

## 8. TUAM STREET LOADING ZONE

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The purpose of this report is to seek the Committee's approval to relocate a goods vehicle loading zone from outside Civic Offices to a new location east of the zebra pedestrian crossing.

### BACKGROUND

Following a collision between a motor vehicle and a pedestrian on the crossing in February 2003, staff working at Civic Offices and elected members asked that a review of the safety of this particular crossing be examined with a view to making improvements. This "zebra" pedestrian crossing is considered to be one of the busiest in Christchurch being conveniently located between an equally well patronised off-street carpark and the Council offices.

Many people who either work or regularly visit the area have had problems using the facility due to a reluctance on the part of a few motorists to slow down and yield right of way. Fortunately, few of these incidences have resulted in collisions; the only one in fact recorded is the collision between a person using the crossing and a vehicle travelling east along Tuam Street in February 2003. This collision occurred outside the five year crash period 1998 - 2002 examined by the audit team.

### SAFETY AUDIT

A safety audit was commissioned by the City Streets Unit to examine the current form and function of the zebra pedestrian crossing facility from a road safety perspective. The audit team comprised Mike Smith, Road Safety Engineer with MWH NZ Ltd, Andrew McBeth, Group Leader, Transportation, also with MWH NZ Ltd and Tim Hughes Senior Road Safety Engineer LTSA. The team has discussed its findings with the City Streets Unit road safety engineers and action has already been taken to improve signage and road markings on the approaches to the pedestrian crossing.

### DISCUSSION

One of the deficiencies highlighted by the audit team was the presence of large trucks parking directly outside Civic Offices. Trucks and other larger vehicles parked in the existing loading zone block visibility of the pedestrian warning sign on the western approach to the zebra pedestrian crossing. Sight inter-visibility between pedestrians and motorists approaching the crossing is also compromised when large vehicles are parked in this area. City Streets Unit road safety engineers agree with the safety audit team's recommendation that the loading zone be relocated to a position east of the zebra pedestrian crossing. If this change occurs it is recommended that the area revert to "P10" parking which will provide a facility for two additional carparks directly outside the main entrance to Civic Offices. The new "goods vehicle" loading zone will displace an existing "P5 loading zone" which presently caters for all classes of vehicles that need to be loaded or unloaded in this area.

### ZEBRA PEDESTRIAN CROSSING

The Christchurch Coordinating Committee for Traffic Safety considered a report on the process being used to examine the performance of the existing pedestrian crossing outside Civic Offices. The Coordinating Committee requested the City Streets Unit to implement as many improvements as is practicable immediately and report back on work that would require capital expenditure and might need budgeting for.

A further report is being prepared by the City Streets Unit staff and will be presented to the Christchurch Coordinating Committee and Sustainable Transport and Utilities Committee in due course.

### CONCLUSION

Resulting from a study of pedestrian and traffic conflicts on the zebra pedestrian crossing outside Civic Offices, changes have been made to improve driver recognition of the presence of the pedestrian facility. Consideration will be given to further improving the facility. However, any changes to the roadway itself will most likely require capital works funding.

If the existing goods vehicle loading zone is relocated from its present position outside the main entrance to Civic Offices there would be a significant gain in safety for users of the pedestrian facility.

**Staff****Recommendation:**

That:

1. The information be received.
2. The existing "P5 Loading Zone Goods Vehicles Only" on the north side of Tuam Street commencing at a point 87 metres from its intersection with Colombo Street and extending in an easterly direction for 14.5 metres be removed.
3. The existing "P5 Loading Zone" on the north side of Tuam Street commencing at a point 134 metres from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres be removed.
4. The existing "P10" parking restriction on the north side of Tuam Street commencing at a point 46 metres from its intersection with Colombo Street and extending in an easterly direction for a distance of 41 metres be removed.
5. The parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Tuam Street commencing at a point 46 metres with its intersection with Colombo Street and extending in an easterly direction for a distance of 53.5 metres.
6. A "P5 Loading Zone Goods Vehicles Only" be installed on the north side of Tuam Street commencing at a point 134 metres at its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres.

**Chairman's****Recommendation:**

That the above recommendation be adopted.