TRANSPORT AND URBAN DEVELOPMENT COMMITTEE 13 NOVEMBER 2014

Absolutely Positively **Wellington** City Council
Me Heke Ki Pöneke

A SAFE CROSSING TO MCALISTER PARK

Primary Petitioner: Caleb Carnie

Total Signatures: 72

Presented by: Caleb Carnie
Contact Officer: Steve Spence
Director Responsible: Anthony Wilson

Recommendation

That the Transport and Urban Development Committee:

Receive the information.

Background

- 1. The ePetition "A Safe Crossing to McAlister Park" was initiated by Caleb Carnie on 12 July 2014 and closed on 12 October 2014.
- 2. The petition was open to all members of the public with internet access to the Council's website. It received 72 signatures.
- 3. The purpose of the ePetition is to request that Council introduce a safe crossing around the end of Farnham St where it meets McAlister Park in Mornington. The petitioner states that dozens of walkers cross between the Farnham St playground and sports fields every week and the intersection has poor visibility with no safe place to cross.

Officers' response

- 4. The officers agree that there is a lack of a convenient crossing facility over Britomart Street to provide a link for pedestrians between the Farnham Street playground and the main McAlister Park sports field. The Farnham/Britomart/Liardet intersection does not feature in the top 300 sites in the city in terms of crash statistics and therefore has a comparatively good safety record. Nonetheless in line with the Council's walking policy objectives, the officers will include the site for further investigation to see whether it will be possible to provide a low cost improvement, most likely in the form of a central pedestrian refuge on Britomart Street close to the public pathway running along the south side of McAlister Park.
- 5. Subject to this more detailed assessment, if an appropriate improvement option is identified, it will go forward for prioritisation along with other competing minor safety projects across the city. These are each assessed on the basis of factors including:
 - Accidents
 - Pedestrian demand
 - Vehicle volumes
 - Number of high risk individuals
 - Cost vs benefits
- 6. The highest scoring projects are then implemented subject to available annual funding.

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Attachments

Nil

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