

Reference: TR 27 – 17

Location: Wallace Street - Mount Cook

Proposal: Signalised Pedestrian Crossing
No Stopping At All Times
Bus Stop

Information: Pedestrian signalisation of existing zebra, located on a crest at c. 82 Wallace Street just north of Howard Street and south of the Massey Campus, is proposed.

There are also two bus stops located right behind each kerb extension on each approach.

The current facilities include kerb extensions; radar detectors to activate warning signals in the form of Smart studs on the approach centrelines and flashing orange lights on the belisha beacon poles aimed in the direction of approaching vehicles and increased road roughness surfacing.

These facilities at a zebra crossing are a one-off in the city. It was agreed that when they were installed a number of years ago, the smart stud system was an effective if not conventional way of dealing with the poor forward visibility at this crossing and at the time signals were considered not affordable. The smart studs located on the centreline of the road have not held up well with vehicles and in particular, buses and trucks, often tracking over the studs and with repetition, the studs have been damaged making them inoperable.

Replacements of the damaged Smart Studs and maintenance on the flashing lights have been investigated. Stud replacement is reasonably expensive and with on-going maintenance, difficulty in obtaining replacements, this safety feature is no longer seen as a viable option.

Residents have voiced their concerns and asked for an improved crossing facility and especially so after a recent pedestrian incident on the crossing.

Observations :

When the peak queues form in the morning and evening, vehicles typically queue either side of the pedestrian crossing, and do not leave a gap to afford visibility for approaching drivers to pedestrians waiting to

cross or crossing the road. Similarly, buses using the bus stop obscure pedestrians waiting to cross and on the crossing.

When the above occurs, often vehicles “crawl” towards the pedestrian crossing to make sure no pedestrians are hidden behind vehicles. Multiple cases of vehicles failing to give way to pedestrians were observed.

A search has been undertaken in the NZTA CAS database for reported crashes in a 100 m radius of the pedestrian crossing for the 10 year period 2006 – 2016. The search showed that there have been 25 reported crashes.

There were 8 minor crashes and 17 non-injury crashes. Of the minor injury crashes; four involved a pedestrian crossing the road and being hit from the left side; another two involved from the right side; One involved a vehicle rear end with a pedestrian; and one involved an overtaking vehicle.

Proposals:

The proposal to signalise this pedestrian facility is now the preferred option. There will be minor changes to the on-street arrangements. The current bus stops will be marginally relocated and shortened but still maintaining 15 metres in length. Lead in cycle facilities and cycle stop boxes will be installed.

Parking Change : No loss of parking

Key Dates:

Advertisement in the Dominion Post Newspaper	21 Feb 2017
Feedback period closes.	10 Mar 2017
If no objections received report sent to City Strategy Committee for approval.	13 Apr 2017
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

Legal Description:

Remove to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wallace Street	<i>Bus Stop, At all times</i>	<i>West side, commencing 134 metres from its intersection with Hargreaves Street and extending in a southerly direction for 20.5 metres</i>

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wallace Street	<i>Bus Stop, At all times</i>	<i>East side, commencing 42.5 metres north of its intersection with Howard Street (Grid Coordinates X= 1748603.838m, 5425868.2989m) and extending in a northerly direction following the eastern kerbline for 15 metres</i>
Wallace Street	<i>Bus Stop, At all times</i>	<i>West side, commencing 152.5 metres from its intersection with Hargreaves Street (Grid Coordinates X= 1748577.945m, 5426036.8461m) and extending in a southerly direction following the western kerbline for 15 metres</i>

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wallace Street	<i>No Stopping, At all times</i>	<i>East side, commencing 32 metres south of its intersection with Finlay Terrace (Grid Coordinates X= 1748594.6492m, 5425986.2901m) and extending in a southerly direction following the eastern kerbline for 29 metres</i>
Wallace Street	<i>No Stopping, At all times</i>	<i>East side, commencing 22 metres north of its intersection with Howard Street (Grid Coordinates X= 1748603.838m,</i>

Wallace Street	<i>No Stopping, At all times</i>	<i>5425868.2989m) and extending in a southerly direction following the western kerbline for 20.3 metres West side, commencing 123 metres from its intersection with Hargreaves Street (Grid Coordinates X= 1748577.945m, 5426036.8461m) and extending in a southerly direction following the western kerbline for 5.5 metres</i>
Wallace Street	<i>No Stopping, At all times</i>	<i>West side, commencing 128.5 metres from its intersection with Hargreaves Street (Grid Coordinates X= 1748577.945m, 5426036.8461m) and extending in a southerly direction following the western kerbline for 18.5 metres</i>

