

Pedestrian Crossing confusion



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Matakana residents create a petition after near misses

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Safety fears prompt renewed calls for crossing



Renee C

Matakana residents have started a petition to get a crossing on Matakana Road.

"It is just a matter of time before someone gets hurt," said Matakana resident Chris Blackburn.

North Auckland residents have had enough of near misses and accidents on Matakana Road due to the absence of pedestrian crossings.

"Crossing Matakana Road to get to school, preschool, the playground, to the Saturday markets or home is a nightmare.



Chris and Renee Howe and Phuong Graham are among more than 350 local parents and residents who have signed a petition calling for a crossing on the busy Matakana Road.

Worried parents fear it is only a matter of time before somebody is injured or killed on Matakana Road near the village school and have set up a petition calling for Auckland Transport to install a pedestrian crossing at the earliest opportunity.

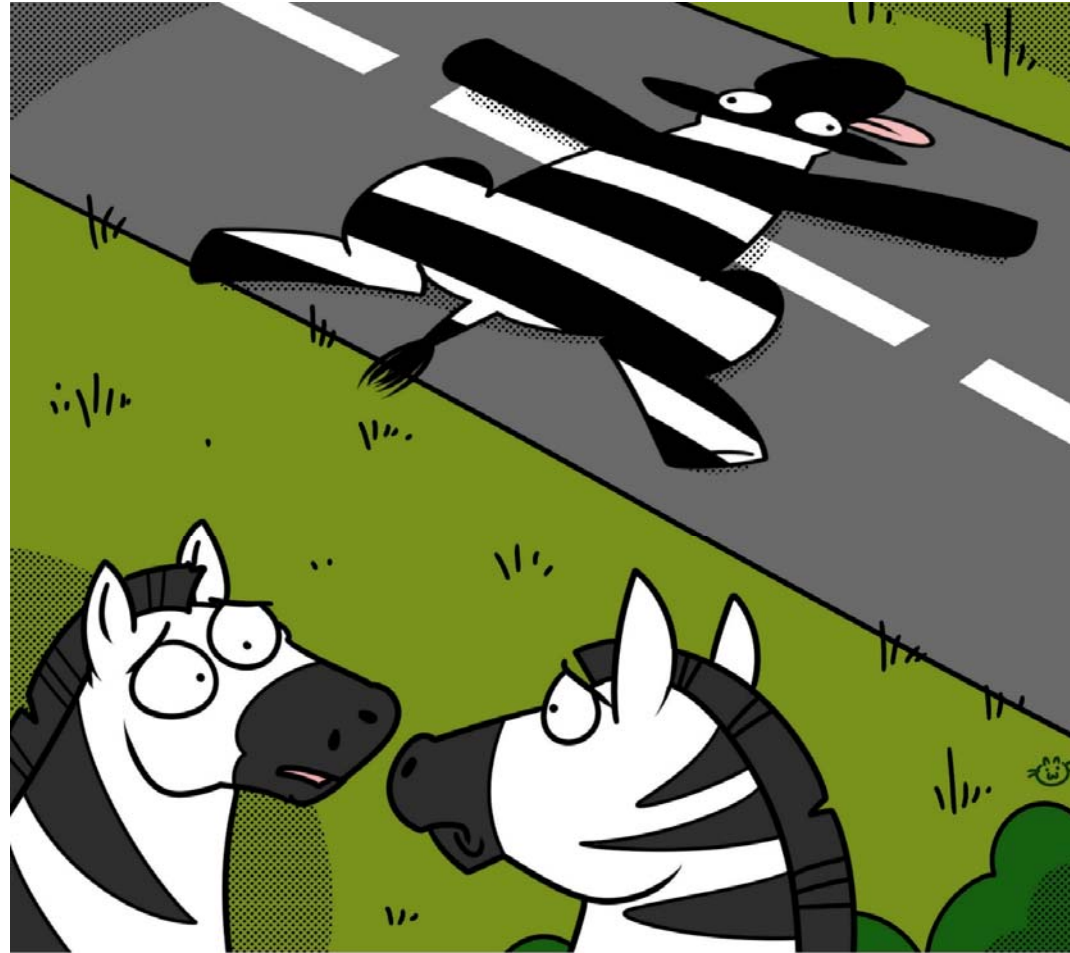
Typical official response

- 1) There are too few pedestrians crossing the road to justify a facility
- 2) There are too many pedestrians, providing a crossing facility will significantly delay traffic
- 3) Zebra crossings are not safe and we don't have the budget for signalised crossings
- 4) The evaluation guidelines don't support it, eg:
 - Benefit-Cost ratio
 - Safety concerns not justified - lack of crash history

Reading between the lines...

- 1) Community concerns about safety are unjustified (no one has died yet)
- 2) Walking is not a particularly valued mode of transport (the people inside cars are more important than those outside of cars)
- 3) It's OK to trade off the safety of a relatively small group of vulnerable road users against minor inconvenience to a larger group of motorists
- 4) People travelling through get priority of those living in the place
- 5) Doing nothing is the safe/easiest option for the traffic engineer.

The result...



"WELL, HE DIDN'T MAKE IT ACROSS...
BUT HE'S MADE IT A HECK OF A LOT
SAFER FOR THE REST OF US."

#1: Engineers mustn't lead the design process.

"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places."

