

5. COLOMBO STREET AND MALCOLM AVENUE INTERSECTION SAFETY IMPROVEMENTS

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PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Board to proceed to final design, tender and construction of safety improvements at the intersection of Malcolm Avenue and Colombo Street.

EXECUTIVE SUMMARY

2. A safety issue has been identified with school children crossing the road at the intersection of Malcolm Avenue and Colombo Street to attend Thorrington School. The School requested the Council to consider changes to this intersection to improve the safety of pedestrians and, in particular, school children.
3. The aim of the project is therefore to improve safety for pedestrians crossing Malcolm Avenue at the intersection with Colombo Street, whilst maintaining access to the driveway at 28 Colombo Street, which is angled to the street.
4. The key stakeholders consulted with respect to the options for safety improvements are the residents at 28 Colombo Street; the New Life Church at 30A Colombo Street; the Principal at Thorrington School; and the Chairperson, Beckenham Neighbourhood Association. The preferred option presented in this report is generally supported by all of these key stakeholders. Full details of the consultation undertaken are attached to this report.
5. The preferred option includes kerb build-outs with landscape planting and Holland pavers within the carriageway. This option is shown in the attached scheme plan. The purpose of the improvements to this intersection is to:
 - (a) Improve pedestrian safety when crossing Malcolm Avenue at the intersection with Colombo Street, which will be achieved with a reduction in road width from 13.5m to 9m, to ensure vehicles travel more slowly around this intersection.
 - (b) Reduce crashes with slower vehicle speeds and reduced crossing widths from kerb to kerb.
 - (c) Maintain access at 28 Colombo Street.
 - (d) Maintain parking, but with "no stopping" being formally created from Colombo Street, extending generally east on Malcolm Avenue for a distance of 12 metres.
 - (e) Upgrade street lighting, which includes a new outreach arm and new luminaire.
 - (f) Maintain footpaths at three metres wide to allow a continuous path of travel along both Colombo Street and Malcolm Avenue.
 - (g) Include tactile paving to enhance pedestrian safety for all users, including the visually impaired.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The safety improvement works for the intersection of Malcolm Avenue and Colombo Street is programmed in the Transport and City Streets Unit's capital programme, for implementation in the 2005/2006 financial year. The cost estimate for this project is \$109,190 and there is budget allocation in the 2005/2006 capital programme for this work to occur.
7. There are no legal implications for this project. Community Board resolutions are required to approve the no stopping restrictions.

BACKGROUND ON COLOMBO STREET AND MALCOLM AVENUE INTERSECTION SAFETY IMPROVEMENTS

8. Colombo Street is a busy minor arterial road with both commercial and residential activity in the vicinity of this intersection. There is a two metre wide flush median along this section of Colombo Street with a parking restriction on the western and eastern sides of this street north of Malcolm Avenue. Parking is permitted on the eastern side of Colombo Street to the south of Malcolm Avenue. There are high volumes of cyclists and pedestrians in this area associated with commuters and local schools.
9. There have been two crashes recorded at this intersection during the five year period between 1999 and 2004. This project has arisen from a concern relating to safety raised by Thorrlington School.
10. The primary objective of this project is to enhance public safety and transport through improving the layout of the intersection. Secondary objectives initially included the installation of pedestrian facilities within a raised median to enhance pedestrian safety and visibility.
11. Consultation plans were prepared in August 2004, which outlined the intended strategy to consult with affected and interested parties. In summary, these methods included informal discussions and letters to gauge interest and ideas from the owners and occupiers of adjacent properties, formal consultation using a scheme plan with the owners and occupiers of adjacent properties, and consultation with Thorrlington School. The consultation was achieved through personal visits to the owners and/or occupiers, and included an explanation of the proposed improvements and the reasons for undertaking the work.
12. The proposed improvements are designed to physically prevent drivers cutting the corner at the intersection. A raised median option was designed to provide pedestrian facilities in the form of a security barrier and cut-out to ease and enable safe pedestrian facilities, which is of benefit to Thorrlington School children crossing Malcolm Avenue.
13. The main impact of the physical works was considered to be the potential for limiting or preventing access into and from adjacent residential properties, and in particular, 28 Colombo Street.
14. Consultation was undertaken with the residents at 28 Colombo Street, the New Life Church at 30A Colombo Street, Thorrlington School, and the Beckenham Neighbourhood Association. A summary of the discussions held with each of these stakeholders resulting in the evolution of the proposal to the preferred option is attached (see Attachment 2). The key stakeholders are all supportive of the preferred option.

OPTIONS

15. The options considered to meet the project objectives are as follows:
 - (a) The first option includes a reduction in road width with the installation of kerb build-outs with landscape planting, and Holland pavers within the carriageway, maintenance of access to 28 Colombo Street, upgrade of street lighting, and a two-lane exit from Malcolm Avenue.
 - (b) A second option involves the same features as the first option, except for a one-lane exit from Malcolm Avenue.
 - (c) The third option is maintaining the status quo, i.e. with no alterations to the existing configuration of the intersection of Malcolm Avenue with Colombo Street.
16. These options are fully evaluated in paragraphs 21-28 of this report.

