

Number of jay walkers  
Recording between 1 and 2 pm on a summer weekday.

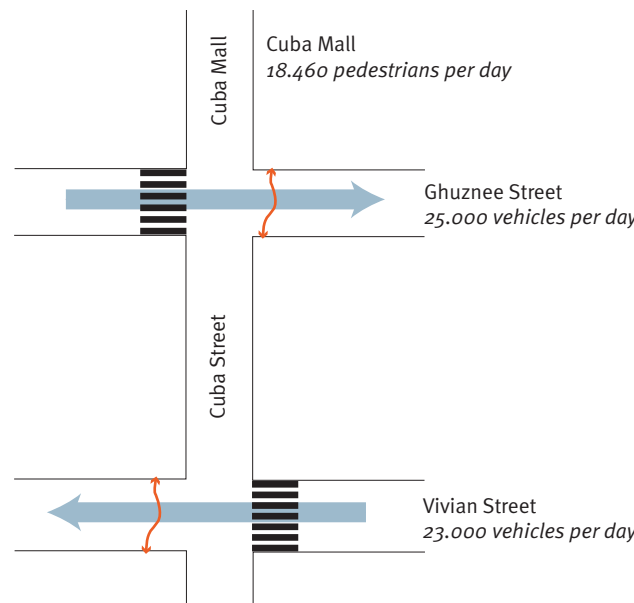
For the comfort of pedestrians and the vitality and functional quality of the city, it is important that people can cross the streets frequently and in an uncomplicated manner. In Wellington car dominance is high and thus pedestrian priority is low in a number of streets.

A recording of jay walking in these streets was undertaken during lunch hour on a summer weekday in a number of heavy trafficked streets. The jay walking culture and the culture of red crossers is a well-known phenomena which is not a sign of well-behaved versus less well-behaved pedestrians, but merely a sign of a traffic system which is not laid out to meet pedestrian requirements for short waiting periods at lights and easily accessible crossings at level.

There are usually good reasons why people jay walk and put themselves at risk. A high number of jay walkers in the city usually points to a traffic culture which is out of balance. Some people are simply fed up with long detours, long periods waiting at red lights and push buttons so they choose to cross the streets even at considerable risk of

Ghuznee crossing  
 Distribution of red / green lights  
 (5 sec of green, 9 sec of flashing red, 85 sec of red light)  
**J** 84 jay walkers  
 (during a weekday lunch hour)

Vivian crossing  
 Distribution of red / green lights  
 (8 sec of green, 8 sec of flashing red, 72 sec of red light)  
**J** 576 jay walkers  
 (during a weekday lunch hour)



**Mismatched crossings on Cuba Street**  
 Because of its variety of small shops and activities Cuba Street holds a position as an attractive retail street with a number of cafes and designer shops. As such Cuba Street is extending Cuba Mall, but in a different character.

Cuba Street is intersected by Ghuznee and Vivian Street each carrying substantial vehicular traffic flows (app. 25,000 vehicles per day), often at high speeds, to and from the motorway.

The present division into Mall and Street is abrupt since the pedestrian crossings leading pedestrians along Cuba Street are of a standard design and do not give high priority to pedestrians or provide logical crossing options. There is only one pedestrian crossing at each intersection which have not been coordinated and are thus placed on the west side at Ghuznee Street and then to the east at Vivian Street. Chain railings put in to keep people from crossing outside designated crossings are disregarded.