


## 11. MARINE DRIVE – ZEBRA CROSSING AT THE HUNTERS ROAD INTERSECTION



<b>General Manager responsible:</b>	General Manager Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's reconfirmation of the zebra crossing facility on Marine Drive and the legalisation of this traffic control device and the approval of associated parking restrictions (refer attached).

### EXECUTIVE SUMMARY

2. Following observation of this crossing facility in response to a community concern, the Council's Transport and Greenspace staff consider this crossing to be no less safe than having no crossing facility at all. No other road crossing facility would be considered practical at this site in terms of economic or technical viability and additional signage and road marking will be an improvement.
3. The crossing facility completes a pedestrian linkage for the local community in regard to adjacent footpaths and provides a facility for school children walking to/from the Diamond Harbour School.

### FINANCIAL IMPLICATIONS

4. Road marking and advance signage upgrades can be achieved using existing operational budgets.

### Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Signs & Road Marking Operational budgets are identified in the LTCCP.

### LEGAL CONSIDERATIONS

6. Local Government Act 1974, Local Government Act 2002, Land Transport Rule-Traffic Control Devices 2004, Rule 54002.

### Have you considered the legal implications of the issue under consideration?

7. As above

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Yes, as stated in clause 5.

### Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Yes, as stated above.

### ALIGNMENT WITH COUNCIL STRATEGIES

10. Pedestrian Strategy and Parking Strategy.

### Do the recommendations align with the Council's strategies?

11. Yes, as above.

### CONSULTATION FULFILMENT

12. The recent installation of the zebra crossing facility was as a result of consultation with the Diamond Harbour School community. Council staff have been contacted by a motorist who drives through this crossing with concerns about the crossing. The Diamond Harbour Community Association has been requested to provide their views on this crossing facility.

## **STAFF RECOMMENDATION**

It is recommended that the Board resolve:

- (a) To reconfirm the continuing operation of the zebra pedestrian crossing on Marine Drive immediately east of the Hunters Road intersection.
- (b) The stopping of vehicles be prohibited at any time on the south side of Marine Drive commencing at the Hunters Road intersection and extending in a north easterly direction for a distance of 55 metres.
- (c) The stopping of vehicles be prohibited at any time on the north side of Marine Drive commencing at the Ranui Crescent intersection and extending in a south westerly direction for a distance of 35 metres.
- (d) That a zebra pedestrian crossing be installed on Marine Drive, seven metres north east of the Hunters Road intersection pursuant to the Local Government Act 1974, the Local Government Act 2002, and the Land Transport Rule- Traffic Control Devices 2004, Rule 54002, Section 8.

## **BACKGROUND (THE ISSUES)**

13. The former Banks Peninsula District Council approved the installation of a zebra pedestrian crossing across Marine Drive on the east side of the Hunters Road/Marine Drive intersection, and just west of the adjacent Marine Drive/Ranui Crescent intersection. It is understood that the issues prior to the zebra installation were:
  - (a) Safety for children travelling to/from Diamond Harbour school (main entrance off Hunters Road) and needing to cross Marine Drive as part of their walking journey.
  - (b) No linkage between the footpaths on Marine Drive east and west of the Hunters Road intersection. Note: East of Hunters Road, one only footpath exists on the south side of Marine Drive. West of Hunters Road, one only footpath exists on the north side of Marine Drive.

## **Road Environment**

14. Marine Drive has a daily average traffic volume of 1800 vehicles. The speed limit is 50 km/hr. The roadway is relatively narrow, with the width at the zebra crossing being 7.5 metres. Lighting has been upgraded in recent times and a 70 watt low pressure sodium streetlight exists above, and to one side of the zebra crossing.

### **West approach**

- (a) Coming from Charteris Bay, the road is relatively straight with an approach sight distance of 185 metres. This approach has a gentle grade uphill. A commercial premises exist on the north side, west of the crossing, with an angle parking area set back from the roadway. Two fluoro yellow/green permanent warning signs advise of the potential presence of children and the presence of the zebra crossing with the supplementary sign "school" underneath.

### **East approach**

- (b) When approaching from the east, (Purau) traffic travels past an entrance to the school (a school sign is present), then around a left hand bend and downhill to the zebra crossing. The approach site distance is 90 metres. A fluoro yellow/green sign advises of the presence of the zebra crossing.

