

## 6. STRAVEN ROAD/MATAI STREET – INTERSECTION IMPROVEMENTS

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Corporate Plan Output: Capital Works Programme	

The purpose of this report is to inform the Board that the City Streets Unit will be requesting approval from the Sustainable Transport and Utilities Committee to install a signalised pedestrian and cycle crossing on Straven Road at Matai Street.

Members will recall that at a public meeting held on 10 April 2002 and a subsequent (informal seminar) meeting between members of the Fendalton/Waimairi and Riccarton/Wigram Boards, and the City Streets Unit, board members and staff were asked to consider a traffic signal option as well as a 'traffic island' proposal for controlling pedestrian and cycle movements at the Straven Road/Matai Street intersection.

### BACKGROUND

A report to the Sustainable Transport and Utilities Committee on 27 November 2001 (this report had also been considered by the F/W and R/W Community Boards) involving a plan to replace kerbs and channels for Straven Road, between Fendalton Road and the Kilmarnock Street/Kahu Road intersection, was implemented by the Council.

Incorporated into the kerb and channel work was a new traffic management plan that included installing cycle lanes on both the east and west sides of Straven Road and the installation of three pedestrian and cycle refuges.

The placement of refuge islands on Straven Road at Rochdale Street and at Te Kura Street received good public support during the consultation process. However, the placement of the third, and largest, pedestrian and cycle refuge at the intersection of Straven Road and Matai Street, while initially gaining community support, lost the majority of this support once residents realised that it would require the banning of right turn vehicles movements into and out of Matai Street.

Because of the high volume of pedestrian and cycle movements it was suggested, that to provide maximum protection, the island should be at least 28 metres in length. It was proposed that the island, could be installed outside No 53 Straven Road, and continue in a southerly direction ending at the south/east side of the Straven Road/Matai Street intersection. This would provide protection for those cyclists travelling south on Straven Road and needing to turn right into the Christchurch Boys' High entrance, opposite Matai Street, as well as providing protection for the large number of pedestrian and cycle movements across Straven Road at Matai Street.

### PROBLEM DEFINITION

- Straven Road is a minor arterial and carries 18,500 vehicles per day.
- It is difficult for students crossing Straven Road, both to and from the Christchurch Boys' High Hostel in Harakeke Street and to and from Christchurch Girls' High, because of the traffic volume.
- The number of students crossing range between 200 – 250 and these crossing movements coincide with peak vehicle movements along Straven Road.
- The Board will be aware that the intersection of Straven Road and Matai Street was identified by both Christchurch Boys' High and Christchurch Girls' High students, during a recent survey, as one of the most hazardous road crossings on their journey to and from school.

### OPTIONS

While the local community acknowledged the need to provide a safe crossing facility for students at this intersection they requested that the Unit reconsider the installation of a refuge island as the banning of vehicle movements was considered to be too restrictive. The safest option for pedestrians and cyclists, therefore, if right turn vehicle movements are to be retained, is to install a signalised pedestrian and cycle crossing.

The proposed pedestrian and cycle crossing initiative would be similar to that recently installed on Peer Street for Villa Maria College and on Curletts Road for Riccarton High School students.

The crossing would include overhead mast arm signals so that good visibility of the crossing is provided for vehicles on the north and south approaches. The crossing will have 'sensors' located in the footpath adjacent to the signal poles with the pedestrian call button. This 'sensor' requires pedestrians and cyclists to remain standing on it until the pedestrian phase comes in. If pedestrians step off the sensor it will automatically cancel the pedestrian phase and this means that vehicles travelling along Straven Road are not required to stop unnecessarily.

Subsequent consultation with the community has shown that the installation of a signalised pedestrian crossing at Straven Road and Matai Street, including the retention of right turn vehicle movements, is supported.

#### **FUNDING**

The <b>total budget</b> for Straven Road	<b>\$732,000.00</b>
The estimated <b>total cost</b> of physical work, including the pedestrian actuated traffic signals, and professional fees	<b>\$725,000.00</b>

#### **CONCLUSION**

Road safety research indicates that a pedestrian actuated set of traffic signals may be the best solution at mid-block locations where pedestrian and cycle activity is concentrated along a short section of road, carrying high volumes of traffic. In addition, providing 'crossability' for pedestrians, especially the most vulnerable, children and the elderly, is an important part of the 'Living Streets' philosophy adopted by the City Streets Unit and supported by the Council.

The Riccarton/Wigram Community Board will also be considering this report.

**Recommendation:** That the Board support the installation of a signalised pedestrian crossing on Straven Road adjacent to the entrance to Christchurch Boys' High School.

**Deputy Chairman's Recommendation:** That the foregoing recommendation be adopted.