

37. EBBTIDE STREET – PEDESTRIAN FACILITY

Officer responsible City Streets Manager	Author Michael Thomson, Pedestrian Advocate, DDI 371-1950 Malcolm Taylor, Area Engineer, DDI 371-1604
--	--

The purpose of this report is to seek the Committee's approval to install pedestrian facilities and to improve the existing pedestrian access in Ebbtide Street north of Caspian Street. The Burwood/Pegasus Community Board has also considered this matter.

INTRODUCTION

Concern has been raised for pedestrian access on the estuary side of Ebbtide Street between Caspian Street and Estuary Road.

A site meeting was held on 21 March, attended by the Burwood/Pegasus Community Board Chairperson, Pedestrian Advocate and Area Engineer. The existing recreational pathway, through South Brighton Domain and the Estuary Road west side footpath, both terminate at the bend at the intersection of Ebbtide Street and Estuary Road. Pedestrians wishing to continue walking in a southerly direction from this point towards Caspian Street on the estuary side have a narrow, winding track which meanders along the top of the embankment. While this can be negotiated by fit, physically active persons, others may find this track difficult to access. The alternative is to cross the road at the Estuary Road/Ebbtide Street intersection to the opposite footpath and cross the road again at the Ebbtide Street/Caspian Street intersection if persons wish to continue walking along the Estuary foreshore.

Three options have been identified to assist pedestrians:

Option 1

Construct a 1.5 metre wide asphaltic concrete footpath on the roadside of the embankment, with associated kerb and channel to create a physical delineation between the footpath and roadway. It would be desirable that the kerb and channel be constructed around the corner radius into the section of Ebbtide Street which functions as a side road to the main traffic route. This would prevent corner cutting and general encroachment of vehicles into the pedestrian area. Some minor excavation would be required on the existing embankment. The cost for this work would be \$60,000 plus contingency.

Option 2

Construct a 1.5 metre wide footpath along the existing track, which meanders along the top of the embankment. This option would require substantial reconstruction of the embankment, as the existing foundation materials consist of old demolition material, which has not been properly compacted. To achieve appropriate gradients, crossfall, and a footpath width which would be satisfactory for any person with a disability, would escalate the construction cost. The estimated cost would be between \$25,000 and \$30,000.

Option 3

Install kerb cut downs, kerb bridge blocks and footpath extensions to create a defined crossing point at the apex of each bend, so that visibility in both directions is optimised, and the road crossing distance is minimised. Kerb and channel at the corner of Ebbtide, as described in Option 1, would also be appropriate. This work is estimated to cost \$10,000 plus contingency.

Any option considered should not compromise the available road space for cyclists, not require a resource consent, and be satisfactorily safety audited.

CONCLUSION

The City Streets Unit, Pedestrian Safety Initiatives budget is \$100,00 per annum. Options 1 and 2 would use about 1/3 or 2/3 of this budget to implement. This budget is required for pedestrian projects throughout the whole city. Examples of projects under consideration are Marshland Road at the Palms (reviewed scheme) and Colombo Street at South City. These are areas where relatively high numbers of pedestrians cross busy roadways, as a comparison to Ebbtide Street where numbers of pedestrians are quite low.

The Community Board Chairperson's comment that Ebbtide Street is a case of "low numbers, but higher risk" is accepted. This is because the visibility constraints at the two bends, and the speed of some motorists around these bends. For these reasons it would be appropriate to improve the situation for pedestrians.

Option 3 is considered appropriate due to minimising the crossing distances and optimising visibility by defining the crossing points at the apex of each bend. This work would be funded from the City Streets Unit Pedestrian Safety Initiatives budget.

At its meeting on the 28 May 2001 the Burwood/Pegasus Community Board resolved to recommend to City Services as follows.

- Recommendation:**
1. That the kerb cut down, kerb bridge block, footpath extension and corner treatment improvements be implemented at the junctions of Ebbtide Street/Estuary Road and Ebbtide Street/Caspian Street, to be funded from the City Streets Unit Pedestrian Safety Initiatives Budget.
 2. That the Parks and Waterways Unit maintain the current path.
 3. That the City Streets Unit ensure the vegetation is removed from the road shoulder for cyclists' safety.
 4. That the report and the decision of the City Services Committee be forwarded to the Southshore Ratepayers' Association and the South New Brighton Residents' Association.

Chairman's Recommendation: That the above recommendation be adopted.