



## 8. MARINE PARADE: PEDESTRIAN CROSSING POINT

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Corporate Plan Output: Signals Signs and Shelters 9.5.94	

The purpose of this report is to address the concerns expressed by Burwood/Pegasus Community Board members and the public about traffic and pedestrian behaviour at the pedestrian crossing point in Marine Parade by the New Brighton Mall and Library.

This concern relates to observations that there appears to be confusion on the part of motorists and pedestrians as to who has the right of way and for the visual change from the pedestrian Mall surface, to the roadway surface.

This report was considered by the Burwood/Pegasus Community Board which supports the recommendation.

### BACKGROUND

Significant improvements were carried out to the roadway between Beresford and Hawke Street in 1997. This work included the installation of a solid median, lighting upgrade, paved pedestrian crossing point, parking bays for vehicles and landscaping. These improvements achieved a number of objectives.

- It highlighted to motorists that there is something different.
- The narrowing of the roadway and construction of the median island has resulted in slower vehicle speeds through the area.
- Pedestrians are more visible and their sight distances have been increased.
- Pedestrians have a shorter distance to cross.

These works have successfully linked the two pedestrian areas together, and to date there have been no reported accidents at this location.

### TRAFFIC ENVIRONMENT

A survey of the traffic movements, together with a study of the pedestrian and driver behaviour at this pedestrian crossing point was carried out, and the following data gathered.

#### Speed and Volume data

Survey period: Wednesday 10 to Monday 15 November 1999

	<i>South Bound</i>	<i>North Bound</i>
• Total vehicles in profile	14,950	10,280
• Posted speed limit in area	50 km/h	50 km/h
• Average speed	31 km/h	32 km/h
• 85 <sup>th</sup> percentile speed	41 km/h	42 km/h

The minimum vehicle speed recorded through this area was 5 km/h. Six vehicles were driven through the area at speeds of between 75 and 80 Km/h. However, these incidents were recorded outside normal business hours, either early morning or late evening.

**Reported Injury Accidents** (Land Transport Safety Authority data base)

Since the installation of a pedestrian access in 1997.

- Nil.

**Pedestrian Data**

Survey period: 9.30am to 4pm Wednesday 22 September 1999.



**OPTIONS**

The number of vehicles and pedestrians using this area has greatly increased as a result of the new Pier, Library and retail facilities. To address the motorists and pedestrians concerns the following options are offered.

- To do nothing.
- To install warning signs for motorists and pedestrians, and to install charcoal 'tactile' pavers. This will achieve a colour and texture change at each crossing point, between the road and pedestrian areas.
- To channel pedestrians by the use of bollards and chain, to install a zebra pedestrian crossing with fluo disc signs at this location, and warning signs for motorists. To install 'tactile' pavers at each crossing point.

**CONCLUSION**

The third option is the recommended option. The installation of a zebra pedestrian crossing at this location is similar to the conditions experienced at other recently installed pedestrian zebra crossings eg Gloucester Street at the Library and Chalmers Street at Hornby Mall.

These conditions are described as:

- Low traffic speeds
- High pedestrian volume
- Constant pedestrian activity throughout the day
- High expectation by motorists to give way to pedestrians.

The siting of the crossing will not affect proposals for the refurbishment of the eastern end of the New Brighton Mall.

A copy of an aerial photograph indicating the position of a proposed zebra pedestrian crossing is attached to this report.

**Recommendation:** That a zebra pedestrian crossing be installed in Marine Parade at a point 114 m from its intersection with Hawke Street.