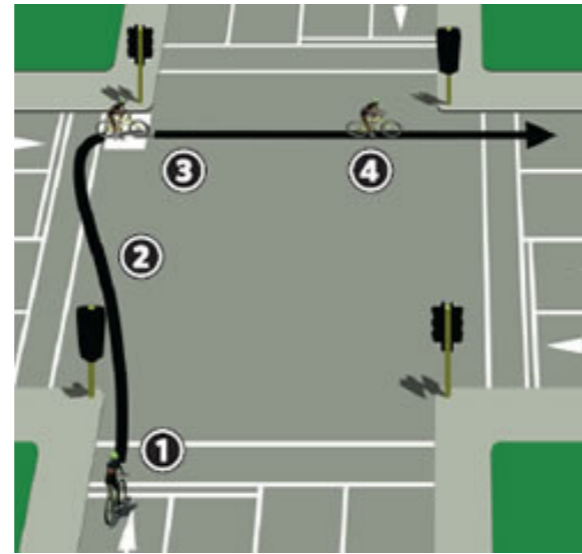


What is a Hook Turn Box?

A “hook turn” allows a cyclist to make a right-turn at an intersection by (1) staying in the cycle lane, the left lane or the left-most lane that goes straight ahead, and (2) cycling across the intersection when the light, for going straight ahead, turns green. Then (3) they turn their cycle and stop in the marked area of road (the hook turn box) just before the footpath on the other side of the intersection at the front of the queue of crossing traffic, pointing in the direction of their right turn. (4) When the lights turn green they cycle across the intersection keeping left.



This leaflet illustrates the proposed plans for the works. This plan is NOT finalised or detailed, and is presented as part of our consultation process.

We now ask for your comments on the proposal. Your views will be taken into account in the development of a final recommended plan which will be presented to the Spreydon Heathcote Community Board for approval later this year.

Construction is scheduled for the 2013/14 financial year. There will be no undergrounding of the existing overhead services done as part of this project.

NOTE: This project is subject to confirmation of 2013/14 Long Term Plan (LTP) Funding.

Proposal to place traffic signals at the intersection of Frankleigh Street, Sparks Road and Lyttelton Street



The Christchurch City Council proposes to introduce traffic signals at the intersection of Frankleigh Street, Sparks Road and Lyttelton Street.

Currently, the intersection is a single lane approach roundabout with a 12 metre diameter centre island. The approach to the roundabout has splitter islands. There is a left turn slip lane on the Lyttelton Street south approach.

The proposed signalised intersection has a kerbside cycle lane, a shared through and left turn lane, an exclusive right turn lane and a hook turn box* (as at Greers Road, Memorial Avenue intersection) for each approach at the intersection.

*See the insert box on the back page for a description of a hook turn box.



have your say

www.ccc.govt.nz/haveyoursay

Christine Toner
 Consultation Leader
 Capital Programme Group
 Christchurch City Council
 PO Box 73011
 Christchurch Mail Centre
 Christchurch 8154
 Phone (03) 941 8355 or 027 433 9598
 Email christine.toner@ccc.govt.nz

If you wish to comment on the plan, please complete the enclosed freepost form and return by 5pm on Wednesday 27 February 2013.



have your say

www.ccc.govt.nz/haveyoursay

This project is primarily a safety improvement, and the Council is required to inform local residents and users of their plans. We are, as always, happy to hear your feedback on the proposal. We will endeavour to work through any issues raised in our detailed planning, and will provide a report detailing feedback to the Spreydon Heathcote Community Board, so their decisions are made with a full understanding of community views.

Please ensure that your comments reach us by 5pm on Wednesday 27 February 2013

You can comment by:

- Returning the enclosed freepost form
- Visiting the Christchurch City Council’s ‘Have Your Say’ website: www.ccc.govt.nz/haveyoursay
- Attending a Project Information Session in the Upstairs Lounge at Pioneer Leisure Centre at 5.30pm on Monday 11 February 2013

If you would like to discuss any aspect of this proposal or the consultation process, please contact:

Christine Toner
 Consultation Leader
 Capital Programme Group
 Phone (03) 941 8355 or 027 433 9598
 Email christine.toner@ccc.govt.nz

Why is this project proposed

The network and safety improvements are proposed because:

- existing road users experience congestion during peak periods;
- there have been sixteen crashes at or near the intersection, including nine involving injury, during the five years between 2007 and 2011;
- the carriageway shows signs of deterioration at the intersection and on the approaches to the intersection.

The area is well used, with Pioneer Leisure Centre, Centennial Park, Pioneer Early Learning Centre, Lyttelton Street Play Centre, Te Kura Kaupapa Maori o Te Whanau Tahī Composite School, West Spreydon Primary School, Hoon Hay Primary School, Our Lady of Assumption School, Cashmere High School, George Manning House, an aged care facility in the vicinity, and two Council housing complexes near the intersection, at Glue Place on Lyttelton Street south and at Hennessy Place on Lyttelton Street north.

