

13. BUCKLEYS/KERRS ROAD PEDESTRIAN SIGNALS

Officer responsible City Streets Manager	Author Lachlan Beban, Signals Engineer, DDI 941-8680
--	--

The purpose of this report is to update the Board on whether or not the pedestrian crossing facility in Buckleys Road at its intersection with Kerrs Road should be extended to include the southeastern portion of Buckleys Road.

BACKGROUND

At its meeting held on Wednesday 30 January 2002 the Board resolved to recommend to the Sustainable Transport and Utilities Committee:

1. *“That the Hagley/Ferrymead Community Board, supports a decision not to proceed with the installation of pedestrian traffic signals in Buckleys Road at Kerrs Road.*
2. *That consideration be given to spending the funds in the Hagley/Ferrymead Board area.*
3. *That the needs of pedestrians in this area continue to be monitored and reported on to the Board at the first meeting of the Board in November 2002.”*

In February 2002, the Board received a letter from Gloria Weeks, the Canterbury Branch Secretary of the Association of Blind Citizens of New Zealand Inc (ABC) about progress on extending the Buckleys Road pedestrian crossing under the assumption that the project was to proceed. At the February 2002 meeting the Board resolved *“to ask Brian Neill to write to the Canterbury Branch of Blind Citizens, to inform them of the reasons for not proceeding with the project at this stage, to further discuss the issues with them and advise that the area will be monitored and reported to the Board in November 2002.”*

On Tuesday 4 June 2002 Council staff Brian Neill and Michael Thomson met with Kevin Murray (Chairman) and Gloria Weeks (Secretary) of the Canterbury Branch of the ABC along with Peter Madden from the Royal NZ Foundation for the Blind to discuss issues relating to this crossing.

At the Board meeting of 2 October 2002, the Board was addressed by Gloria Weeks and Kevin Murray regarding support for extending the facility. A number of letters of support for the extension of the crossing from Tim Barnett MP, Lianne Dalziel MP, the Bromley Community Residents Inc, the Christchurch RSA, St. Chads Anglican Church and Linwood North School were presented to the Board. The Board decided *“to request that the Council investigate with urgency the establishment of pedestrian facilities at the intersection of Kerrs Road and Buckleys Road.”*

STUDY

Use of the facility was analysed over a two week period from the 11 to 25 of October 2002. During this time the pedestrian facility was actuated 121 times, an average of 8.1 times per day. When last studied in 2001 the average number of actuations was 12.5 per day. Video surveys of the pedestrian facility were done on the 11 and the 25 of October 2002. The 11 October video was recorded between 7:54am and 3:59pm during which time the crossing was used by 17 pedestrians and 8 cyclists. The pedestrian signals were only actuated on three occasions with most users waiting for a suitable gap in the traffic and crossing without waiting for the signals. The 25 October video was recorded between 8:37am and 4:28pm. The crossing was used by 9 pedestrians and 11 cyclists. Again most people chose to cross when there was a sufficient gap and the signals were only actuated on two occasions. On both days about 2 or 3 people crossed within 100m NE and SW of the Kerrs Road intersection away from the facility.

OPTIONS

1. Do nothing. There is relatively low use of the existing facility and the majority of those currently using it seem to have little trouble negotiating the uncontrolled southeastern portion of the crossing.
2. Extend the existing facility to include the southeastern portion of Buckleys Road. The extended facility would operate independent of the Kerrs Road signals.

TECHNICAL ASSESSMENT

If the traffic signals are to be extended to the southeast side of Buckleys Road, the following features will be incorporated into the design. In order to minimise delays to southbound Buckleys Road traffic it is important that the extended pedestrian facility operate separately from the existing signals at Kerrs Road. Traffic will only need to be stopped when the pedestrian facility is demanded. To do this, pedestrian presence detection in the form of detector pads need to be provided. This will ensure that the pedestrian crossing is only introduced when a demand for the crossing is made and the pedestrian remains on the pad. If the person crossing the road calls the pedestrian phase, then sees there is a suitable gap in the approaching traffic and chooses to cross before the signals change, then the call is cancelled and the pedestrian phase is not introduced erroneously.

BUDGET

The estimated cost of extending the pedestrian facility is \$40,000. Funding for the work can be incorporated into the Safety Improvement Works plan for 2003/04.

CONCLUSION

Although there is comparatively low use of the existing pedestrian facility at this intersection there has been significant community support for the extension of the facility to meet the needs of elderly and visually impaired pedestrians. Pedestrian signals could be installed at this location and by providing pedestrian presence detection, delays to southbound Buckleys Road traffic would be minimised. Safety concerns raised in the report of February 2002 (attached) can be mitigated by careful attention to design features that will assist all road users including visually impaired pedestrians.

Staff

Recommendation: That the Board support the installation of new pedestrian facilities at the Buckleys Road/Kerr's Road intersection.

Chairperson's

Recommendation: That the recommendation be adopted.