

26. 7. 2001

**CATHEDRAL SQUARE TRAFFIC MANAGEMENT SUBCOMMITTEE  
17 JULY 2001**

**A meeting of the Cathedral Square Traffic Management Subcommittee  
was held on Tuesday 17 July 2001 at 12 noon**

**PRESENT:** Councillor Denis O'Rourke (Chairman)  
and Councillor Ian Howell.

The Committee reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. CATHEDRAL SQUARE - ROAD PAVERS**

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Stephen Matheson, DDI 371-1653
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The purpose of this report is to obtain the Council's approval to replace a section of the granite pavers in the road through Cathedral Square with concrete pavers.

**BACKGROUND**

The Council has received letters from both the LTSA and the police expressing concern about the number of accidents occurring in wet conditions in the square. They attribute this to the slippery nature of the granite pavers when they are wet.

A study of the accident record in the Square shows that since the upgrading the number of accidents in the dry has more than halved, from an average 8 per year to 3 per year. However in wet conditions the number of accidents has increased from 2 per year to 9 per year.

Research done for the Council shows that the coefficient of friction for the granite pavers is 47 compared to 59 for the concrete pavers used in Worcester Street and other areas in the city and, 55+ for a typical chipseal surface. The friction coefficient for the granite is adequate provided vehicles stick to the posted speed limit of 30 km/h. However according to the LTSA the fact that drivers are used to a road surface with a higher friction coefficient means that there is a dangerous situation as they have an expectation of a better grip. The LTSA are also of the view that while the posted speed limit is 30 km/h this has not been effective in reducing accidents because the vertical platform is too gentle and the difficulty in providing effective signage.

There are three bends in the road in Cathedral Square but it is the corner close to Hereford Street that has the worst accident record and is of the most concern. Here the road camber on the outside of the bend makes the situation worse and there is the risk that if a vehicle leaves the road pedestrians could be trapped between the vehicle and the stone wall.

**PROPOSAL**

The most appropriate way to correct the problem is to replace the granite pavers, with concrete pavers and at the same time to reshape the road surface to remove the negative camber. The estimated cost of this work is \$38,000. The granite pavers would be retained for future use, possibly for the straight sections of road in Stage V.

The same treatment could be used on the other two bends, but there is not the same danger and it is considered more appropriate to wait until the Stage V details have been finalised. The cost of similar treatment on the other bends varies from \$46,000 – \$60,000 each depending on the area treated.

**Subcommittee's**

**Recommendation:** That, subject to consultation with the designer, Athfield Architects Ltd, the granite pavers on the bend in Cathedral Square adjacent to Hereford Street are replaced with concrete pavers at an estimated cost of \$38,000.

**CONSIDERED THIS 26TH DAY OF JULY 2001**

**MAYOR**