

9. OCEAN VIEW TERRACE – RESULTS OF PEDESTRIAN SURVEY

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
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PURPOSE OF REPORT

1. The purpose of this report is to provide to the Hagley/Ferrymead Community Board the results of a pedestrian, motor vehicle, and residents survey that was carried out on Ocean View Terrace, and to seek Board support for the staff recommendation that changing the existing layout of the road is unjustified at the present time.

EXECUTIVE SUMMARY

2. In November 2009 the Mayor attended a meeting with the Sumner Residents' Association. As a result of matters raised at that meeting, the Mayor advised he would seek a report on the safety of pedestrians on Ocean View Terrace and on the possibility of making Ocean View Terrace one way.
3. Ocean View Terrace runs predominantly north/south for 538 metres from Heberden Avenue to Evans Pass Road. It has two private cul-de-sacs, Awaroa and La Mar Lanes, running off it. In June 2010 there were 48 houses and seven empty sections fronting on to either Ocean View Terrace or the private lanes (refer **Attachment 1**).
4. The width of Ocean View Terrace varies between 4.5 and 7.5 metres. In the narrow areas vehicle parking has been prohibited along one or both sides of the roadway. There are no footpaths on Ocean View Terrace and therefore pedestrians and vehicles share the carriageway.
5. New Zealand Transport Agency records show there has been only one crash recorded in View Terrace in the last 10 years. The recorded crash occurred at 1:10 am on January 2008 and involved a car losing control while turning. No pedestrians were involved (refer **Attachment 2**). No unrecorded pedestrian accidents were mentioned by the five residents of Ocean View Terrace who were interviewed about safety issues on Ocean View Terrace.
6. In the late 1990s Council staff, in response to a Board request to consider the building of footpaths did a pedestrian video survey. This survey showed a total of five pedestrian movements on Ocean View Terrace in daylight hours. Two of these movements were of the same resident leaving and returning to their house. Subsequently it was recommended to and accepted by this Board that the low numbers of pedestrians using Ocean View Terrace did not justify the building of footpaths.
7. In September 2007 a resident made another request to have footpaths constructed along Ocean View Terrace and also requested that Ocean View Terrace be made one way. After staff considered this request, the resident was advised that the low number of pedestrians using Ocean View Terrace did not justify either the building of footpaths or of making Ocean View Terrace one way.
8. The person who made the request in 2009 was the same person that made the request in September 2007. In response to this latest request, another video survey was done on 29 July 2010 to determine the current numbers of pedestrians and vehicles using Ocean View Terrace. This survey showed a total of 19 pedestrian and 62 vehicle movements in a seven hour period. Again, as in the 1990s survey, many of these movements were of the same people leaving and returning to their houses, with five of the 19 movements being for post or pamphlet deliveries.

9. These 19 pedestrian and 63 motor vehicle movements average out to:
 - (a) One pedestrian every 22 minutes;
 - (b) One vehicle every 6 $\frac{3}{4}$ minutes.

10. To determine if residents of Ocean View Terrace had knowledge of any significant pedestrian safety problems, five residents were questioned about pedestrian and vehicle interaction and behaviour on Ocean View Terrace. The majority of these residents, who range from having resided in Ocean View Terrace from between two and 50 years, were of the opinion that:
 - (a) There was no "significant" pedestrian safety problems;
 - (b) If a problem did exist for pedestrians using Ocean View Terrace it would only be at the lower bend. Note: There is a walkway that can be used to bypass this bend;
 - (c) There were low numbers of pedestrians actually using Ocean View Terrace;
 - (d) Most pedestrians using Ocean View Terrace came from the Sumner area;
 - (e) Most vehicle drivers using Ocean View Terrace lived in the street and were understanding of pedestrians when driving along the road;
 - (f) That given the low numbers of pedestrians and the lack of any significant pedestrian problems the possible spending of large amounts of money to build footpaths along Ocean View Terrace was unjustified.

11. The interviewed residents were also asked for their opinion on the practicality of making Ocean View Terrace one way:
 - (a) Four of the five residents interviewed believed that this was not desirable;
 - (b) One of these four residents did however say that it would improve safety around the lower bend, but not on the straight;
 - (c) The fifth person suggested Ocean View Terrace is made one way downhill (north) of La Mar Lane, and made two way above (south) of the lane;
 - (d) One resident commented that many residents at the lower end would just ignore any one way restriction and come into Ocean View Terrace by that end regardless whether it was made no entry.

12. Mention was made by some of the interviewed residents of a petition that was circulated some years ago amongst Ocean View Terrace residents about making the street one way. This apparently failed through lack of support from the residents in making it one way (refer paragraphs 26 to 42 for further Consultation Details).

FINANCIAL IMPLICATIONS

13. Should the Community Board believe that a footpath should be built, this is likely to involve the purchase of land, the relocation of existing garages, car ports and driveways, the construction of retaining walls, and the relocation and installation of new drainage. The cost is likely to be in the hundreds of thousands of dollars.

