

FAQ's for Marine Parade Traffic Calming Project

Overall change in design

1. Why are the through-traffic lanes on the foreshore side and the parking precinct is on the city-side?

- A. The parking precinct on the city side, moves through traffic away from the businesses and residents. It is hoped that this will make the street on this side more attractive to pedestrian which will encourage more use of the properties facing Marine Parade. Future stages of the development of this stretch of Marine Parade may include improvements in pedestrian amenities and changes to parking configurations.

2. How will vehicles turn south from the exit of the parking precinct?

- A. Motorists wishing to exit the parking precinct and travel south will be directed to the roundabout at the Tennyson Street intersection. Signage at this exit point will advise motorists of where to go.

3. Why hasn't the legal speed limit been reduced to 30km/hr in this section?

- A. A change in the speed limit will require a change to the Bylaw that governs speed limits in the city. The Transportation team are soon to commence a review of this Bylaw, and the speed on Marine Parade will likely be one of the roads that are reviewed. The public will be encouraged to provide feedback on this change in Bylaw through a consultation phase. The Transportation team are also exploring other options to advise motorists of the need to be courteous of the high number of pedestrians and cyclists in the area.

4. Has the design been assessed in terms of its risks to motorists, cyclists, and pedestrians?

- A. Yes. An independent safety audit has been undertaken during the design phase. Some changes were made as a result of this audit. Ongoing monitoring will be undertaken by the Transportation team.

5. How many Norfolk Pines have been removed?

- A. None

6. How close will vehicles be to the footpath on the seaward side?

- A. There is a 1.4m wide shoulder between the traffic lanes and the footpath, and each traffic lane is 3m wide.

7. What happens to businesses access in the overflow coach parking area when it is being used for this purpose?

- A. Footpath access to businesses adjacent to the coach overflow parking area will be maintained. The coach overflow area is in front of Farmers Department store which does not have any street entry other than a vehicle entry which will be kept clear. The frequency of the use of this coach overflow area is likely to be low.

Cyclists and pedestrians

8. With traffic to the Port being diverted away from Marine Parade and more likely to use Georges Drive (SH2), what improvements for pedestrians and cyclists are planned in this area to ensure safety?

- A. Georges Drive is a state highway, and under the management of NZTA. Napier City Council can work with NZTA to improve amenities for pedestrians and cyclists, but ultimately NZTA will make the decisions. Local roads nearby to Georges Drive, such as Kennedy Road and Latham Street, are subject to a number of initiatives to improve pedestrian and cyclist safety.

9. Where are cyclists supposed to ride?

- A. Experienced road cyclists are likely to stick to the through-route traffic lanes. Casual or recreational cyclists should use the parking precinct when travelling north, and/or the foreshore shared pathway when travelling north and south.

10. Why are the pedestrian crossing points not formalised or raised?

- A. The pedestrian crossing points are clearly marked using paint, and have hold rails on the seaward side of the median. Raised crossings would create noise as vehicles travel over them. This is the first stage of the live study for this project, and depending on feedback received, pedestrian crossing points may be altered.

11. How will pedestrians know to look both ways before crossing?

- A. Signs will be painted on the pavement that says 'Look both ways'. During construction, and in the early stages of this new road layout being in place, temporary signs will be placed along the length of the median to advise pedestrians to look both ways before crossing.

12. Why is there a pedestrian crossing point at the entrance to the parking precinct?

- A. The raised pedestrian crossing point near the entrance to the parking precinct provides clear crossing opportunities for pedestrians walking up Vautier Street and wishing to cross to the foreshore. There is space between the pedestrian crossing

point and the entrance to the parking precinct to accommodate 2 cars or 1 coach. This will help avoid a bottleneck on the roundabout.

13. Why is there a pedestrian crossing point in front of the coach parking area?

- A. Through site investigations and monitoring, this crossing point was identified as the most popular place for people to cross (other than the pedestrian crossing closer to the Soundshell). Although we will continue to encourage people to cross at the formal pedestrian crossing, kerb build outs at the location where many people cross will allow people to safely see beyond the coaches to the north before crossing. The kerb build outs will also place the pedestrian forward and in the line of the coach driver. Council has spoken with Nimons and they have indicated they are comfortable with this approach. The new design is safer than the existing design, which affords no protection to the pedestrian wishing to cross at this location.

14. What is the visitors gathering area, and how will people know where it is?

- A. The visitors gathering area is the paved space between the Par2 golf course and the Sunken Gardens. This space has been made more accessible to all users, and is designed to provide a space for tour groups to meet where they are off the main footpath. The i-site may choose to use this area if they wish, and if they do so, it will be under their management.

Car parking

15. Why are the car parks parallel instead of angled?

- A. Parallel car parks are known to be safer. Providing parallel car parks in this layout provides a greater number of spaces than if the parks were configured angled against the kerb. Subject to feedback and monitoring, parking layouts may change in the future.

16. Can the entry into the parking precinct be moved away from the roundabout?

- A. No. This is a design constraint and allowed us to retain all Norfolk Pines.

17. Can we set a reduced parking time limit on the i-site parking?

- A. The parks outside the i-site are limited to 30 minutes. If vehicles stay longer than this then it is a matter for enforcement.

18. Will the new car parks be long enough to accommodate all types of vehicles?

- A. The 3 car parks immediately opposite the i-site are longer and can accommodate motor home vehicles. The remainder of the parks in the parking precinct are a standard size at 6m long.

19. Will there be more car parks?

- A. The car park numbers are similar to the previous layout, with the exception of the car parks removed to accommodate the roundabout at Vautier Street.

20. How will motorists know that the entry to the parking precinct isn't the main road?

- A. In advance of the Vautier Street roundabout will be a sign advising drivers where the parking precinct is and where the through-route is. The entrance to the parking precinct also has a raised platform and so looks different to a typical through-route.

21. Will there be enough space for shuttles using the angled i-site car parking to reverse without entering the live traffic lanes?

- A. The new layout will be similar to the previous layout, and motorists will need to be careful when reversing out of their spaces. It is hoped that vehicles will be moving more slowly through this section of Marine Parade, which may improve safety.