests that crashes will continue to occur at the site and the risk of a high severity crash occurring will remain.
6. The project objectives are to improve safety for pedestrians, cyclists and vehicles through:
 - (a) increased signage including electronic active sign; and
 - (b) guard rails and bollards on the outside of the curve to protect pedestrians and provide a large visual indication of the curve.
7. The proposal incorporates increased signage, including dual/gated curved arrow warning signs with advisory speed signs, an electronic sign to provide an additional warning to drivers travelling at speed to slow down, and retaining the 35kph chevron board with additional individual chevron indicator signs so it is visible to drivers coming down the hill prior to the bend. It is also proposed to re-shape the carriageway on the outside/northbound lane. It is proposed to incorporate a safety barrier/guard rail on the west side of Dyers Pass Road to the south of Heaton Rhodes Place.
8. It is not proposed to provide similar guard railing outside number 44 Dyers Pass Road. It is considered that all the above measures should alert drivers to the curve and advise drivers to slow down and therefore reduce the potential for a northbound driver to lose control and end up in the hedge/fence at number 44 Dyers Pass Road. After consultation with the owners of this property the plan was modified to include anti-ram bollards, or similar, rather than the guard rail, to be provided outside number 44 to prevent drivers colliding into the fence and/or pedestrians. The location of the bollards will be confirmed on-site during construction.
9. The proposed plan includes extension of 'no parking' lines which requires resolution by the Community Board.

FINANCIAL IMPLICATIONS

10. Benefit cost analysis has not been undertaken for the revised scheme. NZTA funding will be sought for the parts of this project that comply with the NZTA funding requirements.
11. Funding for the proposed works are provided for in the 2009-19 LTCCP, Black Spots Remedial Work, page 247 as follows:

| Project | 2010/2011 | 2011/ 2012 | TOTAL |
|-----------------------------------|-----------|------------|-----------|
| Dyers Pass Road Curve realignment | \$129,000 | \$133,000 | \$262,000 |

Based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project.

12. Construction is programmed to be complete in the 2010 -11 financial year.
13. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.
14. There is no conflict with earthquake recovery work being carried out by Council.

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

15. Yes, as above.

LEGAL CONSIDERATIONS

16. There are no land ownership issues associated with this project. The project is between kerbs.
17. A legal issues report was undertaken that highlighted the following:
 - (a) there are no widening designation issues;
 - (b) Garth Terrace is unformed legal road.
18. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2006 provides Council with the authority to install traffic and parking restrictions by resolution.
19. The Community Boards have delegated authority from the 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.
20. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

21. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Neighbourhood Improvement Programme of the Planned Capital Programme, page 247, 2009-2019 LTCCP.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

23. Yes, as above.

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

25. The residents at 44 Dyers Pass Road were consulted about the proposed plan, and their response was positive and fully supportive, although they indicated that the addition of a protective measure on the footpath outside number 44 would be appreciated. Subsequently the plan was modified to include anti-ram bollards at this address, the exact location to be determined during construction.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Dyers Pass Road/Heaton Rhodes Place intersection safety improvement as shown on the plan for Board approval in **Attachment 1** (TP 324101).
- (b) Resolve the following parking restrictions:

Revoke Existing Restrictions

- (i) That all existing parking restrictions on the northeast side of Dyers Pass Road commencing at its intersection with Whareora Terrace and extending in a north westerly and then north easterly direction for a total distance of 152 metres be revoked.
- (ii) That all existing parking restrictions on the southwest side of Dyers Pass Road commencing at its intersection with Heaton Rhodes Place and extending in a south easterly direction for a distance of 12 metres be revoked.
- (iii) That all existing parking restrictions on the southwest side of Heaton Rhodes Place be revoked.
- (iv) That all existing parking restrictions on the northeast side of Heaton Rhodes Place be revoked.
- (v) That all existing parking restrictions on the northwest side of Dyers Pass Road commencing at its intersection with Heaton Rhodes Place and extending in a north easterly direction for a distance of 75 metres be revoked.

New Parking Restrictions

- (vi) That the stopping of vehicles be prohibited at any time on the northeast side of Dyers Pass Road commencing at its intersection with Whareora Terrace and extending in a north westerly and then north easterly direction for a total distance of 165 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the southwest side of Dyers Pass Road commencing at its intersection with Heaton Rhodes Place and extending in a south easterly direction for a distance of 20 metres.

