



Memo

To: Road and Transport Team
CC: Rona Lemalu, Project Delivery Manager
From: Anita Manda, Transport Project Manager
Date: 25 March 2024

Fairway Drive Raised Pedestrian Crossing – Consultation Summary and Rationale

Project Background:

A resident from Avalon had been requesting a pedestrian crossing on Fairway Drive near CNS Science for the past eight years due to high foot traffic in the area. Despite traffic counts confirming the need, there had been no action taken. The resident continued to advocate for this safety measure, citing the community's ongoing risk without a proper crossing. Her efforts aimed to enhance pedestrian safety and mobility in a high-traffic neighborhood.

Consultation Summary

Prior to the Traffic Sub-Committee meeting, extensive public consultation was undertaken in August 2022 with the residents living around the location, GNS Science, Fire and Emergency, Wellington Free Ambulance, Waste Management to secure as much feedback as possible. The list of stakeholders to be consulted was approved by C&E team.

Improved pedestrian safety: Many responses emphasize that the crossing would significantly enhance safety for people walking, especially in an area where traffic is heavy and drivers often don't prioritize pedestrians.

Increased traffic awareness: Several people believe a raised crossing would make drivers more aware of the speed limit and the need to yield to pedestrians.

Sensible and necessary solution: Responders find the proposal to be a practical and much-needed solution to address the existing safety concerns.

Good location: Multiple responses consider the placement of the crossing near GNS Science to be ideal due to the bus stop and access to Avalon Park.

Benefits students: Some responses highlight how the crossing would specifically improve safety for students going to and from school.

Benefits cyclists: The crossing is seen as an asset for cyclists, providing a safer point to traverse Fairway Drive.

Response	Theme
<p>From my perspective, this would be a welcomed addition to the area.</p> <p>Is this letter something you want us to share with our parent community at all?</p>	Positive
<p>All seem to be sensible solutions to mitigating risk to pedestrians.</p> <p>I would also like to highlight the recent fatal crash on Eastern Hutt Road, where a pedestrian was struck and killed while crossing the road from the Pomare Train Station carpark to the Train Station Underpass.</p> <p>There are a number of factors that increase risk to pedestrians crossing here, including;</p> <p>It is a 70kmh area</p> <p>There is a pedestrian refuge midway, but there is no specific lighting or sufficient signage to notify drivers of crossing pedestrians.</p> <p>I would like to be able to discuss this with your team to determine whether we can improve this area and also the safety of pedestrians.</p>	Positive + Feedback
<p>I would like to support the proposal, traffic on Fairway Drive seems to have significantly increased in recent times making getting across the road an often extremely time consuming exercise requiring a strong commitment to not taking risks to get across.</p>	Positive
<p>I am emailing to sign my support for a raised pedestrian crossing in Fairway Drive next to Avalon Park.</p> <p>A raised pedestrian crossing would remove uncertainty from drivers who slow down when pedestrians are in the existing traffic islands, even though they are not required to.</p> <p>I see on a regular basis a number of pedestrians crossing Fairway Drive to access the bus stops or as access to/from Avalon Park. This is definitely a good location for a pedestrian crossing.</p> <p>A raised pedestrian crossing may also improve the traffic along Fairway Drive which has a tendency to be higher volume and higher speed due to motorway traffic using the bridge.</p> <p>And importantly as a cyclist, a raised pedestrian crossing provides a safe place for cyclists to cross traffic from the bike lanes.</p> <p>At the top area near the bridge traffic rarely slows down for cyclists to move safely across the road.</p> <p>Thank you for the opportunity to provide feedback on this safety improvement.</p>	Positive
<p>Happy with the plan. It will definitely make it safer for pedestrians. Thank for this initiative!</p>	Positive
<p>Good morning, thank you for the opportunity to provide feedback on the proposed raised pedestrian crossing opposite GNS Science on 1 Fairway Drive. These observations are my personal ones and do not reflect those of GNS Science. We have advised all our Avalon staff of this proposal and how to provide feedback also as individual pedestrians, cyclists and drivers using Fairway drive.</p> <p>I support the proposed placement of the pedestrian crossing and the general design. As a pedestrian I think this would improve safety during the period of the day when traffic is</p>	Positive + Feedback

