

4. PROPOSED SIGNALISED PEDESTRIAN CROSSING AT BISHOPDALE SCHOOL – GREERS ROAD

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 seek the Works, Traffic and Environment Committee's recommendation that the Board recommends to the Council that a signalised pedestrian crossing replace the existing zebra pedestrian crossing and 40 kilometre per hour school zone at Bishopdale School on Greers Road.
2. Note this will be a joint recommendation to the Council with the Shirley/Papanui Community Board.

EXECUTIVE SUMMARY

3. The Fendalton/Waimari Community Board requested a signalised crossing at the Bishopdale School in a submission to the 2009/19 LTCCP and it appears as a pedestrian safety initiative for delivery in the 2009/10 financial year.
4. Council staff from the project team are recommending that the Signalised Crossing be installed at Bishopdale School as shown in **attachment 1**.
5. The School staff and pupils are having trouble managing the operation of the school patrol on this ring road with increasing traffic volumes.
6. The introduction of the Signalised Crossing will enable the safe and efficient operation of this busy school crossing at peak traffic flow times.
7. Specific consultation has been carried out with the School and directly affected residents on the implementation of the proposed Signalised Crossing.
8. The existing 40 kilometre per hour school zone on Greers Road is now 10 years old and the electronic signs are in need of an upgrade. This zone was one of the first five zones set up as a trial when Christchurch sought approval of these to become a traffic control device on New Zealand roads outside schools.
9. Following implementation, the New Zealand Police education officer advised of the increased difficulty for school children to operate the school patrol when the 40 kilometre per hour zone is operating. This is due to the reduced headway (gap between vehicles) when traffic speeds are lower.
10. The combination of a 40 kilometre per hour zone and signals has the potential to create a safety issue. This is where persons crossing away from the signals may believe the motorists are travelling slower than they actually are and then choose an inappropriate gap to cross the roadway. Research has proved that motorists quickly forget about signage they have passed by, particularly when interrupted by traffic signals. Where the motorist has stopped for the signals and then accelerates away, they may not necessarily adhere to the 40 kilometre per hour maximum speed requirement.
11. There are some alterations to parking restrictions required as part of this project.

FINANCIAL IMPLICATIONS

12. Funding for this project is provided within the 2009/10 Transport and Greenspace Capital Programme – Road Safety at Schools. Based on current estimates, staff believe there is sufficient funding to complete the installation of this project. Pricing information is included in the public excluded section of this agenda.

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

13. Yes. Funding for this project is provided in the 2009/19 LTCCP, page 247 – Road Safety at Schools Programme, which has a total budget of \$238,000.

LEGAL CONSIDERATIONS

14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices. The Community Boards do not have the delegated authority to approve the traffic signals as Greers Road is a Minor Arterial.
15. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

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

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council Strategies including the Road Safety Strategy 2004, the Safer Christchurch Strategy 2005, and the Pedestrian Safety Strategies 2001.

Do the recommendations align with the Council's Strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out at the school and directly affected residents on the proposed Signals and alterations to parking restrictions. All are in support of the proposal. In particular, the removal of the school zone has been discussed with school officials who are in support of the overall proposal to replace the zebra crossing and school zone with the signalised pedestrian crossing.

STAFF RECOMMENDATION

It is recommended that the Works, Traffic and Environment Committee recommend that the Board recommend to Council to approve:

- (a) That the existing no stopping of vehicles at any time on the north west side of Greers Road commencing at a point 93 metres south west from its intersection with Paprika Place and extending in a south westerly direction for a distance of 47 metres be removed;
- (b) That the existing no stopping of vehicles at any time on the south east side of Greers Road commencing at a point 118 metres north east from its intersection with Langdons Road and extending in a north easterly direction for a distance of 41 metres be removed;
- (c) That the zebra pedestrian crossing on Greers Road located at a point 103 metres south west from its intersection with Paprika Place be removed;

- (d) That a pedestrian crossing, controlled by traffic signals be installed on Greers Road located at a point 104 metres south west from its intersection with Paprika Place;
- (e) That the stopping of vehicles be prohibited at any time on the north west side of Greers Road commencing at a point 74 metres southwest from its intersection with Paprika Place and extending in a south westerly direction for a distance of 30 metres;
- (f) That the stopping of vehicles be prohibited at any time on the north west side of Greers Road commencing at a point 107 metres southwest from its intersection with Paprika Place and extending in a south westerly direction for a distance of 34 metres;
- (g) That the stopping of vehicles be prohibited at any time on the south east side of Greers Road commencing at a point 102 metres northeast from its intersection with Langdons Road and extending in a north easterly direction for a distance of 30 metres;
- (h) That the stopping of vehicles be prohibited at any time on the south east side of Greers Road commencing at a point 135 metres northeast from its intersection with Langdons Road and extending in a north easterly direction for a distance of 30 metres;
- (i) That the 40 kilometres per hour variable speed limit located on Greers Road, at Bishopdale School be removed.