

## 8. LINWOOD AVENUE AT ST JOHNS STREET – PEDESTRIAN CROSSING FACILITY REQUEST

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

1. The purpose of this report is to provide the Hagley/Ferrymead Community Board with information and a proposed timeframe for the implementation of a pedestrian crossing facility request on Linwood Avenue, adjacent to the St Johns Street intersection.

### EXECUTIVE SUMMARY

2. At the 1 June 2011 meeting of this Board, a petition signed by 247 residents was presented, which read “We, the undersigned, seek that Christchurch City Council give urgent attention to installing a safe pedestrian crossing on Linwood Avenue near the corner of St Johns Street. The road is extremely busy and there is no safe crossing for children, families and the elderly to cross the road to catch the bus”.
3. It was decided by the Board that “the petition be received and referred to staff for a report back to the Board, including consideration of bus routes, in conjunction with Environment Canterbury”.
4. Linwood Avenue is a major arterial road, carrying over 10,000 vehicles per day. This road has a speed limit of 60 kilometres per hour. The section of road, between the signalised junctions at Dyers Road and at Keighleys Road, has one traffic lane and a cycle lane in each direction. A two metre wide flush (painted) median divides the traffic lanes with painted right turn lanes at the St. Johns Street intersection.
5. The bus route on St Johns Street has been removed. The effect of this is that persons wishing to catch a bus to travel towards the City, who live north of Linwood Avenue within the St Johns Street catchment now have to cross Linwood Avenue to access the bus stop, which services buses still travelling along Linwood Avenue.
6. No formal pedestrian crossing facility exists in the vicinity of the St Johns Street intersection. A continuous roadside footpath does not exist on the south western side of Linwood Avenue (main road section). Therefore accessing the City bound bus stop from the footpath on the minor access road (Linwood Avenue south western side) or footpath on St Johns Street (south of Linwood Avenue) is difficult, with people having to negotiate unformed ground on the roadside and wet grass areas.
7. Following investigation, it is recommended the most ideal place for a Linwood Avenue pedestrian crossing facility is on the north west side (Central City side) of the St Johns Street intersection (30 metres from the intersection), for the following reasons:
  - (a) Linkage from the north east side footpath to the path that accesses the quieter residential portion (slip road) of Linwood Avenue (refer **attachment**).
  - (b) Providing access to/from the bus stop on Linwood Avenue (refer attachment).
  - (c) Closer to more residential properties which have direct access to Linwood Avenue.
  - (d) Provides a balance between a facility for persons wishing to access the bus stop from St Johns street from north of Linwood Avenue, and a facility for persons wishing to use the north west side footpath on St Johns Street on both sides of Linwood Avenue.
  - (e) Provides the facility that is requested in the petition to this Board.

8. The recommended pedestrian crossing facility at this location is a central island (located in the existing two metre wide painted median), with extended kerbs on each side, (refer attachment) and the options section in this report.
9. Under the current year's budgets for Pedestrian Safety Initiatives, Safe Routes to School Implementation and Road Safety at the School Gate, three projects which have elements of all three sub categories above are being installed. The projects are a signalised crossing at Shirley Road, Primary School and Community Centre, a signalised crossing at Clyde Road, University and near two schools, and pedestrian islands at Cashmere Road, adjacent to Cashmere High School. These are at sites with high numbers of pedestrians crossing the roadway.
10. Due to the significant community concern identified through the petition, combined with Linwood Avenue being a busy higher speed road, a significant distance either side of this location to a pedestrian crossing facility, poor footpath linkage to bus stops and existing paths, this is considered to have a high priority for the 2012/13 year's programme. Accordingly, this report recommends inclusion of a facility with associated infrastructure in the 2012/13 programme. Staff are developing a process to prioritise road crossing requests. Each site is scored on factors such as traffic volume, suitable gaps and approach speed, pedestrian numbers including classification i.e. young , elderly or disabled etc. Other factors scored are the road environment such as visibility, road width etc. Staff estimate that there are currently about \$10 million of pedestrian related requests to be prioritised. Current budgets allow for approximately three schemes to be implemented each financial year.
11. As the long term programme is currently being prioritised, in the interim sites with significant safety or community concerns, and/or high numbers of pedestrians crossing, are recommended for implementation first. Linwood Avenue falls into this category.

