

# Shared Path Safety Cranford St



# Good Design

## Placemakers Cranford

Plenty of clear vision/sightlines of pedestrians and cyclists

Speed bump is narrow and high

No sign blocking vision to the right.



# Dangerous Design Waitomo Cranford

NO vision/sightlines of pedestrians and cyclists

Most cars do not look left.

Cars pull to the shared path cause the Waitomo sign blocks their vision/sightline of oncoming cars

(see videos)

Speed bump is too low and smooth



# Videos



# What was done before

Reference Te Tohutoro: 22/563200

[https://christchurch.infocouncil.biz/Open/2022/06/PICB\\_20220617\\_AGN\\_7648\\_AT.htm#PDF2\\_ReportName\\_36799](https://christchurch.infocouncil.biz/Open/2022/06/PICB_20220617_AGN_7648_AT.htm#PDF2_ReportName_36799)

## Car parks on the road removed

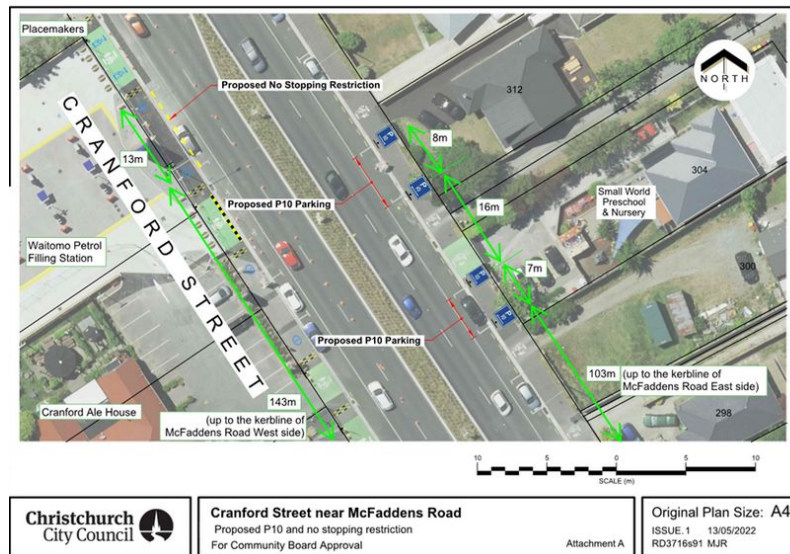
This has made it more dangerous, as now cars stop on the shared path rather than driving onto the road to see oncoming cars.

## Part of the fence removed

This has made no difference as there is still bush blocking vision

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Safety concerns have been identified/raised for vehicles exiting 304 (occupied by Small World pre-school) and 311 Cranford Street (occupied by Waitomo filling station and Cranford Mowers and Chainsaws) due to parked vehicles obstructing visibility.
- 3.2 In both cases, by implementing the noted recommendations will lead to a reduction in the risk of a crash by improving sightlines for drivers turning onto Cranford Street.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.



# What was done before for the shared path

Rumble strips were added

Slow down signs

2 metres of wooden fence  
was removed

## Cranford Street cycle safety improvements - west side



PLAN  
1:400

CAUTION  
DRIVEWAYS  
AHEAD  
NEW SIGN  
(750 x 600)



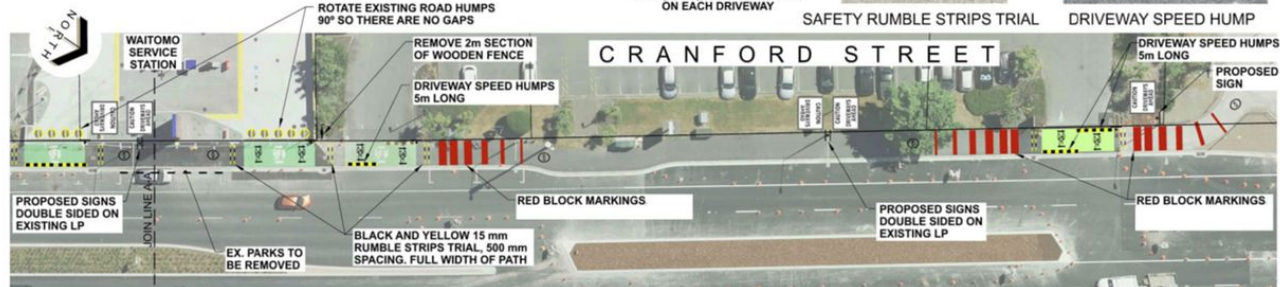
SIGN (WU61) TO BE INSTALLED  
ON EACH DRIVEWAY



SAFETY RUMBLE STRIPS TRIAL



DRIVEWAY SPEED HUMPS



# District plan Part 13 Transport

<https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/City-plan/19-V3-Part-13.pdf>

## 3.2.14 High traffic generators - All Zones outside the Central City

(o) Whether the sight distances at the access are adequate to provide safe access/egress with reference to "Road and Traffic Standards Guidelines for Visibility at Driveways". (See next page)

