



Karangahape Road Wayfinding Site Audits
Auckland Transport / Place Creative

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Transportation engineers have an ongoing habit of trading off safety of pedestrians to avoid any minor inconvenience for motorists.

- *Greater Auckland, 2019*





Average Pedestrian Counts from 183 K'Road are 300-600 per/hr

Distracted busy pedestrians on smart-phones



Or with noise cancelling headphones



16/10/2020
Karangahape Road
Scrim & Wayfinding Audit

“This location needs a clear indication line for pedestrians to wait behind.

Cars are whizzing by with pedestrians sometimes walking out and not looking right or left for oncoming traffic.

Can you paint a line on **the ground?**”



This is before treatment and the pedestrian nearly walked in front of buses turning left off Karangahape Road onto Queen Street.





Once alerted through the Place Creative audit *process*, Mara Bester of JFC observed pedestrians walking into the live lanes on various occasions.

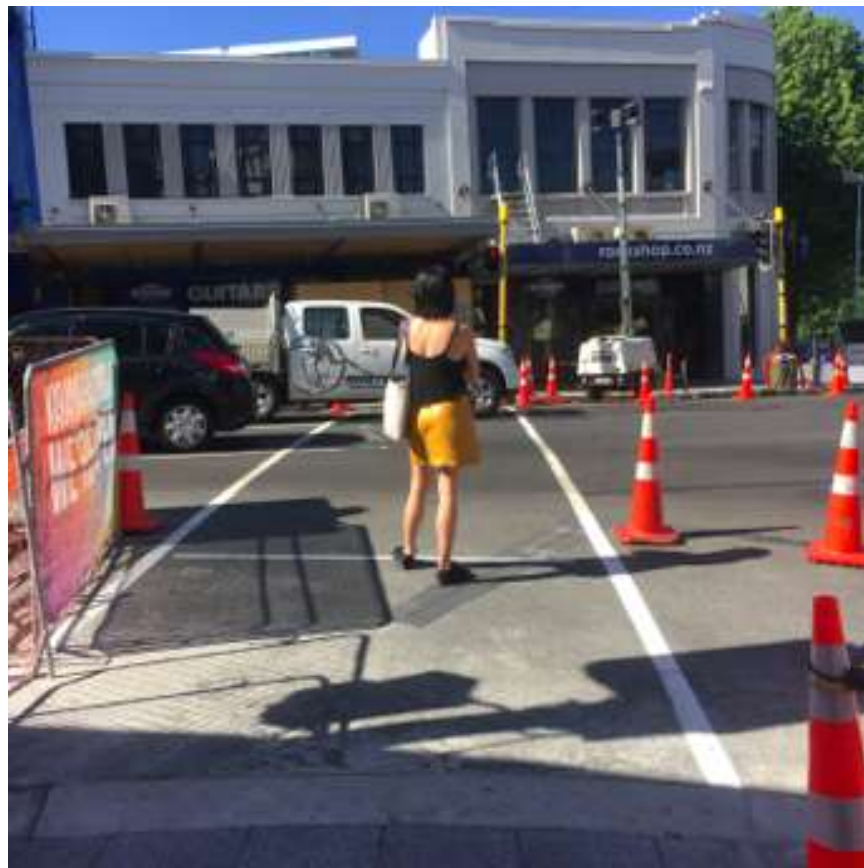
“I used this anti slip tape as it has a rough surface and high grit which means it is easier to feel under foot.”





“Increasingly [AT] recognise that we cannot achieve this working with old policies and practices that do not encourage change. To be effective, we need to act fast **and adapt quickly**”

By improving pedestrian environments in real time by adapting their walkability through the city we created an effective tool to encourage a behaviour change that promotes a decarbonization of transport



Traffic management and access

Traffic and pedestrian access continues to be managed in each section of the project and includes wayfinding signage for pedestrians, as well as signage, detours and VMS (variable message boards) for road users. Please carefully follow all detours and be sure to take extra care around our construction sites.

There will also be colourful scrim going up along the fencing around our active construction areas.

What to expect

We're upgrading the street so that means:

- relocating or building new kerbs
- work to some areas of the footpath
- installation of new bins, bike racks and seating
- installing new street lights
- construction of rain gardens and tree pits
- new or reconfigured traffic lights.

AT Ensures Pedestrian safety in the roadside by ...

To achieve this we will:

- communicate regularly to keep you up to date
- use 'temporary traffic management' such as 30km/hr zones, reduced lanes, managed access to side roads at times, and the temporary location of bus stops
- sequence works so that disruption is minimised during busy times of the year for businesses
- schedule delivery of construction materials outside of peak travel hours.

A More FORGIVING ROAD SYSTEM TAKING HUMAN VULNERABILITY INTO ACCOUNT

a) The extent of the benefits to a wide range of transport system users (20%):

This simple type of treatment can benefit any construction site or road enhancement where both footpath and road are seeing a change in layout. Based on the collected near misses in various audits, this simple intervention provides an intervention that can save lives and prevent bodily harm. With the possibility of accident occurring between pedestrian and car or pedestrian and bus. It is nice to know that a taped white line in the asphalt can save a human life and also save the distress of the driver that might be the one that takes that life. We are now using various version of thickness and type of tape. But, the theory still stands that an intervention that responds to a change in layout with clear new boundaries directed at a pedestrian mostly looking down, is a useful one.

References

https://www1.nyc.gov/assets/planning/download/pdf/plans-studies/active-design-sidewalk/active_design.pdf

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<https://at.govt.nz/projects-roadworks/karangahape-road-enhancements/karangahape-road-enhancements-project-updates/>

national household travel survey, 2008. u.s. department of transportation, Federal highway administration.