- (viii) That the stopping of vehicles be prohibited at any time on the southwest side of Heaton Rhodes Place commencing at its intersection with Dyers Pass Road and extending in a northerly direction for a distance of 40 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the northeast side of Heaton Rhodes Place commencing at its intersection with Dyers Pass Road and extending in a northerly direction for a distance of 23 metres.
- (x) That the stopping of vehicles be prohibited at any time on the northwest side of Dyers Pass Road commencing at its intersection with Heaton Rhodes Place and extending in a north easterly direction for a distance of 86 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

- 26. This safety Improvement project focuses on a section of Dyers Pass Road (minor arterial) at the intersection with Heaton Rhodes Place (local road). The project is within the Spreydon/Heathcote Ward.
- 27. The intersection sits at the apex of a tight 35 kph advisory speed curve. The speed limit beyond the curve in each direction is 50 kph.
- 28. Dyers Pass Road measures approximately 11 metres wide at the intersection, and incorporates a non-standard turn lane for traffic turning right into Heaton Rhodes Place from Dyers Pass Road (north). No overtaking lines are installed throughout the curve. There is a footpath on the western side of the carriageway. There are no on-road cycle facilities.
- 29. The New Zealand Transport Agency (NZTA) Crash Analysis System shows there have been seven crashes recorded for the five year period between 2005 and 2009 within the study area. Although this represents a reduction in crashes compared with the previous five years (2001-05) during which time there were 15 crashes, there is still concern that the long term trend does suggest that crashes will continue to occur at the site and the risk of a high severity crash occurring will remain.
- 30. The preferred option is to increase the signage including an electronic active sign and a guard rail on the outside of the curve to protect pedestrians and provide a large visual indication of the curve.
- 31. A scheme plan safety audit has been carried out on drawing RD3065s1-004. One comment was made regarding the extension of the no stopping marking and this has been adjusted in the plan. A number of changes were made to the plan after the initial road safety audit. The revised plan was sent back to the auditor for comment, and as a result the key issues of safety for cyclists and for right turning traffic have been accommodated as best as possible within the available funding and existing road width.
- 32. The following underground services currently exist on Dyers Pass Road at the intersection with Heaton Rhodes Place: sewer, water, storm water, Telecom (Saturn), gas lines, Orion cables (electricity).
- 33. Alterations to Telecom services will be required due to the installation of the new drainage pipe and the new kerb will require alterations to Telecom services.

34. It is recommend that a lighting upgrade for the proposal is not necessary at this time.
35. No landscaping is proposed as part of the intersection improvements. It is recommended that trees on the private boundaries of numbers 50 to 56 are trimmed back to ensure signs are clearly visible. This was also recommended in the initial Landscape Assessment undertaken in 2008 (27/11/08) for properties 52 to 56. Staff are in the process of liaising with the property owners concerned about this work.
36. It is also proposed to trim back the vegetation on the inside of the curve to improve this space for cyclists travelling between the property boundary and the edge line.
37. Parking is prohibited within the vicinity of the Dyers Pass Road/Heaton Rhodes Place intersection. It is proposed to extend the No Stopping lines on the east side of Dyers Pass Road to the south of Heaton Rhodes Place round to Whareora Terrace.
38. No change is proposed to road width or footpath width. The footpath is to be maintained on the west side of the carriageway. The lane width on the inside of the curve (southbound lane) is to be reduced to 3.3 metres wide to provide more room for cyclists (1.2 metres) climbing the hill inside the edge line.

THE OBJECTIVES

39. The project objectives are to improve safety for pedestrians, cyclists and vehicles through:
 - (a) increased signage including electronic active sign; and
 - (b) guard rails on the outside of the curve to protect pedestrians and provide a large visual indication of the curve.

THE OPTIONS

40. There are two options:
 - (a) Option 1: Do nothing. This option has not been selected as the preferred option as it does not meet the objectives.
 - (b) Option 2: This preferred option includes the following:
 - (i) install dual/gated curved arrow symbols and supplementary 35kph advisory speed limits signs;
 - (ii) install an electronic message sign;
 - (iii) install a safety barrier on the west side of Dyers Pass Road to the south of Heaton Rhodes Place to provide a greater visual indication of the curve;
 - (iv) retain the horizontal curve chevron board sign for northbound traffic and install additional chevron curve indicator signs on the safety barrier/guard railing and a larger sign down Heaton Rhodes Place to provide a continuous line of signs around the curve. The exact placing of the signs will be determined onsite during construction;
 - (v) reshape the carriageway on the outside of the curve (northbound lane) across the intersection of Heaton Rhodes Place and outside number 44;
 - (vi) place new storm water pipe outside number 44 Dyers Pass Road and new kerb;

- (vii) trim back trees on the west side to improve visibility of signs, and trim back vegetation on the inside of the curve to improve the space for cyclists;
- (viii) install new road markings; and
- (ix) install anti-ram bollards outside number 44 Dyers Pass Road

THE PREFERRED OPTION

41. The preferred option is Option 2 above.