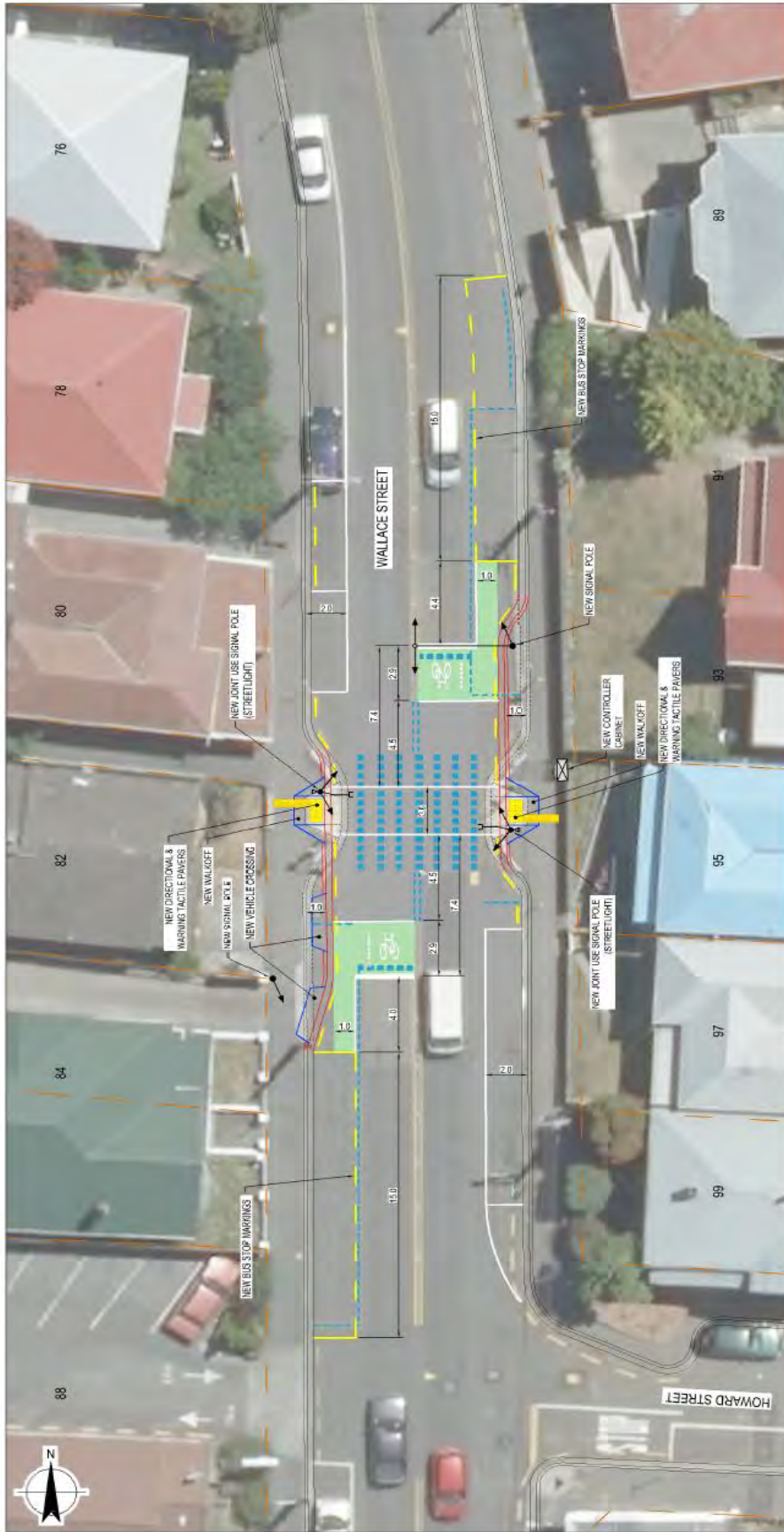
Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wallace Street	<i>Pedestrian Crossing</i>	<i>East side, commencing 29.5 metres north of its intersection with Howard Street (Grid Coordinates X= 1748603.838m, 5425868.2989m)</i>

Prepared By: **Charles Kingsford** (Principal Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **13/02/17**

