

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Brian Neill, Traffic Engineer
Corporate Plan Output: Pedestrian Initiatives	

The purpose of this report is to background a safety problem at the Colombo Street zebra pedestrian crossing at Malcolm Avenue.

#### **BACKGROUND**

In February this year, Mrs Sturgess contacted the City Streets Unit about a safety problem on the zebra crossing. It is understood that Mrs Sturgess' daughter was knocked down by a car on the crossing; the driver of the car was approaching the crossing from the south around a bend in the roadway adjacent to a service station and some shops. Visibility may have been a factor in the collision that occurred.

Pedestrian Advocate, Michael Thomson, and Area Engineer, Jeff Owen, met on site with Mrs Sturgess with a view to improving the safety of the crossing. As a result of this meeting, the black and white zebra crossing marker posts were repainted; larger, more prominent advance "pedestrian crossing" signs were installed; and a kerbside parking space on the bend in the roadway was removed in order to improve visibility on the southern approach to the crossing.

A property owner agreed to cut back some foliage to improve sight distance on the northern approach to the crossing.

#### **PEDESTRIAN CROSSING POINT STRATEGY**

Zebra pedestrian crossings in the city have been upgraded to improve safety. In most locations the roadway has been narrowed at the crossing point, floodlights and either flashing "Belisha" beacons or fluro-orange reflective discs installed. Alternative treatments (to the retention of some zebra pedestrian crossings) such as the construction of pedestrian refuge islands have been used to good effect, and have support from large sections of the community.

The existing crossing at Malcolm Avenue has been improved. However, the solution to improve safety for pedestrians crossing Colombo Street in this area could well be:

- (a) Removal of the existing zebra crossing.
- (b) Construction of pedestrian refuge islands.
- (c) Continuation of the flush median along the section of Colombo Street from Tennyson Street through to Centaurus Road.

Pedestrian volumes in the area are low. During a four hour video surveillance of use of the crossing there were between two and four pedestrians per hour using the facility, with a maximum (peak hour) flow of 17 people.

## CONCLUSION

A move to replace the existing zebra pedestrian crossing with a flush (painted) median and pedestrian refuge islands is justified. The present crossing cannot be further improved.

The process to achieve this would be for the City Streets Unit to work up a scheme that would be subject to community input and acceptance by the Spreydon-Heathcote Community Board and Council. Capital works funding for the construction of pedestrian refuge islands (from the Pedestrian Initiatives vote) has been tentatively set for the 2000/2001 financial year.

- Recommendation:**
1. That the City Streets Unit prepare a scheme plan for removing the existing zebra pedestrian crossing, extending the flush (painted) median along Colombo Street from Tennyson Street to Cashmere Road, and constructing up to two pedestrian refuge islands strategically located to assist people crossing Colombo Street.
  2. That a further report be provided for consideration by the Spreydon-Heathcote Community Board at its meeting in October 1999.