<p>moving at the posted limit. During rush hour drivers are mostly permissive and stop to allow people to cross. However:</p> <ul style="list-style-type: none"> • The refuge in the middle is possibly not wide enough for cyclists whose wheels may extend outside the safe margins. • I have concerns about the impact a raised crossing may have on emergency vehicle transit given this is a main route for FENZ from Avalon station to the highway and also for ambulances and police many times a day. • Heavy vehicle traffic is also likely to make a raised crossing in this location a very high maintenance item. Large trucks regularly traverse this route. I cannot think of any main arterial road with similar traffic profiles in the Hutt Valley where a raised crossing is in use. • We have over the last few years seen a number of vehicles ride up over the existing buildouts damaging signage. Hutt City would need to be very responsive to damage to the crossing. • Its unclear if consideration has been given towards lighting to increase visibility of this crossing during hours of darkness. This is a time of increased risk to pedestrians and lighting would be a key factor in ensuring a safe crossing. I understand this would add significant cost and complexity. 	
<p>I am writing to fully support the installation of a pedestrian crossing on Fairway Drive, as proposed. Many people (not just from GNS) have to cross that road to get to or from the park every day and no one ever slows down to let people cross. It really feels dangerous trying to cross there.</p> <p>Fairway Drive is also treated like a motorway by drivers and a crossing might help them remember that the speed limit is 50km maximum and that they need to be aware of pedestrians.</p>	Positive
<p>I work at GNS Science, but in this response I'm speaking as an individual, not on behalf of GNS Science.</p> <p>The drawing in the notification of the proposed crossing we see fails to show how it's sited in relation to the exit/entrance to the GNS Science campus; this is some pretty crucial information.</p> <p>Can you please provide a 'zoomed out' drawing which includes this information?</p>	Seeking Information
<p>I LOVE THIS IDEA. I work in GNS and cross that road regularly to go for lunch time exercise and it is a weird mishmash of people that sometimes stop and others that do not.</p>	Positive
<p>Thanks for the opportunity to provide feedback on this proposed raised crossing on Fairway Drive.</p> <p>I just want to say that such a crossing would be very welcomed, and what is proposed seems sensible. Thanks!</p>	Positive
<p>I believe this would be a very useful crossing, as I often see pedestrians and cyclists struggling to find gaps in the traffic to cross here. I'm all for it.</p>	Positive
<p>I would like to respond by saying this would be a great idea for students going to school as well as students that live around this area will have a safe way of getting to Avalon from school with this crossing.</p> <p>I do hope this goes ahead.</p>	Positive

<p>from the information provided by the council to Belmont school I cannot tell where "across from GNS" the proposed crossing is. A zoomed-out map would be useful for people like me who have terrible navigational skills and also have opinions.</p> <p>In this case, the description is sufficient - I am very supportive of a raised pedestrian crossing (as will my mechanic be) and hope you will include the lights; I think they are great.</p> <p>As an area runner I'm keen on the crossing, but unsure what the sidewalk options are on the GNS side of the road. I'm not keen on a "sidewalk to nowhere" but as long as we're not *creating* one that's a moot point.</p> <p>I look forward to my kids being able to use this crossing, which, depending where they go for years 7 and up, could be very beneficial to them and their safety.</p>	<p>Positive</p>
<p>I am very pleased to hear about the proposal of a pedestrian crossing on Fairway Dr. We have dogs and walk across that road multiple times each week while accessing the riverbank. The placement outside GNS makes sense as there is the bus stop there and sidewalk on both sides of the road.</p> <p>I am concerned about the proposal to make it a <i>raised crossing</i>. As you know, this is one of 4 river crossings in Lower Hutt so that makes it a very busy road. This includes emergency services. A raised crossing will slow the flow of traffic on this necessary arterial road.</p> <p>From a community perspective, the times people are using the crossing is not constant (more centred around the beginning of the day and school and work exit times). However a raised crossing will constrict the flow of traffic and, more importantly to me, the speed emergency services can respond as traffic will be impeded 24/7.</p> <p>From a personal selfish reason, the sound of brakes as drivers slow to cross it will increase what is already a very noisy road.</p> <p>Instead I proposed a flat crossing with good entry / exit ramps to ensure people with mobility issues can use it easily when required, but when no one is using it, emergency services are not impeded.</p> <p>There are already a lot of (good) traffic management solutions (e.g. roundabouts, crossings with traffic lights) in the vicinity which alters traffic flow - let's not add another which is unnecessarily up-specced, if there are other options which would also solve the issue.</p>	<p>Feedback</p>

