

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

22 NOVEMBER 2011

Meeting Status: **Public**

Purpose of Report: For Decision

NEW RAUMATI ROAD PEDESTRIAN CROSSING

PURPOSE OF REPORT

- 1 This report seeks approval to establish a new legal pedestrian crossing on Raumati Road immediately west of the intersection with Kiwi Road (opposite 31 Raumati Road) as shown in Appendix 1.

SIGNIFICANCE OF DECISION

- 2 The recommendations in this report do not trigger the Council's significance policy.

BACKGROUND

- 3 On 14 October 2010 a petition with 171 signatories was presented to Council staff requesting installation of a new pedestrian crossing (refer Appendix 2). The crossing was specifically requested to enable the safe and convenient movement of school users (both primary and secondary schools), kindergarten and bus users.
- 4 More specific reasons given were to:
 - give children and parents a healthier option than driving to school;
 - provide for two existing walking school bus routes;
 - enable a more direct route from the east and to avoid extra road crossings both of Raumati Road and the congested Weka Road intersection;
 - benefit the existing school crossing users; and
 - ease traffic queues by reducing numbers using this existing crossing at peak times.
- 5 Design options and a cost estimate were produced in December 2010 but a decision was made to defer the work until the design for the Raumati Beach Town Centre enhancement had progressed, to test that the crossing was a best fit. This has now been confirmed and an undertaking has been made to have the crossing in place by the start of the 2012 school year. The Board has been supportive of this proposal when it has been discussed at previous Community Board meetings this year.

CONSIDERATIONS

Issues

- 6 The design provides for new pedestrian footpath walk-offs with tactile pavers and associated footpath widening, linemarking to form the crossing bars, limit lines and no parking lines, plus associated regulatory traffic signage.
- 7 Additional lighting to illuminate the zebra crossing during the hours of darkness shall be installed. This is necessary due to the close proximity of community halls and schools that have evening use of their premises.
- 8 The crossing will not become a school patrol monitored crossing, the only monitored crossing will be the crossing further west opposite the school. The school does not have the resources to patrol more than one crossing at a time. The transport rules do not require either crossing to be monitored by a school patrol.
- 9 There will be a loss of on-street parking in the order of 14 parks due to no-parking lines being required on the crossing approaches at minimum. The primary school is aware of this and is prepared for an adverse reaction from some parents. From a brief inspection, about 80% of the signatories live outside the walking catchment but still support the crossing.
- 10 The three residences close to the crossing that will lose on-street car parking have off street car parking provision on their properties.
- 11 The primary school's concerns mainly relate to communication around construction of the works. They are fully aware that parking spaces will be lost on the south side of Raumati Rd, and have no objection if construction occurs outside of school holiday period.
- 12 The Police have been consulted over the proposed crossing, and while they support a crossing in this location, they prefer a pedestrian refuge only crossing rather than a legal crossing. Their reasoning for this is that a courtesy type crossing will have less restriction on traffic flows, as vehicles would not be legally obliged to stop for pedestrians using the crossing.
- 13 An improved crossing point over Kiwi Road at its intersection with Raumati Road, should be considered in the future if the number of pedestrians crossing at this point increases significantly. The current intersection has satisfactory pedestrian walk-offs for this movement. It is expected that a majority of users will come from the Kiwi Road catchment area so will have the opportunity to cross Kiwi Road at a safer location before reaching this intersection.
- 14 It is possible that the crossing may be modified at a later date to match with the final design of the general area as the town centre project progresses i.e. once footpath widths, decorative finishes, south side kiss and drop existence and location etc. are confirmed. In the meantime the community, safety and health benefits of installing the crossing are considered to be sufficient to justify expenditure now.

Financial Considerations

- 15 An updated estimate based on maintenance contract rates indicates a cost of \$21,600 excl. GST to construct the crossing in its entirety. This includes the additional lighting.
- 16 The work will be funded from the Raumati Beach Town Centre budget (GL 18246) and the incumbent Road Maintenance contractor will be used. This will save administration costs and time to procure and manage a separate contract, and saves money on the physical works.

Legal Considerations

- 17 Pedestrian crossings in areas with posted speed limits of 50km/h or less, do not require NZTA approval. This requirement is stated in MOTSAM (Transit New Zealand [now NZTA] Manual of Traffic Signage and Markings) August 2007 Part 2 Clause 4.02.01 (a). This is because studies have shown that pedestrian safety can actually decrease for crossings installed on higher speed roads, if they are not very carefully designed and considered.
- 18 Installation of the proposed pedestrian crossing can be commenced immediately following approval from the Board.

Delegation

- 19 The Board has the following delegation in relation to this matter:

Roading

7.11 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

- 20 Letters have been sent stating Council's intention to install the crossing and as an opportunity for comment (see Appendix 3). The letter was sent to the Police, Raumati Primary School, Kapiti College, the three residences fronting the area affected by the crossing (29-31 Raumati Road), Ministry of Education and Mana Coachlines. The petition instigator, Ruth Love, has also been corresponded with and has had an opportunity to comment on the design. The Deputy Principal of Raumati Primary School has been met with to discuss the proposal in detail.
- 21 The residents of No. 31 Raumati Road who are directly adjacent to the crossing are supportive (see Appendix 4). No other written replies have been received.

- 22 It is considered that a pedestrian crossing will be safer for pedestrians and in particular the large number of children that are expected to use the crossing. It is also considered that slowing and disrupting traffic flows at the peak school travel times is actually desirable from a road safety point of view.

Policy Implications

- 23 There are no policy implications.

Tāngata Whenua Considerations

- 24 There are no Tāngata Whenua considerations.

Publicity Considerations

- 25 Publicity will be arranged to advise drivers of the new pedestrian crossing via the local newspaper. The police and primary school will be notified of the construction timing. A letter drop will be made to the affected residences closer to construction time.

RECOMMENDATIONS

That the Paraparaumu / Raumati Community Board approve a new legal (zebra) pedestrian crossing across Raumati Road opposite No. 31 Raumati Road.

Report prepared by:

Approved for submission by:

Giles Griffith

Tamsin Evans

Infrastructure Development Project Group Manager Community Services Engineer

ATTACHMENTS:

1. Aerial Photograph of wider pedestrian crossing area.
2. Petition letter and signatures.
3. Letter of information.
4. #31 Raumati Road correspondence.