

7. 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 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 over confusion by motorists and pedestrians as to who has the right of way where the visual change from the pedestrian Mall surface to the roadway surface arises.

The City Services Committee will also consider this report.

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 th 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 4.00pm, Wednesday 22 September 1999.

Crossing from Mall to Library 1160

Crossing from Library to Mall 1110

Total 2270

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 textile 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. As the installation of a zebra pedestrian crossing at this location is similar to the conditions experienced at other recently installed pedestrian zebra crossings e.g. 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 City Services Committee will need to consider this report and make an appropriate recommendation to the Council to install a zebra pedestrian crossing in Marine Parade at the end of New Brighton Mall.

Recommendation: That the Board support the installation of a zebra pedestrian crossing in Marine Parade at the end of New Brighton Mall.

Chairperson's

Recommendation: That the Board support the installation of a zebra pedestrian crossing and the installation of charcoal tactile pavers.