

Reference: TR 43 – 15

Location: Chaytor Street, Curtis Street - Karori
and Raroa Crescent

Proposal: No Stopping, At All Times and Stop Controls

Information: Wellington City Council (WCC) is working to make transport safer and more convenient across the city.

The intersection of Chaytor Street/ Raroa Crescent has been identified as a high crash site. Analysis was undertaken to determine the roading improvements required to address deficiencies and thereby improve safety. This was done in conjunction with the traffic safety team.

The intersection is a tee configuration with Chaytor Street set up as a main road around the curve and Raroa Crescent as a side road. It is situated on the key traffic route connecting with the Karori Tunnel. Traffic counts taken on Chaytor Street recorded a seven day average of 11,749 vehicles and on Raroa Crescent 5,164 vehicles.

There have been eight injury crashes (for all users) reported at the Chaytor Street and Raroa Crescent intersection during the 10-year period of 2005-2014. This figure includes three serious crashes and five minor injury ones. Crossing/Turning (55%) and Rear End/Obstruction (27%) were the two main crash types at this site with the main contributing factors being failing to give way (45%), poor observation (36%) and poor judgement (36%).

The above includes three cycle injury crashes, all of them occurred when the motorist on Raroa Crescent misjudged the speed or intention of the cyclist riding on the Chaytor St bus lane towards Karori tunnel, failed to give way and collided with the bike. In the crash reports, the motorists stated that they did not see the cyclist on the bus lane or thought the cyclist would turn left onto Raroa Crescent. All cyclists in these crashes suffered injuries (2 minor and 1 serious). Cycle crashes are overrepresented here with three of the eight injury crashes (~37%), whereas cyclist only make up a maximum of 10% of traffic.

These crash types and factors matched fairly well with the behaviour observed on site by officers during the morning peak hours.-

- Sight distances as you approach the intersection from Raroa Crescent and Curtis Street towards Chaytor Street (south) was restricted.

- Vehicles travelling straight through from Chaytor Street to Raroa Crescent were often at a speed. Some drivers chose to indicate while others did not.
- During the morning peak hour, cars from Raroa Crescent were having difficulties to turn on to Chaytor Street. Many drivers crossed the limit line in order to gain more sight distance. This caused a number of near misses at this intersection as the front half of these cars were in the way of the vehicles travelling on the bus lane.
- Some cyclists travelling on Chaytor Street chose to signal “right” to indicate they were continuing on Chaytor Street. Some cyclists did not. Confusions could be seen from the drivers on Raroa Crescent as they were unsure whether the cyclists would turn onto Raroa Crescent or continue to travel on Chaytor Street.

In order to address the issues identified as above, officers have proposed interventions which seek to:

- Highlight the existing bus lane/conflict zone on Chaytor Street
- Reduce the vehicle speed at this intersection
- Ensure vehicles on Raroa Crescent come to a full stop when approaching the intersection to allow additional perception/reaction time
- Create a gap on Chaytor Street for Raroa Crescent traffic to perform a 2-stage crossing. In the first stage they would be able to focus on the city bound traffic on Chaytor Street, including the special vehicles on the bus lane. Then in the second stage they proceed from the flush median to the Karori bound traffic lane.

The initial changes include:

- Improved signage and painting/texturing of the pavement surface through conflict points to help signal the presence of cyclists to motorists.
- Signage and markings for users southbound on Chaytor Street wanting to turn onto Raroa Crescent to remind them to indicate and should assist with slowing users as they exit onto Raroa Crescent.
- Keep clear pavement markings to assist with visibility and vehicles looking to enter the traffic stream at peak hour.
- Stop controls on Raroa Crescent and Curtis Street to allow for additional perception time to locate cyclists and other vehicles on Chaytor Street travelling downhill.

- The parking removal of two on-street parking spaces to encourage northbound (Karori bound) motorists on Chaytor Street to travel further to the inside of the curve (away from the flush median) which will help promote a two-staged right turn from Raroa Crescent.

Some initial feedback from interest groups was mixed with some believing more drastic measures were required. Officers will be monitoring the site when the implementation is completed and motorist behaviours are normalised. This will help officers assess if the interventions are having the desired effect. If not, further steps may be considered to address the safety concerns at this location.

Officers recommend the traffic resolution to proceed as safety should have priority over minor control delays.

Net parking loss: 2 spaces.

Key Dates:

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| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chaytor Street	No Stopping – At All Times	West side, commencing 192 metres west of its intersection with Birdwood Street and extending in a northerly direction following the western kerbline for 97 metres.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chaytor Street	No Stopping – At All Times	West side, commencing 183 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m 5428123.2m) and extending in a northerly direction following the western kerbline for 106 metres.

