

7. **SIGNALISED INTERSECTION – LANGDONS/MAIN NORTH/MARY STREET – SAFETY AUDIT REPORT**



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
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**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s recommendation to the Council for the removal of the signalised pedestrian crossing on the north approach to the Langdons/Main North/Mary Street.

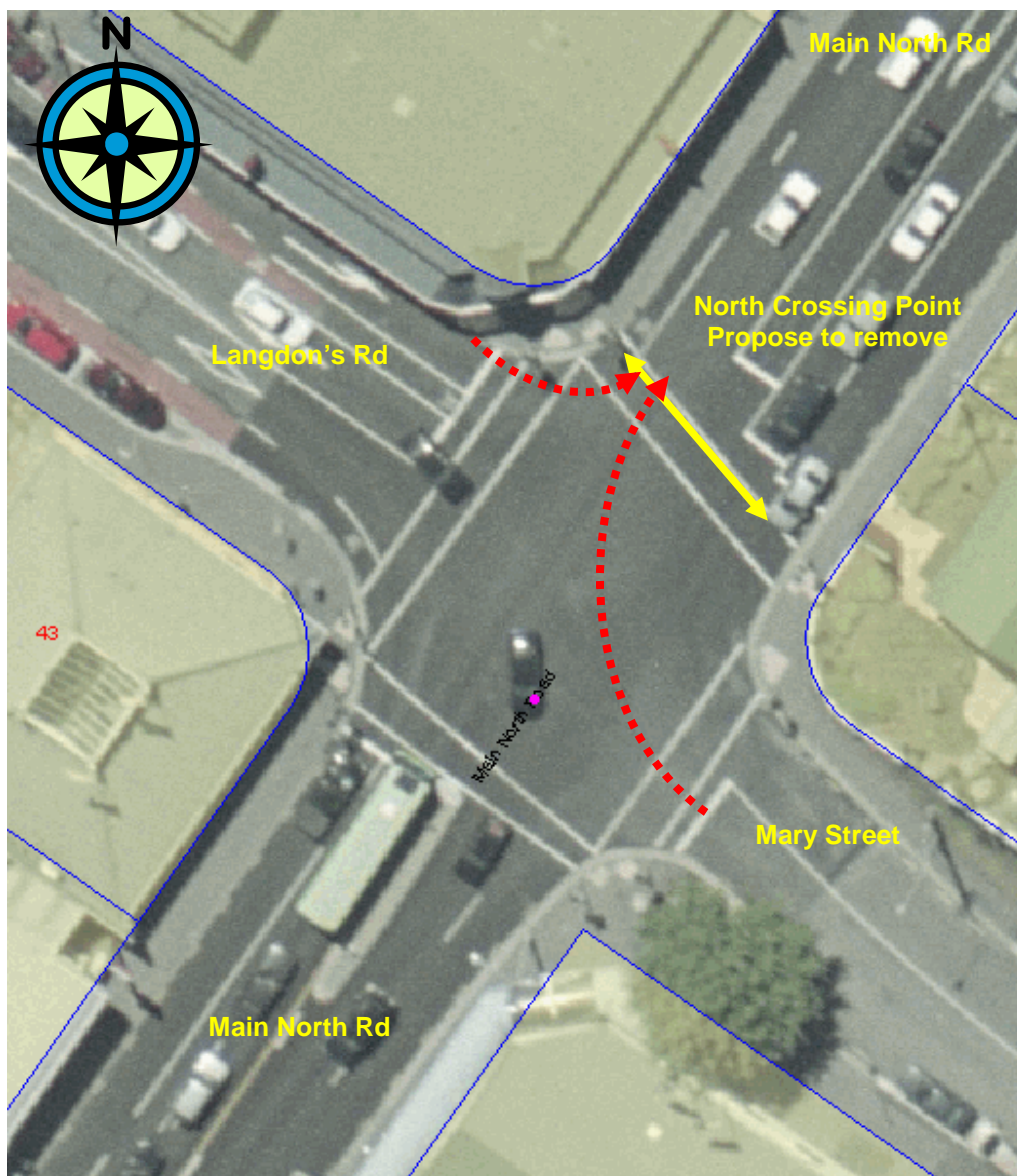
**EXECUTIVE SUMMARY**

2. The Board received a deputation from Helen Durelos at the meeting held on 21 May 2008, expressing that a safety audit be carried out at the intersection of Langdons/Main North/Mary Street. The purpose of this safety audit was borne from a concern that there is a danger to pedestrians crossing the signalised pedestrian crossing on the north leg of this intersection.
3. The Board decided to request staff to provide a safety audit report for this intersection including suggestions for improving pedestrian safety.
4. An interim response was provided to the Board meeting on 10 September 2009 advising that a traffic safety audit will be carried out once the proposed bus priority lanes have been installed and the effects on this intersection known.
5. The bus priority project was completed through this intersection in November, and the safety audit has since been carried out.
6. This is a very busy intersection on an arterial road, running at capacity during peak hours, and very busy during all daytime hours.
7. During daytime hours, between 70% - 90% of the traffic using this intersection use the northern approach. Because of the high volume of traffic using this approach, and the lack of space for dedicated turning lanes, it is not possible to increase the pedestrian protection time without causing major congestion delays. These results and percentages of the intersection count data are shown in the table below.

<b>Vehicles on North Approach (in or out)</b>	<b>Total Vehicles In Intersection</b>	<b>Time of Count</b>	<b>Percentage Using North Approach</b>
1244	1387	07:00 – 08:00	90%
1396	1721	08:00 – 09:00	81%
1510	1927	14:00 – 15:00	78%
1607	1997	16:00 – 17:00	80%
1494	1831	17:00 – 18:00	82%
Hourly Average			82%

8. Mary Street and Langdon’s Road are offset from each other. This means that the intersection is not a true cross-road. This creates a situation where queued right turning traffic from Mary Street can not see past queued right turning traffic from Langdon’s Road. Once the right turner sees a gap, they rush to turn, without checking to ensure it is clear of pedestrians. The same also applies with left turners from Langdon’s Road not able to properly see the waiting right turners on Mary Street, creating another attention area distracting turning vehicles on either approach from checking or observing pedestrians.