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PLAN
SCALE 1:100 @ A1

LEGEND	
	EXISTING KERB & CHANNEL
	EXISTING KERB & CHANNEL TO BE REMOVED
	NEW KERB & CHANNEL
	NEW WHITE ROADMARKING
	NEW BROKEN YELLOW LINE
	ROADMARKING REMOVE
	NEW WARNING TACTILE PAVERS
	NEW DIRECTIONAL TACTILE PAVERS
	NEW PEDESTRIAN WALKOFF
	NEW VEHICLE CROSSING
	ADVANCE CYCLE STOP BOX
	CONTROL CABINET
	PEDESTRIAN ASPECTS
	PEDESTRIAN CALL POINT
	SIGNALS (LAYOUT TBC)

NOTES

1. ALL ROADMARKING TO COMPLY WITH MOTSMAN SPECIFICATIONS OR WHERE SUPERSEDED BY TCOM (TRAFFIC CONTROL DEVICES MANUAL)
2. RPPMS TO BE LAID IN ACCORDANCE WITH MOTSMAN SPECIFICATIONS OR WHERE SUPERSEDED BY TCOM (TRAFFIC CONTROL DEVICES MANUAL)

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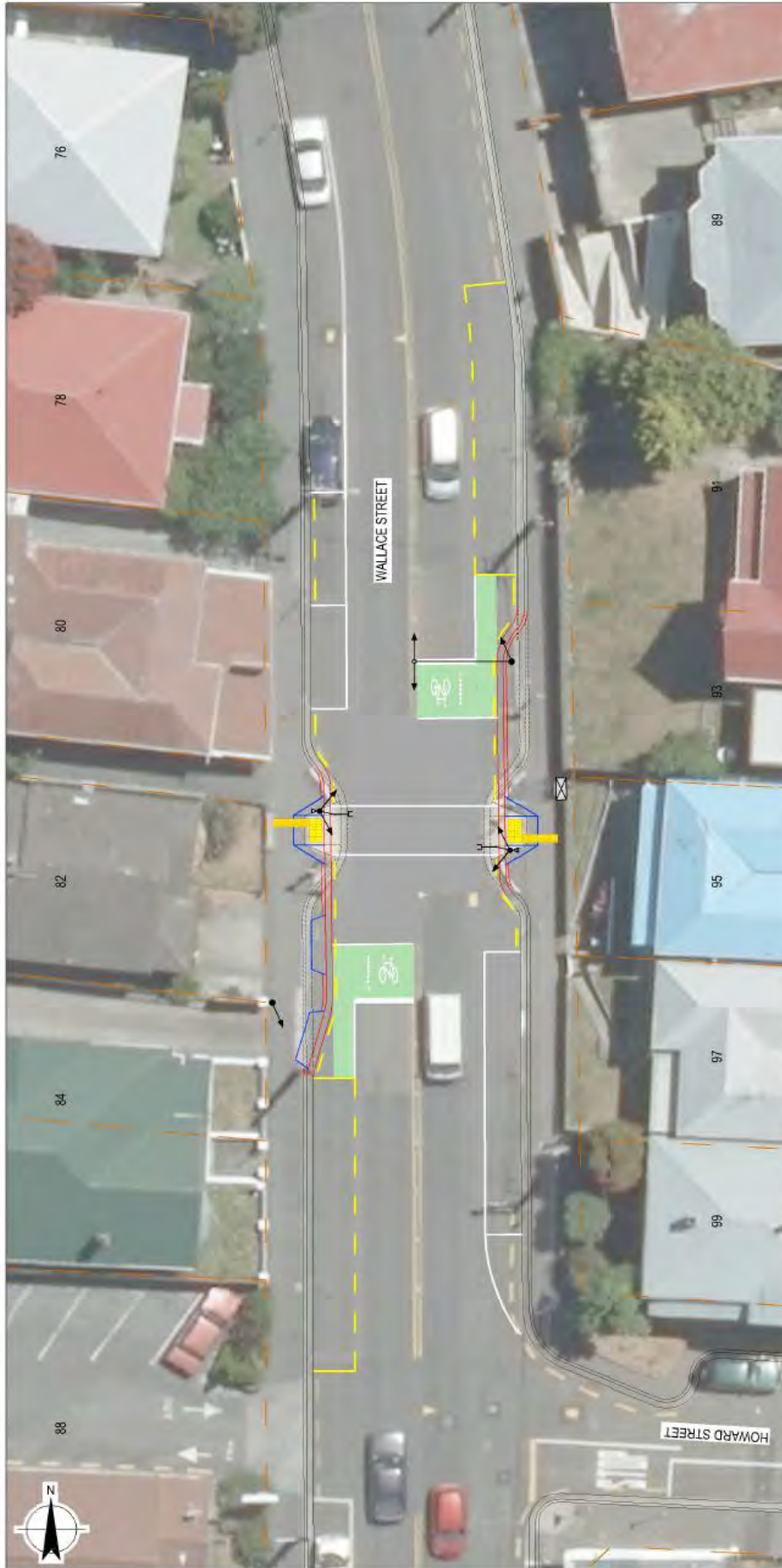
PRELIMINARY
 WELLINGTON CITY COUNCIL
 WALLACE STREET
 SIGNALISED PEDESTRIAN CROSSING
 GENERAL ARRANGEMENT PLAN