PREFERRED OPTION

17. The preferred option involves an improvement of the pedestrian crossing point at the intersection of Malcolm Avenue with Colombo Street. This will be achieved by a reduction in road width from 13.5m to 9m, whilst maintaining a two-lane exit from Malcolm Avenue into Colombo Street. It is anticipated that vehicles will be travelling at slower speeds around the intersection with the installation of kerb build-outs and landscape planting. Holland pavers will be placed within the carriageway, and tactile paving will enhance pedestrian safety for all users on the footpaths (as shown at Attachment 1).
18. Property access to 28 Colombo Street and parking are maintained with the preferred option, but "no stopping" lines will be formally created from Colombo Street, extending generally east along both sides of Malcolm Avenue for a distance of 12m (as shown in Attachment 1).
19. Street lighting will be upgraded at the intersection, including a new outreach arm and new luminaire. Footpaths will be maintained at a 3m width to allow a continuous path of travel for pedestrians along both Colombo Street and Malcolm Avenue.
20. It is anticipated that construction will commence in the school holidays commencing on 23 September 2005, and it is likely that construction will take 2-3 weeks to complete.

ASSESSMENT OF OPTIONS

Option 1 - The Preferred Option

21. The terms of reference for this project are met by the preferred option, as follows:
 - Improvement of pedestrian safety crossing Malcolm Avenue is achieved with a reduction in road width from 13.5 metres to 9 metres. It is anticipated that vehicles will be travelling more slowly around this intersection with a Type C threshold and kerb build-outs.
 - Maintenance of access to 28 Colombo Street is achieved and has been discussed on site with the landowners. The kerb is cut down to allow access to 28 Colombo Street.
 - Crash reduction is achieved with slower vehicle speeds and reduced crossing widths.
 - Parking is maintained with this proposal, although "No Stopping" lines will be formalised for 12m on both sides of Malcolm Avenue from Colombo Street.
 - Under grounding is not included with this proposal.
 - A street lighting upgrade is required, including a new outreach arm and new luminaire.
 - Footpaths will be maintained at a 3m width to allow a continuous path of travel along both Colombo Street and Malcolm Avenue.
 - Tactile paving is required to enhance pedestrian safety at all times and, in particular, the visually impaired.
 - There are no bus access or shelter issues associated with this project.
22. There are no land ownership issues associated with this project, as the works are all contained on road reserve between the kerbs.
23. The following consent and legal issues have been considered:
 - Trees - There are protected trees at 30A Colombo Street, which are to be preserved and maintained in accordance with good arboriculture practice. These trees are not subject to resource consent requirements.
 - Buildings - There are no heritage or historic buildings, places or objects in the area of the proposed works.
 - Road Width - There is no change to the existing roadway width, so there is no requirement for resource consent.
 - Bylaw Changes – An amendment or addition will be required to the Christchurch City Traffic and Parking Bylaw 1991, for parking restrictions.

Option 2 – One Lane Exit from Malcolm Avenue onto Colombo Street

24. Option 2 is essentially the predecessor to the preferred option outlined above, with the main key difference being a one-lane exit (i.e. 7 metre wide threshold) from Malcolm Avenue.

25. A one-lane exit from Malcolm Avenue was discounted as an option following the concerns raised by the Beckenham Neighbourhood Association regarding queuing, particularly at peak periods. A site visit and SIDRA (computer model) analysis were undertaken to confirm the effect of queuing from a one-lane exit, and the potential risks, as raised by the Association, were considered. It is considered that a one-lane exit would achieve a less than satisfactory result in terms of pedestrian safety. One-lane exit will result in extended vehicle queues and subsequently unpredictable risk taking from drivers.

Option 3 - Maintain The Status Quo

26. The option to maintain the status quo essentially means to do no capital work at this intersection. This will retain the existing road environment as it is currently.
27. This option would not satisfy the primary objective of improving the pedestrian safety crossing at Malcolm Avenue. Pedestrians in this area include Thorrington School children who regularly cross Malcolm Avenue at this location.
28. Therefore, it is considered that it would not be appropriate to maintain the status quo because of the opportunity to improve the safety of this intersection whilst maintaining access at 28 Colombo Street, and vehicle access to Colombo Street. The project is also supported by the key stakeholders at this location.

STAFF RECOMMENDATION

It is recommended that the Board approve:

- (a) The Malcolm Avenue and Colombo Street intersection safety improvements, as illustrated in Attachment 1, to proceed to final design, tender and construction.

(The following issue will require amendment and/or addition to the Christchurch City Traffic & Parking Bylaw 1991.)

- (b) That the parking of vehicles be prohibited at all times on the north side of Malcolm Avenue commencing at the intersection with Colombo Street and extending in a easterly direction for a distance of 12 metres.
- (c) That the parking of vehicles be prohibited at all times on the south side of Malcolm Avenue commencing at the intersection with Colombo Street and extending in a easterly direction for a distance of 12 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.