

10. LYTTTELTON MAIN AND ST JOSEPHS SCHOOLS – TRAFFIC CONCERNS

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| General Manager responsible: | General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Transport & Greenspace Manager |
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PURPOSE OF REPORT

1. The purpose of this report is to both inform the Board of the outcomes of the investigation into the traffic safety issues that the Board has requested for St Josephs and Lyttelton Main Schools and to seek support for a way forward from the Board on these issues.

EXECUTIVE SUMMARY

2. The Transport and Greenspace Unit has received a requested from the Board to investigate the traffic safety issues at St Josephs School and Lyttelton Main School. The request has been generated by a deputation to the Board (12 April 2006) from St Josephs School and letter to the Board (19 July 2006) from Lyttelton Main School. Both the deputation information and letter are **attached**.
3. Video surveys have been undertaken to confirm the concerns raised at both locations. The survey undertaken outside St Josephs School could not confirm all of the concerns. However a more detailed walk around highlighted the deficiencies the deputation raised. The survey at Lyttelton Main School on Oxford Street highlighted all of the concerns raised in the letter.
4. Both schools have suggested possible solutions to the current deficiencies. A solution at St Josephs School is to provide a crossing point adjacent to the school outside the neighbouring church. At Lyttelton Main School the relocation of the existing 'zebra' crossing is suggested so as not to line up with a residential driveway. Both suggestions have considerable merit.
5. Various options were considered. Option 2 is the preferred option at each site.

St Josephs School

6. By installing kerb build outs as shown (**attached**) the safety concerns are alleviated for children crossing Winchester Street. It would be constructed at the hump in the roading outside the church. Education would be required with the school and parents to ensure that the crossing point became the place to cross rather than the existing desire line at the school entrance. It will also help other pedestrians cross Winchester Street and in particular those attending St Josephs Church.

Lyttelton Main School

7. Relocate the existing crossing to just below the Winchester Street intersection. This relocation is approximately 25 metres from the existing position. This would provide a crossing facility for the wider community, using the Gaol steps, provide for St Josephs School students who cross at this location, and still provide a convenient crossing facility for the majority of Lyttelton Main School students. The parking restrictions at the existing crossing would be replaced with a P5 school drop off zone and a P30 zone for longer stay parents. Establish a 'Patrol' at school start and finish times. The current warrant for a school patrol on a zebra crossing specifies that at least 50 pedestrians should be crossing and at least 100 vehicles passing in a half hour period. The survey resulted in the number of pedestrians (70) and vehicles (136) meets the warrant therefore a 'School Patrol' can be established.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The construction of the kerb build outs and associated works can be met from existing budgets. There is \$23,000 per year allocated in the current LTCCP for minor safety works within the former Banks Peninsula District Council area.
9. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

BACKGROUND ON ST JOSEPHS SCHOOL AND LYTTTELTON MAIN SCHOOL

10. At the Board meeting on 12 April 2006, the Board heard from a deputation from Mr Malcolm Carne (Board of Trustees member, St Josephs School) and Constable Eric Turner (Police Youth Education Officer) expressing traffic safety concerns outside St Josephs School on Winchester Street in Lyttelton. They outlined their concerns and offered preferred improvements to the roading environment to help alleviate these concerns.
11. The Board decided to request that Transport and City Streets staff report back to a future meeting on traffic safety issues on Winchester Street.
12. At the Board meeting on 19 July 2006, the Board received a letter from the Lyttelton Main School raising concerns about pedestrian crossing safety.
13. The Board received the information and decided to ask staff to address concerns in the report on the crossing on Winchester Street outside Lyttelton Main School.
14. This report addresses traffic safety concerns at both sites.

St Josephs School – Winchester Street

15. The deputation to the Board expressed various safety concerns outside the school. Their main concern is a hump in the roadway causing limited visibility to children crossing the road outside the school entrance. The deputation information is **attached**.
16. It is known that children are limited in the following areas making them vulnerable around traffic.
 - (a) They cannot accurately judge distance and speed of traffic.
 - (b) They are under developed in their peripheral vision.
 - (c) They lack the attention should they require patience.
 - (d) They are easily distracted.
 - (e) They lack experience to aid them in safe traffic practices.
17. The deputation asked for the Council to consider installing a crossing point outside the adjacent church to assist in safe crossing of the road and to alert the passing motorists of the pedestrian environment they are entering.

Investigation

18. On site observations have been carried out at school times at the beginning and end of school. The morning survey was carried out from 8.30am to 9.05am and afternoon from 2.55pm to 3.20pm. The morning survey revealed little or no conflicts against vehicles. The majority of children that arrived by car were dropped off on the school side of the road and therefore did not need to cross the roadway. A large majority walked but if they were required to cross they crossed away from the 'hump' in the roadway. The afternoon survey revealed a similar situation although more children did cross the roadway. What was of concern was the calling or coxing of children across the roadway by parents waiting on the opposite side of the road to the school. If safety is of concern then it was not evident by this practise. It must be pointed out the volume of traffic passing the school at both morning and afternoon school times is very low. The number of vehicles in the street either dropping off or collecting their children outnumbers the vehicles driving past. The bus of the regular service was the most noted vehicle in the street. This service only runs through Winchester Street from west to east.
19. However, a more detailed walk around highlighted the deficiencies the deputation raised. The hump in the roadway is the most obvious location to cross the roadway in safety due to the best visibility in both directions. However, the schools entrance is some distance from this location and away from the desire line to cross. Crossing at the school entrance means east travelling vehicles all but the bus, may not see a child in time to slow due to the hump in the road to the west of this location. They are effectively hidden by the roads geometry.