The intersection is used by buses on several routes - the Orbiter, No 120 (Burnside - Riccarton - Barrington), No 60 (Parklands - City - Hillmorton), and No 111 (Westmorland - Sydenham). The bus stops near the intersection and the many other facilities listed above give rise to significant pedestrian use of the intersection. The proposed signalisation would provide safer and easier crossings for cyclists and pedestrians.

Project objectives

- To improve the safety record for the intersection;
- To improve the levels of service and safety for cyclists and pedestrians including mobility impaired pedestrians;
- To improve the traffic capacity of the intersection during the morning and evening peak periods, compatible with other intersections on the Sparks/Frankleigh/Milton corridor, taking account of projected traffic levels to the years 2026 and 2041.

Key features of this proposal

The Council proposes to replace the existing roundabout at this intersection with traffic signals. On each approach there would be:

- a right turn lane with a turning bay;
- a shared through and left turn lane;
- a kerbside cycle lane with an advance cycle stop box with green pavement surfacing, in front of the shared through and left turn lane to enable cyclists to be seen by motorists;
- hook turn boxes* (see insert box “What is a hook turn box?” on the back page of this leaflet) within the intersection to assist right turning cyclists;
- new kerb and channel at the four corners of the intersection with tactile pavers to assist vision impaired pedestrians.

The changes would incorporate some alteration to the kerb alignment, additional no stopping leading into the intersection, and the repositioning of the bus stop on the south leg of Lyttelton Street to a new location north of Glue Place. The existing bus shelter is to be retained. Because the bus stop would need to be moved, there would be changes in the location of refuse and recycling bins to the grass berm south of Glue Place. A parking bay with two parking spaces is proposed on the west side of Lyttelton Street south near Glue Place. The existing New Zealand Post box would be relocated to the new parking bay.

Safety improvements

The proposed layout brings better visibility and therefore safer crossing points for all road users.

The pedestrian crosswalks at the proposed traffic signals would be aligned to meet the desire lines of pedestrians and provide good visibility between pedestrians and traffic turning left. Tactile pavers would assist vision impaired pedestrians, while new kerb cutdowns and a reduced crossing distance would benefit all pedestrians crossing at the intersection.

A cycle lane with an advance stop box and green colour surfacing on each approach to the intersection would highlight the presence of cyclists at the intersection. Hook turn boxes* at the intersection would make it easier for cyclists to turn right.

Improved traffic flow

Modelling of the traffic flows under various scenarios, including the existing roundabout and a larger, two lane roundabout, indicates that the proposed signals would balance overall queuing distances and waiting times at the intersection.

Traffic signals of this intersection would enable coordination with other signal controlled intersections along this road corridor.

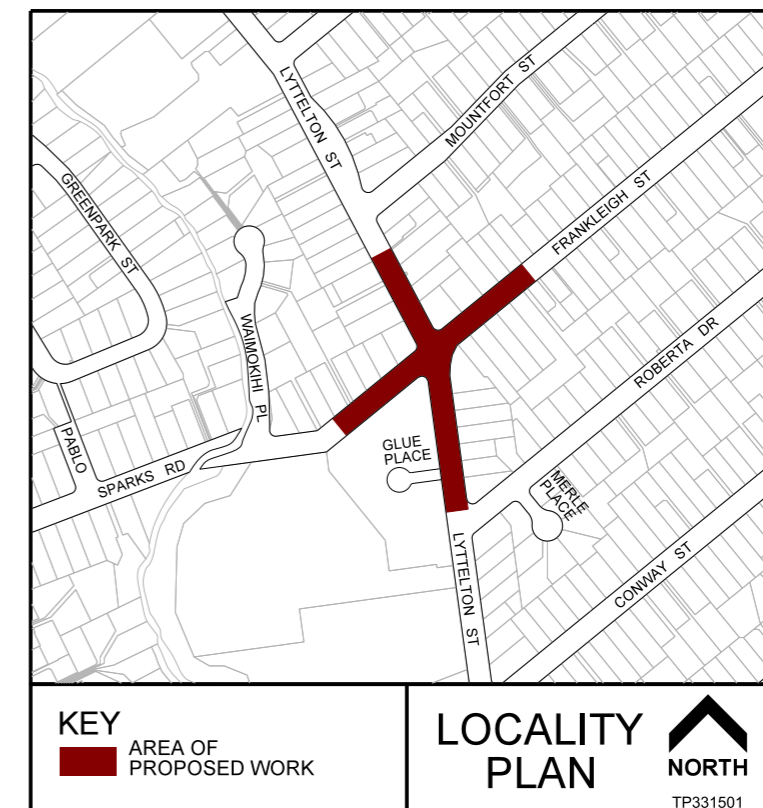
Parking

The traffic signals are designed with turning lanes which necessitate the removal of 13 parking spaces on the Sparks Road approach, 7 parking spaces on the Lyttelton Street north approach, 9 parking spaces on the Frankleigh Street approach and 7 parking spaces on the Lyttelton Street south approach.