DO NOT SCALE	DESIGNER'S SIGNATURE	DATE
DESIGNED BY: [Signature]	DATE: [Date]	SCALE: 1:100 @ A1
CHECKED BY: [Signature]	DATE: [Date]	SCALE: 1:100 @ A1
APPROVED BY: [Signature]	DATE: [Date]	SCALE: 1:100 @ A1

GHD
 CONSULTANTS
 100/102/104/106/108/110/112/114/116/118/120/122/124/126/128/130/132/134/136/138/140/142/144/146/148/150/152/154/156/158/160/162/164/166/168/170/172/174/176/178/180/182/184/186/188/190/192/194/196/198/200/202/204/206/208/210/212/214/216/218/220/222/224/226/228/230/232/234/236/238/240/242/244/246/248/250/252/254/256/258/260/262/264/266/268/270/272/274/276/278/280/282/284/286/288/290/292/294/296/298/300/302/304/306/308/310/312/314/316/318/320/322/324/326/328/330/332/334/336/338/340/342/344/346/348/350/352/354/356/358/360/362/364/366/368/370/372/374/376/378/380/382/384/386/388/390/392/394/396/398/400/402/404/406/408/410/412/414/416/418/420/422/424/426/428/430/432/434/436/438/440/442/444/446/448/450/452/454/456/458/460/462/464/466/468/470/472/474/476/478/480/482/484/486/488/490/492/494/496/498/500/502/504/506/508/510/512/514/516/518/520/522/524/526/528/530/532/534/536/538/540/542/544/546/548/550/552/554/556/558/560/562/564/566/568/570/572/574/576/578/580/582/584/586/588/590/592/594/596/598/600/602/604/606/608/610/612/614/616/618/620/622/624/626/628/630/632/634/636/638/640/642/644/646/648/650/652/654/656/658/660/662/664/666/668/670/672/674/676/678/680/682/684/686/688/690/692/694/696/698/700/702/704/706/708/710/712/714/716/718/720/722/724/726/728/730/732/734/736/738/740/742/744/746/748/750/752/754/756/758/760/762/764/766/768/770/772/774/776/778/780/782/784/786/788/790/792/794/796/798/800/802/804/806/808/810/812/814/816/818/820/822/824/826/828/830/832/834/836/838/840/842/844/846/848/850/852/854/856/858/860/862/864/866/868/870/872/874/876/878/880/882/884/886/888/890/892/894/896/898/900/902/904/906/908/910/912/914/916/918/920/922/924/926/928/930/932/934/936/938/940/942/944/946/948/950/952/954/956/958/960/962/964/966/968/970/972/974/976/978/980/982/984/986/988/990/992/994/996/998/1000

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 THE BEST OF WELLINGTON
 WELLINGTON CITY COUNCIL

NO.	DESCRIPTION	DATE	BY	CHKD BY
A1	PRELIMINARY			



PI AN
SCALE 1:100 @ A1

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- CONTROL CABINET
- PEDESTRIAN ASPECTS
- PEDESTRIAN CALL BOX
- SIGNALS (LAYOUT TRC)

- NOTES**
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 - RPPMs TO BE LAID IN ACCORDANCE WITH NZS4540 SPECIFICATIONS OR WHERE SUPERSEDED BY TCOM (TRAFFIC CONTROL DEVICES MANUAL)

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No: 2024/001 Date: 2024/01/01 Project: 51-33635-C1103 Drawn: [Name] Checked: [Name] Date: 2024/01/01	Project: 51-33635-C1103 Title: SIGNALISED PEDESTRIAN CROSSING GENERAL ARRANGEMENT PLAN Scale: 1:100 @ A1 Date: 2024/01/01	Designer: J. GAN Design Check: [Name]	Project: 51-33635-C1103 Title: SIGNALISED PEDESTRIAN CROSSING GENERAL ARRANGEMENT PLAN Scale: 1:100 @ A1 Date: 2024/01/01
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Drawing No: 51-33635-C1103		Rev: A	