Add to Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Curtis Street	Stop Control	Curtis Street, at its intersection with Chaytor Street. (Grid coordinates x= 1746843.8093m, y=5428161.6708m)
Raroa Crescent	Stop Control	Raroa Crescent, at its intersection with Chaytor Street. (Grid coordinates x= 1746886.7049m, y=5428147.0526m)

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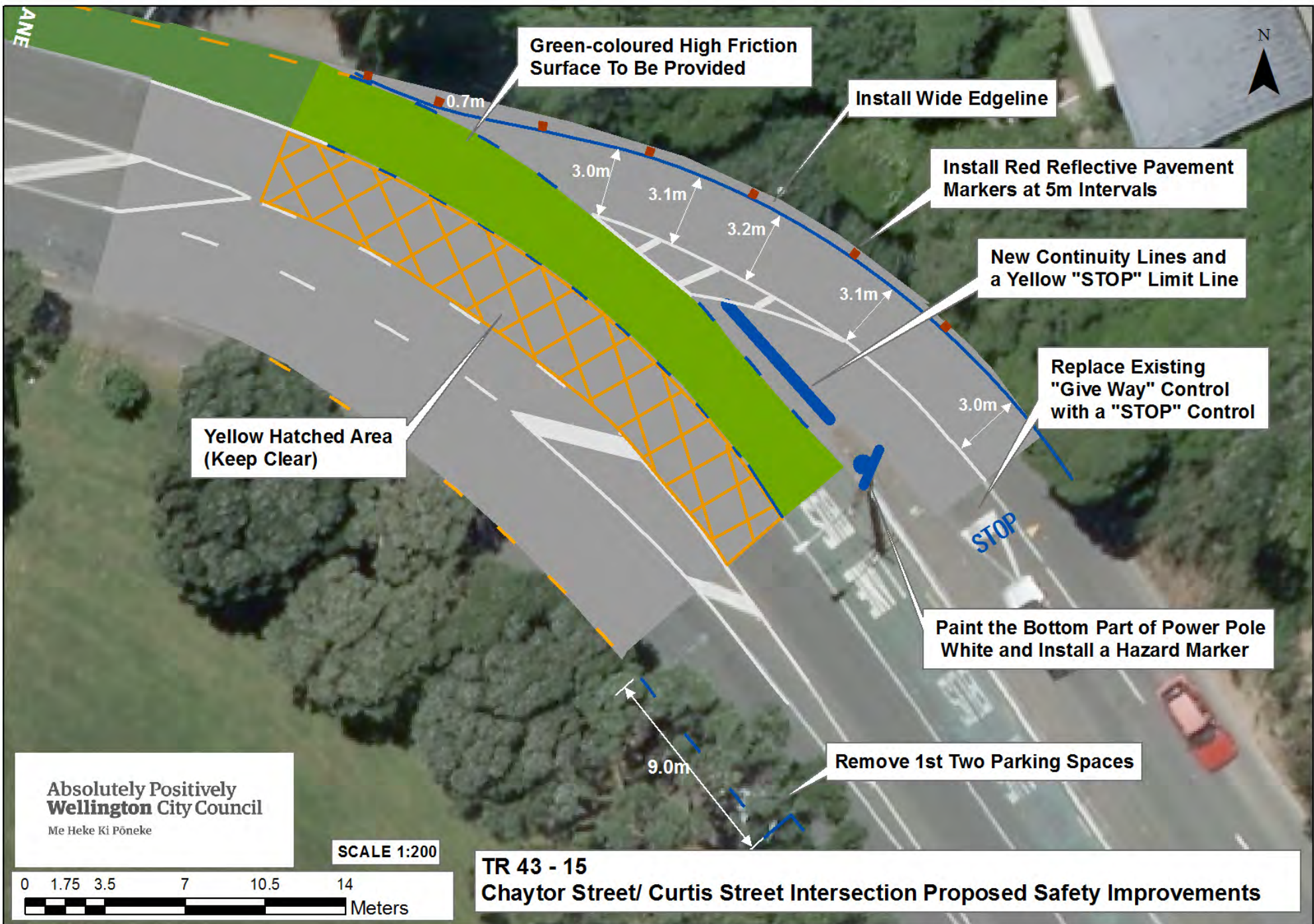
Prepared By: David Huang (Cycling Projects Engineer)

Approved By: Steve Spence (Chief Transport Planner)

Date:

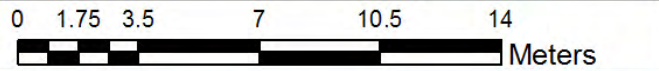
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Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

SCALE 1:200



TR 43 - 15
Chaytor Street/ Curtis Street Intersection Proposed Safety Improvements