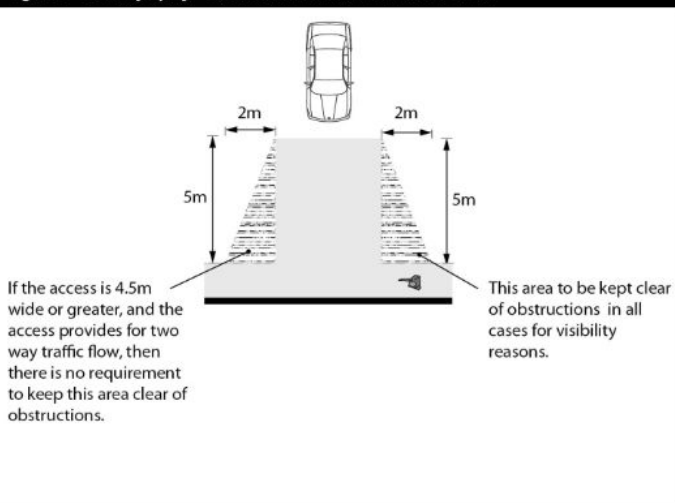
### 2.4.14 Pedestrian Safety

Updated 29 January 2015

Where a vehicle access serves more than 15 car parking spaces or more than 10 heavy vehicle movements per day will be generated through a vehicle access then:

- (a) If the site provides for an access onto any street within the Core then an audio and visual method warning pedestrians of the presence of vehicles about to exit the access point shall be provided.
- (b) If the site provides access onto any street within the Inner Zone or Outer Zone, then either an audio and visual method of warning pedestrians of the presence of vehicles can be provided as above or a visibility splay shall be provided to the pedestrian footpath as shown in Figure 2. If any part of the access lies within 20m of a Central City Residential Zone, any audio method should not operate between 8pm to 8am.

Figure 2 - Visibility Splay - Outer Core Street and Distributer Street



# Guidelines for visibility at driveways

<https://www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rtss-06.pdf>

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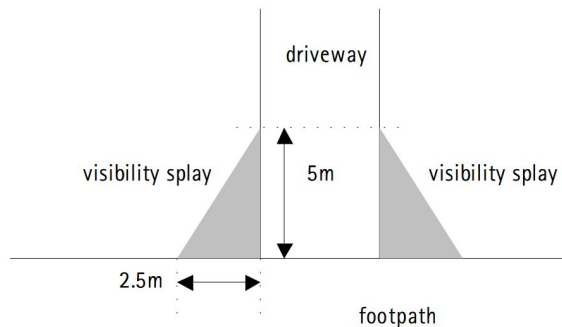
## 4.4 Pedestrian safety

For all driveways crossing a footpath there should be a line of clear sight between pedestrians on the footpath and vehicles using the driveway so that collisions are avoided. The area occupied by the driveway should also be well defined so that pedestrians can anticipate vehicle paths across the footpath.

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This document has not developed any guidelines for this. However, Building Industry Authority DI Access Routes [5] recommends a 5.0 x 2.0 metre visibility splay for vehicle routes crossing a pedestrian route. This is indicated in the diagram below and should be considered for high volume driveways crossing footpaths in areas with high pedestrian activity.

Figure 5:



Ministry of Transport, *Standard for service stations* [3] states that “if the flow of pedestrians along the footpath is more than 1,000 per hour for several hours of the day, the site is not suitable for a service station.”

# Guidelines for service stations

## RTS 13

<https://www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rts-13.pdf>

### 5.1 Visibility

Structures within the service station site such as fences and walls should be erected at a height so that visibility requirements discussed in Appendix 6 are satisfied. Generally, this will require a height of one metre or less. The use of a low nib wall, grass berm, or low growing/low maintenance species of plants are recommended near the property boundary (they serve to define the position of driveways) to prevent vehicles encroaching onto footpaths along site boundaries. They also enhance the environmental amenity of the development.

#### Category 1: Less than 150 pedestrians/hour

Suitable for a service station. At low pedestrian flows, motor vehicles may dominate the driveway/footway interface so that pedestrians are forced to give way. Driveways should be designed to reinforce the motorist's obligation to give way to pedestrians. Driveway widths can be maximised if required.

#### Category 2: 150 – 500 pedestrians/hour

Generally suitable for a service station. Special consideration should be given to ensure pedestrian amenity is maintained. For example, the number of driveways on frontage roads and driveway widths should be minimised where possible.

# Guidelines for service stations

RTS 13

## 5.3 Signs

### 5.3 Signs

The presence of some advertising signs at service stations may compromise road safety in the following ways:

- by directly distracting or confusing motorists
- by presenting a physical obstruction to vehicles moving on or off the carriageway
- by obstructing visibility (advertising or traffic signs).

To achieve advertising which is safe and effective from a road safety point of view, the document *RTS 7 Advertising signs and road safety: design and location guidelines* [9] should be consulted.

# Traffic control devices manual

## Part 3

### Advertising signs

#### 4.1.1 All roads

Advertising signs and markings must not:

- obscure or cause confusion with any official road sign or traffic sign
- cause alarm or unduly attract the attention of people operating vehicles on the road
- create or contribute to a traffic hazard (such as restricting sight visibility)

# Ways to fix?

Remove fence

Remove bush

Remove cover on Waitomo Petrol sign

Move shared path onto the street more

Replace Waitomo speed bump with something better

Thank you for your time