

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

2 APRIL 2012

Meeting Status: **Public**

Purpose of Report: For Decision

IMPROVEMENTS TO PEDESTRIAN FACILITIES - MATAI ROAD, RAUMATI SOUTH AND MARINE PARADE, PARAPARAUMU BEACH

PURPOSE OF REPORT

- 1 To seek approval for the installation of a kea crossing across Matai Road, Raumati South, north of Tiromoana Road for Raumati South School and the installation of two additional zebra crossings across the north and south side of Marine Parade/Maclean Street intersection, Paraparaumu Beach.

SIGNIFICANCE OF DECISION

- 2 This report does not trigger the Council's Significance Policy.

MATAI ROAD, RAUMATI SOUTH

BACKGROUND

- 3 In October 2009, Raumati South School, in partnership with Kapiti Coast District Council and Greater Wellington Regional Council, began the School Travel Plan process. School Travel Plans are developed by school communities in order to develop safe, active and sustainable travel choices for student trips to and from school.
- 4 This process included a parent survey, a student survey, discussions with the school staff and a mapping exercise. 289 parent surveys (378 students) were sent out and 136 were returned a 47% survey response.
- 5 The major issues for parents were the lack of crossings on Matai Road and the risks children and parents faced crossing Tiromoana Road due to lack of visibility and the wide bell mouth to the intersection. The school has one patrolled crossing outside the school which safely gets children travelling south to walk home. However for those travelling north they have to face the risky crossing of Tiromoana Road. To provide a safer alternative, the school have been operating an informal school warden patrol across Matai Road to the north of Tiromoana Road.
- 6 Raumati South School had 56% of children being driven to school in October 2009. In early November 2011 the school was involved in a resurvey involving a week long class survey. This revealed that there had been a 7% reduction (now

49%) in children being driven to school (nearly 100 less cars per week), with increases in all forms of active travel. This is a credit to the school for its promotion, encouragement and proactive crossing management.

CONSIDERATIONS

- 7 Raumati South School has promoted and encouraged active travel to school and instead of waiting for infrastructural improvements has acted proactively to alleviate the risks for children crossing Matai Road and Tiromoana Road, by setting up an informal school warden patrol. This involves the principal or a delegated staff member, placing two cones on the side of the road and then holding out a stop sign to stop cars, allowing children to cross.
- 8 This crossing is also situated close to the bus stop allowing the increasing numbers of children travelling by bus to safely cross the road.
- 9 The school warden patrol has been assessed as problematic as there are no advanced features warning motorists of its presence, there is a lack of visibility for the warden due to parked cars and no footpath build outs.
- 10 It is proposed, having assessed the existing informal crossing arrangement and having received a request from the school for a formalised crossing, to install a kea crossing (see attachment 1) which the school will patrol.
- 11 A kea crossing is a delineated crossing point usually featuring a kerbed build-out on both sides of the road giving pedestrians wishing to cross and approaching vehicle driver's better visibility of one another. When unattended there is no requirement for vehicles to stop and let pedestrians cross the road. At the start and close of the school day, when children are arriving and leaving, the kea crossing is manned by a school crossing patrol. During this time drivers are required to stop and let pedestrians cross when the patrol displays stop signs. Kea crossings provide a dedicated safe crossing point for the school children and a high visibility informal crossing point at other times.

MARINE PARADE, PARAPARAUMU BEACH

BACKGROUND

- 12 There are currently no formal pedestrian crossing facilities across Marine Parade at the intersection with Maclean Street.
- 13 The Marine Parade/Maclean Street speed table was intended to promote a low speed "shared surface" environment; empowering pedestrians to cross Marine Parade, sharing priority with vehicles. This outcome was not achieved. With vehicles approaching the area too fast and pedestrians confused as to how they can safely cross the road.
- 14 The present layout of the Marine Parade/Maclean Street intersection does not have a clearly defined place for pedestrians wishing to cross Marine Parade. The intersection is also too wide to give pedestrians the confidence to walk across the raised area. Pedestrians often cross the road using the ramp areas mistaking them for pedestrian crossings. There is also some confusion with drivers unsure of who

has priority, vehicles or pedestrians, at the intersection. Whilst a degree of uncertainty does reduce vehicle speeds, the approaches to the speed table are not sufficiently traffic calmed to lower vehicle speeds enough for this arrangement to be effective.

- 15 Whilst the approaches to the Marine Parade/Maclean Street intersection do incorporate some traffic calming devices, they are not particularly overt.

CONSIDERATIONS

- 16 On examination, the existing arrangement along Marine Parade and at the Marine Parade/Maclean Street intersection only requires some very minor work to achieve the original intention: a low vehicle speed environment with high quality pedestrian connectivity between the Paraparaumu Beach shops and the beach.
- 17 To improve pedestrian links from Maclean Street to the beach it is proposed to install two additional zebra crossings on the existing raised table connecting both the north and south sides of Maclean Street to the beach. See attachment 3
- 18 In order to warn drivers approaching the 30kph zone, advanced road markings and coloured surfacing will be laid, highlighting and complimenting the existing traffic calming devices along Marine Parade. See attachments 2 and 4.

GENERAL

Financial Considerations

- 19 The estimated cost of providing the kea crossing on Matai Road, Raumati South is \$10,000.
- 20 The estimated cost of the installation of two additional zebra crossings at the Marine Parade/Maclean Street intersection and associated works along Marine Parade is \$50,000.
- 21 These costs will be borne from the council's minor improvements budget 2011/2012.

Legal Considerations

- 22 There are no legal considerations.

Delegation

- 23 The Community Board has "Authority to approve or reject officer recommendations relating to all traffic control and signage matters, in relation to existing local roads within the community board's area, except for changes to speed restrictions on local roads. (The latter power has been delegated to the Regulatory Management Committee)."

Consultation

- 24 Letters have been sent to the residents and owners of properties adjacent to the proposed kea crossing on Matai Road. The letters explained the need for the formalised kea crossing and included a plan of the proposals. At the time of writing this report no responses have been received.

- 25 The works to the Marine Parade/Maclean Street intersection and along Marine Parade are considered relatively minor enhancements to existing infrastructure and as such no advance consultation has been carried out with the adjacent landowners. Landowners will be contacted prior to works commencing.

Publicity Considerations

- 26 The public will be notified prior to works commencing on site and again once the improvements are complete.

RECOMMENDATIONS

- 27 That the Paraparaumu/Raumati Community Board approves the installation of a kea crossing across Matai Road, approximately 12m north of Tiromoana Road.
- 28 That the Paraparaumu/Raumati Community Board approves the installation of a two new zebra crossing on the Marine Parade/Maclean Street intersection and associated additional road markings and surface colourings.

Report prepared by:

Approved for submission by:

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Group Manager Infrastructure Services

ATTACHMENTS:

Attachment 1 – Drg. C012-701 Rev.A Matai Road, Raumati South Kea Crossing Proposed Layout Plan

Attachment 2 – Drg. C012-401 Rev.B Marine Parade/Maclean Street Pedestrian Facilities and Traffic Calming Measures Proposed Layout Plan 1 of 3.

Attachment 3 – Drg. C012-402 Rev.A Marine Parade/Maclean Street Pedestrian Facilities and Traffic Calming Measures Proposed Layout Plan 2 of 3.

Attachment 4 – Drg. C012-403 Rev.B Marine Parade/Maclean Street Pedestrian Facilities and Traffic Calming Measures Proposed Layout Plan 3 of 3.