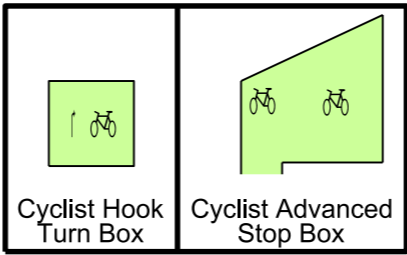
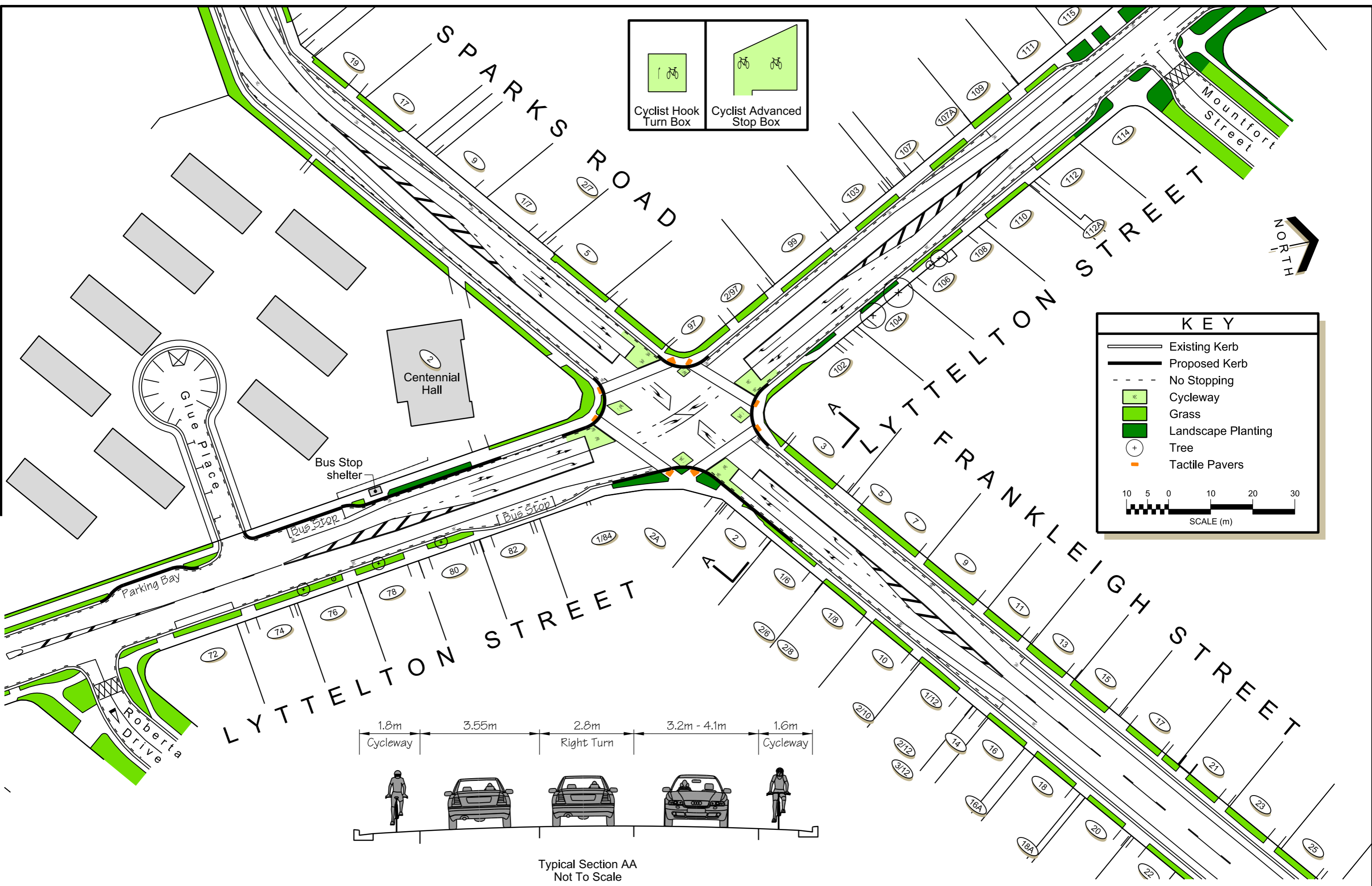
There is a proposed parking bay with two parking spaces on Lyttelton Street south to provide access to the relocated post box near Glue Place. These parking spaces have been included in the total loss of parking for the proposal.

Trees & landscaping

There is one existing evergreen magnolia tree on the roundabout, which could be relocated to another suitable place in this community. New landscaping would be introduced on the southeast corner of the intersection and on the west side of Lyttelton Street south, north of the existing bus shelter. This would consist of low groundcovers less than 500 mm high. Most of the grass berm within the project area would remain, except at the pedestrian crossings.



Original size mm
100
50
30
10
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KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Cycleway
- Grass
- Landscape Planting
- Tree
- Tactile Pavers

10 5 0 10 20 30
SCALE (m)

