

9. TRAVIS ROAD AT WATTLE DRIVE - PEDESTRIAN SAFETY

Officer responsible City Streets Manager	Author Michael Thomson - Transport Planner (Cycling and Pedestrians), DDI 941-8950
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The purpose of this report is to inform the Board of concern about the safety of Freeville School children who need to cross Travis Road, at Wattle Drive; advise the Board of proposed Traffic Management works to address this issue; and seek the Board's endorsement of the scheme and approval to initiate public consultation.

BACKGROUND

A Traffic Safety Education Officer, from the New Brighton Police, has advised of a safety issue for all Freeville School children, who need to cross Travis Road, on a regular basis. This crossing need arises because Freeville School uses the swimming pool facilities at QEII. Children and staff walk along Wattle Drive, on the east side to Travis Road. They cross Travis Road, just east of the intersection, walking into QEII using the formed path which is at a 45 degree angle (approximately) to Travis Road.

While no formal speed surveys have been carried out, the on-site observation is that vehicle operating speeds appear high. Surveys of traffic volumes give varied results, but there is consistently over 10,000 vehicles per day on Travis Road, at this site.

TRAFFIC MANAGEMENT OPTIONS

Any changes to traffic management, to improve the situation for one road user type, should not compromise the safety and convenience for any other road user. There are a number of pedestrian road crossing facilities, but these are warranted based on usage, streetscape disruption and costs.

Examples of these are:

1. Traffic Signals

The national guideline states that signals are warranted when at least 400 pedestrians are crossing per hour.

While this occurs at this site because of the number of children during the crossing times, there would be extensive periods of the day (and many whole days) where there would be no pedestrian activity. Traffic signals cannot be justified on this basis.

2. Zebra Crossing

The Christchurch accident database from the Land Transport Safety Authority reveals that zebra crossings on busy roads combined with low or intermittent pedestrian use results in an unacceptably high casualty rate for pedestrians. A zebra pedestrian crossing installation cost is approximately \$40,000 with kerb extensions.

3. Grade Separated (Overpass/Underpass)

These facilities result in significant impact on the adjoining residential amenity, as a result of the ramp and bridge structures. The extra deviation, up or down to these facilities results in a number of people not using them. The cost of a grade separated facility is approximately \$300 - \$400,000.

4. School Patrol (Kea Crossing Type)

This type of facility can be ideal in this type of road environment. However, given the remote location from the school, it is not practical for children to carry the required equipment (swing out signs and flags) to this location.

RECOMMENDED OPTION

The attached plan refers. This option involves a flush (painted median) along Travis Road, extending 40 metres in both directions, either side of the pedestrian island. A central pedestrian island is located directly to the east of the Wattle Drive intersection. The objectives achieved with this facility are:

1. Pedestrians currently crossing at this location will be catered for.
2. The island position does provide an effective refuge for right turning traffic into Wattle Drive.
3. The island position is on the existing desireline for school children. (This position is on the same side of Wattle Drive as the school, removing the need for children to cross Wattle Drive.)
4. The effect on residents' kerbside parking is minimised, by only affecting one corner property.
5. Traffic speeds tend to be calmed where a flush median and island exists.
6. Similar traffic management facilities installed at other locations have an excellent safety record in regard to pedestrian safety.
7. The City Streets Unit has a budget provision for this project.
8. The school community is supportive to improve safety.

The disadvantage of this proposal is the need to remove parking outside one residential property frontage, and 30 metres of kerbside parking on the park side of the road.

Staff

- Recommendations:**
1. That the Board approve the proposed traffic management plan on Travis Road at Wattle Drive.
 2. That the Board approve distribution of a publicity leaflet detailing this proposal to the community.

Chairperson's

- Recommendation:** That the abovementioned recommendations be adopted.