

8. EBBTIDE STREET - PEDESTRIAN FACILITY

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Corporate Plan Output: Pedestrian Safety Initiatives 9.5.66	

The purposes of this report is to respond to concerns about crossing Ebbtide Street at the two bends at the junctions of Ebbtide Street/Estuary Road and Ebbtide Street/Caspian Street and advise the Board of three options for improvements in this area.

INTRODUCTION

A site meeting was held on 21 March 2001, attended by the Board Chairperson, the Pedestrian Advocate and the Area Engineer. The existing recreational pathway, through South Brighton Domain and the Estuary Road west side footpath, terminates 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.

OPTIONS FOR IMPROVEMENTS

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.

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.

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 Street, as described in Option 1, would also be appropriate.

COSTS

- Option 1:** The distance is 150 metres. To construct kerb and channel, footpath and reinstate the shoulder is \$400 per metre. The cost would be \$60,000 plus contingency.
- Option 2:** This option would require significant pre-design work due to the complexity of the embankment. The initial investigation indicates that the embankment would have to be substantially rebuilt to support a footpath. This wall has been constructed with uncompacted fill, covered with topsoil. For health and safety reasons, a guardrail would be appropriate to stop people falling from the wall, into the Estuary. The estimated cost (without any detailed preliminary work) is approximately \$25,000 to \$30,000 plus contingency.
- Option 3:** The estimated cost for kerb bridge blocks, cut downs, footpath extensions, and corner treatment is \$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 \$100,000 per annum. Options 1 and 2 would use about one third or two thirds 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 Chairperson's comment that Ebbtide Street is a case of "low numbers, but higher risk" is accepted. This is because of 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 because it minimises the crossing distances and optimises visibility by defining the crossing points at the apex of each bend.

Recommendation: That the Board recommend to the City Services Committee that 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.

Chairperson's

Recommendations:

1. That the abovementioned recommendation be adopted.
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 Parks and Recreation Committee be forwarded to the Southshore Ratepayers' Association and the South New Brighton Residents' Association.