14. There is currently no funding allocated in the LTCCP for the building of a footpath along Ocean View Terrace.

15. Should the Community Board believe it is appropriate to make Ocean View Terrace one way, this will involve going through a Special Consultative Process that may cost many thousands of dollars. The cost of signage alone to show the road is one way is estimated to be in the region of \$3,000.
16. There is currently no funding allocated in the LTCCP for making Ocean View Terrace one way.
17. If the Community Board supports the staff recommendation that it is appropriate to make no changes to Ocean View Terrace and leave it as is, there will be no costs incurred.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

18. See above.

LEGAL CONSIDERATIONS

19. There are no legal obligations in receiving this report.

Have you considered the legal implications of the issue under consideration?

20. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. The Council's Community Outcomes Safety and Community include making Christchurch a safe city. The use of available resources has to be prioritised to the most deserving locations. Ocean View Terrace has been put through the Council's Footpath Prioritisation Process and received a low ranking relative to other locations.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

22. As above.

ALIGNMENT WITH STRATEGIES

23. The recommendation in regards to the alignment with Council Strategies such as the Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005, is made after considering the prioritisation of available resources that are appropriate for the numbers of people using the particular location and the identified safety hazards.
24. In the instance of Ocean View Terrace, the low number of pedestrian and of vehicle usage, ie a pedestrian on average every 22 minutes and a vehicle every six plus minutes, together with the isolation of the road and the absence of any incidences involving pedestrians, indicates that there is no significant pedestrian safety issue.

Do the recommendations align with the Council's Strategies?

25. As above.

CONSULTATION FULFILMENT

26. In August 2010 five residents living on Ocean View Terrace were visited and questioned about pedestrian usage and possible problems. Questions asked were:

How many pedestrians used Ocean View Terrace?

27. Responses ranged from not knowing the numbers but them being mainly (older) school children, to a response of not an awful lot, maybe 10 to 15 daily.

Whether most of those pedestrians lived in Ocean View Terrace.

28. Three residents said that the majority of people they see walking on Ocean View Terrace live on Ocean View Terrace.
29. The remaining two people said they were aware of a number of non residents who walk along Ocean View Terrace in preference to using Evans Pass Road.

What pedestrian problems had they observed?

30. Two residents mentioned that the only place there was a problem was at the bend at the northern or lower end.
31. Two residents believed there were no real pedestrian problems.
32. One resident stated that some vehicles go fast and that if a child or somebody runs out (onto the road) there is nowhere for a car to swerve to evade them.

How any problems could be fixed?

33. Two residents believed that banning parking on the eastern side of the road had helped and that the only time there was any pedestrian problem at all was around school times. They believed that the building of footpaths on the western side would resolve any problems, but acknowledged that to do so would be both difficult and expensive.
34. One resident believed that either a footpath or some kind of road marking around the lower bend to indicate where pedestrians should walk would be of assistance to both pedestrians and to motorists. This resident did not feel that a footpath was needed on the straight parts of Ocean View Terrace.
35. One resident believed that the pedestrians had managed quite well and that drivers and pedestrians using Ocean View Terrace were locals and aware and careful of each other. They believed that making Ocean View Terrace one-way might help.

Whether making Ocean View Terrace one way was a possible solution.

36. Three residents did not like the idea of making it one way saying that for many residents turning out of driveways that were facing the wrong way for the one-way street would be a problem.
37. One of these three residents mentioned that a resident living at the lower (northern) end of Ocean View Terrace had several years ago sought signatures for a petition to be presented to the Council to make Ocean View Terrace one-way. The resident advised that it was believed to have lapsed due to the lack of support from Ocean View Terrace residents for the proposal.
38. One resident believed that Ocean View Terrace should be made one way below (north) of La Mar Lane, and remain two-way above La Mar Lane to the intersection with Evans Pass Road.
39. One resident believed that if Ocean View Terrace was made one way, residents at the lower end would just ignore this and enter via the shorter route.

Would the numbers of pedestrians and vehicles using the road justify the spending of what could be a considerable amount of money?

40. Three residents believed that spending a considerable amount of money to (for example) install footpaths along its whole length was not warranted. One of the three said there are better things to spend money on.

41. One resident believed that installing some type of footpath only around the bend at the lower end of Ocean View Terrace was warranted.
42. Two residents believed that painting vehicle lane limit lines, or some painted lines around the bend to indicate what was footpath and what was vehicle roadway, was a cheap and better option.
43. The Sumner Residents' Association have been advised that the Board will be considering this report.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Receive the results of the pedestrian, motor vehicle and residents survey carried out on Ocean View Terrace.
- (b) Support no change to the existing road layout, as the low number of pedestrians and of vehicles using Ocean View Terrace together with the absence of records showing there is a significant safety problem, provide no justification for Ocean View Terrace being made one way or justify the building of a footpath.

CHAIRPERSON'S RECOMMENDATION

For discussion.