Option 1 – Maintain the Status Quo

20. This option does not address the safety concerns raised.

Option 2 – Provide kerb build outs at the hump

21. This option addresses the safety concerns raised. It is also suggested as a solution to the problem by the deputation to the Board. By installing kerb build outs as shown (**attached**) the safety concerns are alleviated for children crossing Winchester Street. It would be constructed at the hump in the roading outside the church. Education would be required with the school and parents to ensure that the crossing point became the place to cross rather than the existing desire line at the school entrance. It will also help other pedestrians cross Winchester Street and in particular those attending St Josephs Church. There is however a downside to this crossing point as car parking will be lost on both sides of the road. It is estimated as this stage to be approximately four spaces, two on each side of the road with this being confirmed after the design is completed.

Lyttelton Main School – Oxford Street

22. The letter the Board received has raised some traffic related issues at the existing zebra crossing outside the school. The letter is **attached**.
23. The concerns are:
- (a) The high speed of traffic up and down Oxford Street.
 - (b) Cars failing to stop for people waiting to cross.
 - (c) Parents dropping and collecting their children park on the yellow lines or double or even triple park near the crossing, obscuring children waiting to cross – visibility made worse by 4WD vehicles.
 - (d) A residential driveway backs straight on to the crossing.
24. In the letter the school has asked the Council to consider various options to address their concerns:
- (a) Changing the location of the zebra crossing so it does not line up with a driveway.
 - (b) Yellow No Stopping lines either side of the crossing.
 - (c) Enforcement of current parking restrictions.
 - (d) Enforcement of speed.
 - (e) The installation of a 40km/hr school speed zone.
 - (f) The use of the Council's speed trailer at the school.
 - (g) The establishment of a School Patrol on the zebra crossing.

Investigation

25. The alignment of Oxford Street is directly up the hill slope from the port, to the top of residential development. This road is a predominantly wide, straight road with a steep gradient. The school frontage is approximately half way up this total section of roadway. A zebra pedestrian crossing is located outside the school frontage and is 30 metres south (downhill side) of the Winchester Street 'T' intersection. Between the zebra crossing and Winchester Street, an access way exists called the "Gaol steps". This accessway is on the northern (uphill) boundary of the school and separates the school from the public playground/old gaol site. The access way provides a pedestrian link from St. Davids Street to Winchester Street. St Josephs School is located on Winchester Street, just west of Oxford Street.

26. On site observations have been carried out at the school at the beginning and end of school. The morning survey was carried out from 8.25am to 9.10am and afternoon from 2.40pm to 3.15pm. The survey was conducted by collecting video footage on 18 October 2006. The morning survey revealed what only could be described as chaos with many vehicles performing numerous illegal or ill thought through manoeuvres. Pedestrians did not fair well either with many 'jay walking' or crossing within 20 metres of the zebra crossing. All conflicts were either parents dropping off children or associated with the schools activities i.e. a bus backed on to the zebra crossing after loading children while leaving the schools frontage. In the afternoon, the picking up of children was more orderly with most motorists obeying the existing no stopping and parking restrictions. However jay walking increased from the morning survey with 15% of pedestrians crossing Oxford Street near the school not using the zebra crossing. Passing motorists were however abiding to the speed limit. Using a hand held radar gun also on 18 October no vehicles exceeded the speed limit either up or down hill while the radar gun survey was being carried out. This was for approximately 10 minutes at the beginning and end of school times. See **attachments** for survey data.

Option 1 – Maintain the Status Quo

27. This option does not address the safety concerns raised.

Option 2 – Relocate the Zebra Crossing

28. This option addresses most of the safety concerns raised. It is also suggested as a solution to the problem from the schools letter to the Board. The best possible position to relocate the existing crossing to is just below the Winchester Street intersection (see **attachment**). This relocation is approximately 25 metres from the existing position. This would provide a crossing facility for the wider community, using the Gaol steps, provide for St Josephs School students who cross at this location, and still provide a convenient crossing facility for the majority of Lyttelton Main School students. The parking restrictions at the existing crossing would be replaced with a P5 school drop off/pickup zone and a P30 zone for longer stay parents.
29. The school has also requested to establish a 'Patrol' at school start and finish times. The current warrant for a school patrol on a zebra crossing specifies that at least 50 pedestrians should be crossing and at least 100 vehicles passing in a half hour period. The survey resulted in the number of pedestrians (70) and vehicles (136) so the crossing meets the warrant. A 'School Patrol' can therefore be established.
30. The removal of car parking at and near the intersection of Winchester Street is necessary to install the zebra crossing at this point. It was observed from the video survey that vehicles are currently stopping and parking on and within 6 metres of the intersection which is illegal. Car parking will be gained outside the school at the existing crossing when the same is relocated so the benefits are gained by allowing more parking nearer the school gate. This is seen as a positive outcome.

Option 3 – Relocate the Zebra Crossing and Install a 40km/hr School Speed Zone

31. This option adds to option 2 by installing a 40km/hr School Speed zone. Oxford Street has been assessed for a school zone, along with all the other 300 roads in Christchurch city with a school frontage or school travel activity. While it is placed relatively high on the priority list (25th equal), it is unlikely that a 40 km/hr zone would be installed for a number of years with the current Council budget allocation.

PREFERRED OPTIONS

St Josephs School – Winchester Street

32. Option 2 is the Council's preferred option. It addresses most if not all of the deputations concerns.

Lyttelton Main School – Oxford Street

33. Option 2 is the Council's preferred option. It addresses most of the concerns outlined in the school's letter that are possible through engineering treatment.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Receive the information
- (b) Support the proposals outlined as Option 2 for each of the St Josephs School and Lyttelton Main School sites.
- (c) Support the Transport & Greenspace Unit initiating consultation with the public and stakeholders on the preferred option.