9. As Langdon’s Road has a shared right turn and straight through lane, it is even harder for right turning traffic on Mary Street to know if a straight through vehicle is going to cut-out from behind the queuing right turning vehicle. In addition to this, Mary Street only has one lane, increasing the pressure on the right turner to clear the intersection to allow any straight through or left turning vehicles waiting behind to complete their manoeuvre.

10. There has only been one pedestrian related crash (minor injury) recorded in the Police/New Zealand Transport Authority Crash Database at this intersection over the last five years (please see **attached** crash report). This was a vehicle striking a pedestrian on this north pedestrian crossing point.
11. There is currently a three second 'early start' for pedestrians crossing at any point at this intersection. This produces an 'all-red' period for vehicles, allowing pedestrians to commence their crossing of the road before vehicles receive a green light. Because of the layout of the intersection, (shared through and turning lanes) we are not able to extend the early-start times.
12. The options are to remove this crossing point completely (improve safety), or to leave it as-is. At other intersections in Christchurch where safety concerns have been expressed, the signalised pedestrian crossing point has been removed. New signalised intersections are designed with sufficient space for turning lanes, allowing us to create specific signal phasing to eliminate such conflicts.



**FINANCIAL IMPLICATIONS**

13. The estimated cost of this proposal is approximately \$1,000.

**Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?**

14. The installation or removal of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

## **LEGAL CONSIDERATIONS**

15. Subject to the Local Government Act 1974 and 2002. Subject to the Land Transport Rule 54002, Traffic Control Devices.
16. The Community Boards do not have the delegated authority from the Council to make alterations to traffic control facilities on an arterial road.

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

17. As above.

## **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

18. 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?**

19. As above.

## **ALIGNMENT WITH STRATEGIES**

20. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

### **Do the recommendations align with the Council's Strategies?**

21. As above.

## **CONSULTATION FULFILMENT**

22. As this is a safety initiated proposal, there has been no consultation carried out. If the Community Board wishes to proceed with this proposal limited consultation would be carried out to inform users of the proposed change.

## **STAFF RECOMMENDATION**

It is recommended that the Shirley/Papanui Community Board recommend to the Council that the signalised pedestrian crossing on the north approach to the Langdons/Main North/Mary Street intersection be removed for safety reasons.

## **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

The proposal fits with the Board's vision of a safe city.