

11. MARSHLAND ROAD - REQUEST FOR PEDESTRIAN FACILITIES AT HERCULES STREET

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

1. The purpose of this report is to update to the Board on the request for a pedestrian facility in Marshland Road, north of Hercules Street.

EXECUTIVE SUMMARY

2. The Council has received two petitions requesting an additional pedestrian facility in Marshland Road. The location is approximately 125 metres to the north of the existing signalised pedestrian facility at The Palms entrance (**see attached Locality Plan**). Three options have been considered in response to the requests:
 - (a) Option 1: Signalised Pedestrian Crossing
 - (b) Option 2: Pedestrian Island Crossing Point
 - (c) Option 3: Status Quo

FINANCIAL AND LEGAL CONSIDERATIONS

3. There is no budget allocated for a pedestrian facility in this area.

STAFF RECOMMENDATION

It is recommended that the Board defer their decision until further information is available regarding the proposed Palms Mall development.

BACKGROUND ON MARSHLAND ROAD - REQUEST FOR PEDESTRIAN FACILITIES AT HERCULES STREET

4. At the 3 March 2004 Shirley/Papanui Community Board meeting, the Shirley Residents' Association presented a 131 signature petition to the Board requesting a pedestrian island on Marshland Road opposite the Resene Colour Shop. The City Streets Officer advised that a pedestrian island would be considered in conjunction with the proposed Marshland Road Cycle Lane project (Shirley Road-Mairehau Road), and the bus route review.
5. As this Cycle Lane project comprised only lane markings, the pedestrian island request was not incorporated as it was considered to fall outside the project scope. The request was then placed on the Pedestrian Facilities Request List.
6. In February 2005 the Shirley Residents' Association collected a 775 signature petition requesting 'the installation of a manually operated pedestrian crossing across Marshland Road at the north side of Hercules Street' (pedestrian signals). It is understood this petition was presented to the Marshland Road Cycle Lane Project Team where it was considered to fall outside the project scope.
7. Parts of the Cycle Lane project (Voss Street to Lake Terrace Road) were revisited in early 2006 as a result of resident concerns and issues. This included the provision of parking and pedestrian facilities, however this did not include the area of Marshland Road at Hercules Street, and hence the Shirley Residents' Association request was considered again to fall outside the project scope.
8. The request for a signalised pedestrian crossing at this location has not been progressed further, for reasons outlined in the Options section.
9. At the 16 March 2006 Council meeting, Councillor Withers presented the second petition to the Council. It was resolved that the petition be referred to the Transport and City Streets Manager for report to the relevant Portfolio Group.
10. This report is a direct result of the above request.

OPTIONS

Option 1 - Signalised Pedestrian Crossing

11. This option would involve the installation of pedestrian only signals on Marshland Road, on the northern side of its intersection with Hercules Street.
12. The estimated cost of this option is \$125,000, which comprises \$70,000 for signals hardware, \$50,000 for associated civil works (such as kerb build-outs), and \$5,000 for a comprehensive scoping study to assess its viability.
13. To date this option has not been progressed to the initial scoping study stage as it fails to meet cost benefit and good practice guidelines, and is therefore considered unlikely to be constructed.
14. Key features of this option to consider include:
 - (a) It addresses the community's request for a manually operated pedestrian crossing.
 - (b) Improves the level of service and safety provided to pedestrians in the area. However, while safety may be improved for pedestrians crossing the roadway, this is dependent on appropriate use of the signals. There are existing situations where pedestrians feel unduly delayed by signals and walk/run against the signal phasing, which has the potential to be unsafe.
 - (c) Relative closeness to an existing signalised pedestrian facility (duplication of services).
 - (d) Delays and increased queuing caused to motorists due to the proximity of the existing signals at The Palms entrance.
 - (e) Likely low cost/benefit ratio, and subsequent low ranking on the pedestrian facilities request list.
 - (f) Cost - not budgeted for, and unable to be constructed within existing budgets without substituting a higher ranking project or additional funds being provided.

Option 2 - Pedestrian Island Crossing Point

15. This option would comprise of a central island, with extended kerbs, either side on Marshland Road on the northern side of its intersection with Hercules Street.
16. The estimated cost of this option is approximately \$70,000.
17. This option has been investigated in detail and these findings presented to a public meeting of 18 August 2004.
18. Key features of this option to consider include:
 - (a) It addresses the community's initial request for a pedestrian facility and improves level of service provided to pedestrians in the area.
 - (b) An appropriate location for the island is considered to be north of the Hercules Street intersection. An island to the south of the intersection would be extremely close to the existing signalised entrance to The Palms.
 - (c) An island location to the north of the Hercules Street intersection would need to be located sufficiently north so as not to interfere with right turning vehicles into Hercules Street, and minimise conflict between crossing pedestrians and traffic left turning out of Hercules Street.
 - (d) It is believed that a significant percentage of the pedestrians, crossing near Hercules Street, are not crossing at that location just to access the Library/Service Centre. Many, in fact, continue walking through to The Palms concourse. People doing this do have the alternative of the signalised crossing point, without any significant increase in walking distance.
 - (e) This request, when evaluated against all other pedestrian crossing requests in Christchurch, does not rank highly enough to achieve funding at this stage. It is therefore unable to be constructed within existing budgets without substituting a higher ranking project or additional funds being provided.

Option 3 - Status Quo

19. Does not address the community's request for improved facilities.
20. No additional cost.
21. Considered an adequate level of service being provided at present given the relatively close proximity to the signalised pedestrian facility at The Palms entrance, and in comparison to other locations within Christchurch.

PREFERRED OPTION

22. There is a strong desire from parts of the community to improve facilities for pedestrians crossing Marshland Road, north of its intersection with Hercules Street.
23. However, as stated in Option 3, there is considered at present to be an adequate level of service being provided given the relatively close proximity to the signalised pedestrian facility at The Palms entrance, and in comparison to other locations with Christchurch. It is also considered desirable to have the usage of the existing pedestrian facility reinforced rather than splitting the usage across two near and similar facilities.
24. Option 1 or Option 2 would not rank highly on the priority list, and are unable to be constructed within existing budgets without substituting a higher ranking project or additional funding being provided, and in the case of Option 1 unlikely to ever be constructed.
25. If improvements are to be made it is recommended that Option 2 is the most appropriate treatment. Should pedestrians not wish to or be able to walk to the existing signalised crossing point they would then have the alternative option of crossing at a pedestrian island.