Fred Kent, from the Project for Public Spaces

Urban designers need to step up and lead the design process, they are typically good at ensuring all users' needs are met and are more willing to prioritise walking & cycling to help create more liveable communities. They understand human scale and can balance 'place' and 'movement' functions.

#2: Replace the Benefit-Cost Ratio approach...

Business BCR is based on:

All
actual \$ effects
of a project for
a single business entity.

Transport BCR is based on:

Selected
actual & abstract \$ effects
of a project for
multiple and unrelated entities.

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay ?	Predicted crash rate ?
No facility *	N/a	23 sec	0 sec	0.20 /year
Platform	Yes	23 sec	2 sec	0.16 /year
Zebra with platform	Yes	2 sec	3 sec	0.16 /year

	Perceived delay ?	Perceived safety ?	Pedestrian LOS ?	Pedestrian delay saving ?	Vehicle delay saving ?	Safety saving ?	Total benefits ?	BCR ?
No facility *	C	E	D					
Platform	C	D	D	\$ 0	-\$ 458,000	\$ 207,000	-\$ 250,000	-7.2
Zebra with platform	B	B	B	\$ 31,000	-\$ 539,000	\$ 207,000	-\$ 301,000	-5.8

Replacing the BCR approach

A recent Institute of Transport Economics reports says travel time delays are...

“...no disadvantage when the objective is to promote environmentally friendly urban transport”.

Prioritise those pedestrian crossing projects that meet relevant GPS strategic objectives using Multi-Criteria Decision Analysis, eg:

- deliver the greatest reductions in DSI's
- best support modal shift to active transport
- value for money

Then the focus comes onto the size of available budget (not warped BCR's)

#3 Adopt international best practice

- Adopt Vision Zero ie: Safety-first systems approach. In particular... embrace safer speed environments
- Improve the signage for crossings
- Raised table zebra crossings (Wombat crossings) are safe and low cost







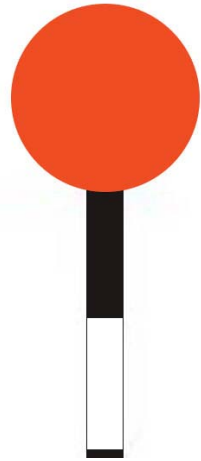








Replace...



With...



or





Raised Crosswalks

- Reduces vehicle speed
- Enhances pedestrian visibility
- Typically used for midblock crossings
- Eliminates the need for curb ramps





Summary:

- #1 Engineers mustn't lead the design process
- #2: Replace Benefit-Cost Ratio thinking
- #3 Adopt international best practice



Thank you!.. bevan@movement.org.nz

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