## **Zebra Crossing Warrant**

15. A New Zealand Guideline is being developed by Land Transport New Zealand. Until this guideline document is completed and published for use by Road controlling authorities the current guideline document for installation of pedestrian road crossing facilities in New Zealand is TR11. This document recommends a minimum of 150 pedestrians crossing per hour before a zebra crossing is considered appropriate. If a school patrol is operated (with swing out stop signs) TR11 recommends a minimum of 50 school children crossing the roadway in a half hour period. Council staff surveyed the crossing on Tuesday 1 May 2007. In the peak afternoon half hour (school travel time), five school children crossed at the zebra crossing and two adults (not associated with the school) crossed near the zebra crossing. Diamond Harbour school. Staff advise that more children walk to school in the morning, using this crossing facility.
16. The guideline document is exactly that, a guideline only. Compliance with the TR11 document is not mandatory for a Road Controlling Authority. Pedestrian and traffic volumes at this site are way below the recommended minimum level to warrant a zebra crossing facility.

## **Zebra Crossing Safety**

17. No guarantee can be given to provide 100% safety for any type of 'at-grade' road crossing facilities. While assessment of this zebra crossing reveals it does not meet the numerical TR11 warrant, the combination of new bright advance warning signs, the very narrow roadway crossing distance, good approach visibility, and very low traffic volumes indicates that this zebra crossing is unlikely to be less safe than having no crossing facility at all.

## **THE OBJECTIVES**

18. Assessment of the existing Zebra pedestrian crossing in regard to safety and convenience for the users of this facility.

## THE OPTIONS

### Option 1

19. Retention of the existing Zebra Pedestrian Crossing

### Option 2

- 20 Replace zebra with a central island crossing facility

### Option 3

21. Note: all other options such as traffic signals, air bridge, and underpass have not been considered due to technical & economic viability.

## THE PREFERRED OPTION

22. Retention of the existing Zebra Pedestrian Crossing

## ASSESSMENT OF OPTIONS

### The Preferred Option

23. Retention of the existing Zebra Pedestrian crossing (status quo)

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Meets the needs of the local community	Nil
<b>Cultural</b>	N/A	N/A
<b>Environmental</b>	No change	No change
<b>Economic</b>	N/A	Ongoing routine road marking and road signage maintenance
<b>Extent to which community outcomes are achieved:</b> Meets the need of the local community to provide a road crossing facility.		
<b>Impact on the Council's capacity and responsibilities:</b>  This Traffic Control Device is consistent with the Council's Road Controlling responsibilities to provide a safe & convenient road environment for all road users.		
<b>Effects on Maori:</b>  N/A		
<b>Consistency with existing Council policies:</b>  Consistent with Council's Pedestrian Strategy, and Parking Strategy.		
<b>Views and preferences of persons affected or likely to have an interest:</b>  Diamond Harbour school Community, Local Diamond Harbour Community		
<b>Other relevant matters:</b>		

**At Least one Other Option (or an explanation of why another option has not been considered)**

24. Central Pedestrian Island

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Some benefit to the community, but less than the desired community option.	Potential Community dissatisfaction
<b>Cultural</b>	N/A	N/A
<b>Environmental</b>		Potentially loss of car parking facility at shop due to road widening requirements
<b>Economic</b>	Possible reduced collision costs by providing a potentially safer crossing device	Substantial due to infrastructural changes required
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Provision of a crossing facility, but possibly at the expense of provision of another facility elsewhere in the community.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Requires provision of a budget which is not currently specified in the LTCCP</p> <p><b>Effects on Maori:</b></p> <p>N/A</p> <p><b>Consistency with existing Council policies:</b></p> <p></p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>Potential impact on parking for the adjacent commercial premises</p> <p><b>Other relevant matters:</b></p> <p>This option would require widening of the roadway to accommodate a central island, as the existing roadway width ( kerb to kerb) is 7 metres. Traffic engineering best practice prescribes a roadway width of 11 metres (2 x 4.5 traffic lanes- to accommodate vehicles and cyclists in both directions) and 2 metres for the central island.</p>		