## **PEDESTRIAN CROSSING FACILITY OPTIONS**

### **Grade Separated Facility (underpass/over bridge)**

12. There are a number of issues with these facilities, apart from the very high cost of installation.
  - (a) The resulting extra distance to walk can deter many pedestrians, who would prefer to walk the shortest route, for example directly across the roadway.
  - (b) Ramp gradients can create difficulties for mobility impaired pedestrians.
  - (c) Underpasses may have anti-social factors, with reluctance by some to use them.
  - (d) Flooding of an underpass at this site is very likely due to adjacent groundwater conditions.

### **Signalised Pedestrian Crossing**

13. Due to the proximity of the St. Johns Street intersection, a dedicated mid block signalised crossing would not be appropriate. If signals were considered, it would be better practice to signalise the adjoining intersection, with parallel pedestrian crossing facilities. When comparing this intersection to all other arterial non signalised intersections, this intersection would likely rank very low on the priority list for signalisation. Improving access to St Johns Street with signals is likely to increase traffic using this predominantly residential street.

### **Zebra Pedestrian Crossing**

14. Experience with zebra pedestrian crossings on busy arterial roads where there is not a continuous flow of pedestrians, is that these facilities can have safety concerns. Zebra crossings function best (more safely) on roads with slow approach vehicle speeds, with a consistent higher volume of pedestrians crossing and a corresponding high expectation by the motorist to have to stop for a pedestrian. Examples of this scenario are recent zebra installations in Hereford Street and Cathedral Square (prior to earthquakes).

15. The opposite of the above scenario (for which Linwood Avenue better represents) can tend to be unsafe.
16. These factors are part of the reason that the New Zealand Transport Agency Pedestrian Planning and Design Guide states that zebra crossings are not appropriate if:
  - (a) Zebras are located on roads with a speed limit greater than 50 kilometres per hour (Linwood Avenue has a speed limit of 60 kilometres per hour).
  - (b) Zebras are located within 100 metres of a major road intersection (the recommended location of a crossing facility is 30 metres from the St Johns Street intersection).
  - (c) The road crossing distance of a zebra should not exceed 10 metres (the crossing distance of Linwood Avenue, with the maximum extended kerbs that do not extend into the path of cyclists, would exceed 10 metres).

#### **Central Pedestrian Island with extended kerbs (kerb build outs) on both road sides**

17. These facilities have a significantly better safety record than zebra crossing facilities and this is the recommended facility for this location. The island would be located within the existing flush (painted) median. Kerb build outs to the left hand side line on both sides, would shorten the crossing distance and improve visibility. A link path to the existing footpath at the end of the access cul de sac would provide a continuous pedestrian facility from one side of Linwood Avenue to the other.

#### **FINANCIAL IMPLICATIONS**

18. The estimated cost of this proposal is approximately \$80,000.

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

19. If the staff recommendation is accepted by the Board, then this would be funded from the 2012/13 LTCCP Pedestrian Safety Initiatives category of Streets and Transport Operational Budgets.

#### **LEGAL CONSIDERATIONS**

20. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution. Parking restrictions may be required at the crossing facility to optimise visibility.
21. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
22. 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?**

23. As above.

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

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

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

25. As above

**ALIGNMENT WITH STRATEGIES**

26. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Pedestrian Strategy 2001

**Do the recommendations align with the Council strategies?**

27. As above.

**CONSULTATION FULFILMENT**

28. No further consultation has been carried as there are no persons directly affected. The views of the community have been expressed in the petition presented to the Board on 1 June 2011.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board support the installation of a pedestrian road crossing facility on Linwood Avenue in the form of a central island, kerb build outs and path linkages, adjacent to the St Johns Street intersection from the Pedestrian Safety Initiatives budget in the 2012/13 financial year.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.