 <p data-bbox="256 506 632 667">This is where we wanted the zebra crossing. This will help all the children. And safe also. Both sides children get down cross and catch bus both sides. Thanks a lot.</p> <p data-bbox="240 703 568 734">Received via SMS Message.</p>	Positive
<p data-bbox="240 831 1246 969">Whilst not against the proposed raised pedestrian crossing on Fairway Drive, as a parent of a child attending Belmont School I would prefer to see the money spent remediating the crossing of the access road to Harcourt Werry Drive at the eastern end of the Kennedy Good Bridge.</p> <p data-bbox="240 996 1246 1469">We live within the Ministry of Education defined school zone and a journey on foot to school requires the crossing of both Fairway Drive and the Harcourt Werry Access Road. We have found crossing Fairway Drive to be acceptable as the existing traffic islands allows this road to be crossed in two parts (i.e. cross traffic coming from a single direction with the possibility of waiting in the middle of the road). As parking at Belmont School can be difficult, many school families drop / collect students at Avalon Park either at the car park off Fairway drive, or by the golf course entrance (accessed from Taita Drive). Crossing Harcourt Werry Access Road is difficult for pedestrians as cars funnel off the Kennedy Good Bridge at speed to turn left onto Harcourt Werry Access Road and also turn right from Fairway Drive. Visibility of car indicators (if used) is difficult as is visibility of pedestrians for drivers. For this reason, we don't allow our 10 year old child to cross the Harcourt Werry Access Road without an adult. I think many more car free journeys to school would be made if crossing the Harcourt Werry Access Road was made safer.</p>	Positive + Feedback
<p data-bbox="240 1514 1230 1615">Big support and big thanks, but suggests raised crossings are not too high for ease of crossing for buses and trucks. She is going to come along to the Traffic SC to say thank you in person. (Phone Call)</p>	Positive

Rationale behind a Raised Crossing:

Enhanced Safety for Vulnerable Users:

Raised pedestrian crossings provide a level surface for crossing, reducing obstacles like camber or bumps that can pose challenges to vulnerable individuals, including those in wheelchairs or with mobility issues.

A raised crossing near Avalon Park would facilitate safer access to the park and associated recreational facilities for all users.

Traffic Calming and Speed Reduction:

The proximity of Fairway Drive to recreational areas poses a significant risk due to the tendency of drivers to exceed the 50km/h speed limit. This behavior endangers pedestrians and other road users.

Implementing a raised pedestrian crossing can serve as a physical reminder for drivers to slow down, promoting a safer environment around recreational areas.

Addressing High Traffic Volume and Speed:

Fairway Drive experiences high traffic volumes and speeds, primarily due to its use as an alternative to motorway routes. This situation creates hazardous conditions for pedestrians attempting to cross.

A raised crossing would act as a traffic-calming measure, reducing the likelihood of accidents and encouraging drivers to adhere to speed limits.

Community Support and Pedestrian Demand:

The proposal has garnered overwhelming support from community consultation responses, indicating strong public demand for improved pedestrian safety measures.

The high foot traffic in the area justifies the need for a safe and accessible crossing, reflecting the community's preference for a pedestrian-friendly environment.

Lack of Safe Crossing Areas:

Currently, there is no designated safe crossing area in the vicinity of Avalon Park and adjacent recreational facilities. This gap in infrastructure compromises the safety and accessibility of the area for all users.

Introducing a raised pedestrian crossing would address this critical need, ensuring safer access for everyone, including families, children, and individuals with disabilities.