

7. DURHAM STREET SOUTH/ST ASAPH STREET/TUAM STREET SAFETY IMPROVEMENTS

Officer responsible
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PURPOSE OF REPORT

1. The purpose of this report is to request that the Board recommend to the Council its approval to proceed to final design, tender and construction of traffic safety improvements at the intersections of Durham Street South and Tuam Street, and Durham Street South and St Asaph Street; and altered road markings on Durham Street South between Cashel Street and St Asaph Street to improve cycle safety.

EXECUTIVE SUMMARY

2. This project is a safety improvement/crash reduction project arising from the number of incidents at the Durham Street South intersections with St Asaph Street and Tuam Street (43 incidents from 1999 to 2003)¹.
3. The objectives of the project, as established in May 2004, are to:
 - (a) Reduce the number of crashes and improve safety at the Durham Street South/St Asaph Street and Durham Street South/Tuam Street intersections.
 - (b) Improve safety for pedestrians, cyclists and vehicles.
 - (c) Provide improved pedestrian/cycle crossing facilities.
 - (d) Upgrade any inadequate street lighting (location of street lighting to be looked at).
 - (e) Consult successfully with key stakeholders and residents along the route.
 - (f) Complete the project within budget and on time.
 - (g) Have a completed project that will satisfy the needs of the asset unit and the community.
4. Three options were identified and assessed. These were the “do nothing” or status quo option, the preferred option, and an alternative option. These are described below.
5. The majority of crashes at these intersections are caused by drivers not stopping at the red light, or failing to notice the traffic lights. Therefore a key element in reducing crashes will involve improving the visibility of the traffic signals. To retain the traffic signals in their existing location would not improve their visibility. Therefore the status quo was not considered an acceptable option, as it would not achieve the project objectives, particularly the key crash reduction objective.
6. The preferred option involves the re-location of the existing traffic signals at the Durham Street South/Tuam Street intersection and the Durham Street South/St Asaph Street intersection, so that they are more visible to drivers approaching the intersections. This will be achieved through the construction of kerb build-outs at the intersection corners, which will allow the traffic signal poles to be relocated so that they are more within drivers’ line of sight, and will provide a suitable location for the base of proposed mast arms with overhead signals. The kerb build-outs also improve pedestrian safety by reducing the distance at crossing points. Overhead signals are proposed only at the southwest corner of both the St Asaph Street and Tuam Street intersections under the preferred option, due to space limitations posed by underground services at other corners.
7. The preferred option also includes improvements to road line and lane markings on the approach and departure at each intersection, and the installation of tactile pavers to assist vision-impaired people at all crossing points at the Tuam Street and St Asaph Street intersections.
8. Road marking changes to improve safety for cyclists are also incorporated within the preferred option. These include installation of new cycle lanes in Durham Street South from Lichfield Street to St Asaph Street, red coloured surfacing of existing cycle lanes from Cashel Street to Lichfield Street and new cycle lanes at the approach to intersections.
9. The proposal is illustrated on the two attached plans.

¹ LTSA data.

10. The alternative option considered was to include an additional mast arm with overhead signals at both intersections. However, this option was not practicable as there is insufficient space for the mast arm base at the other corners due to existing underground services. It was also unlikely that this option would be achievable within the project budget due to the cost of the overhead signals and the cost of relocating underground services. In addition, it was considered that the kerb build-outs and signal pole relocations would provide sufficient improvement in signal visibility, as well as contributing to achievement of other project objectives i.e. improved pedestrian/cycle crossing facilities and improved road user safety.
11. The views of persons affected have been ascertained and taken into account. At its meeting on 1 September 2004, the Board accepted a staff recommendation that the project proceed to consultation.
12. The cycle safety improvements have not required any changes to parking or any additional construction, they will simply involve road marking changes. The Council's Cycle and Pedestrian Transport Planner was consulted in relation to the cycle safety improvements, however given that these only involve road marking changes, other parties have not been consulted directly.
13. In relation to the intersection safety improvements, the views and preferences of persons affected or likely to have an interest have been ascertained through consultation with the owners and occupiers of the properties in Durham Street South, from south of St Asaph Street to north of Tuam Street. These properties include:

Durham Street South	St Asaph Street	Tuam Street
243 - St Michaels Church School	142 – Autosounds	132 – Boise
235 – Cockram Motors	144 – Motormouth	132 – The Gas Company
227 – Omega Rental Cars	161 – Rick Armstrong Motors	
221 – Euromarque Cars		
215 – Euromarque Cars		
190 – Ian Dalziel		

14. The majority of these parties were supportive of the proposed changes and did not have any concerns. Only two parties raised concerns. The owner of Autosounds at 142 St Asaph Street was concerned about the loss of a P10 parking space on the property's Durham Street South frontage. As a result, the proposal was modified and the kerb build-out on the southwest side of Durham Street South was shortened to allow retention of the existing P10 parking space.
15. The proposed build-outs will result in the removal of one P60 parking space on the northwest side of St Asaph Street, immediately west of Durham Street South, opposite number 142 St Asaph Street. The owner of Euromarque Cars at 221 Durham Street South raised a concern in relation to this, and requested the installation of metered parking on the northwest side of St Asaph Street, west of Durham Street South. The issue raised is that people do not comply with the existing P60 restriction in this area, and park in these spaces all day, limiting the availability of parking outside Euromarque Cars.
16. This request was raised with the Parking Unit, which advised that new generation parking meters are to be installed throughout the city from April 2006, and consequently no new meters will be installed in the interim. Euromarque Cars were advised of this, however they remain opposed to the proposal, as they do not consider April 2006 to be soon enough for the installation of parking meters. A number of P60 parking spaces will remain along the northwest side of St Asaph Street outside Euromarque Cars, and P10 and P60 parking spaces will be available along the southwest side of St Asaph Street opposite Euromarque Cars.

FINANCIAL AND LEGAL CONSIDERATIONS

17. The estimated total cost for this project is \$170,145 inclusive of all consultation, design and project management.
18. The Durham Street South/St Asaph Street/Tuam Street Safety Improvements project is part of the Safety Improvement Works Programme and is programmed for construction in the 2004/05 year. The budget for this programme in 2004/05 is \$700,000. Sufficient funding is available from the Safety Improvement Works Programme budget to complete this project.
19. There are no legal considerations associated with this project's preferred option, aside from the resolutions outlined in the recommendations below.

STAFF RECOMMENDATIONS

That the Board recommend to the Council:

- (a) The approval of:
- (i) The proposed safety improvements at the Durham Street South/Tuam Street and the Durham Street South/St Asaph Street intersections;
 - (ii) The proposed cycle lanes to be installed in Durham Street South from Lichfield Street to St Asaph Street; and
 - (iii) The proposed road marking alterations on Durham Street South between Cashel Street and St Asaph Street to improve cycle safety and to improve road line and lane alignments;
- proceed to final design, tender and construction.
- (b) Rescind the following traffic restrictions:
- (i) The existing no stopping from the east side of Durham Street South at its present position commencing 5 metres south of the intersection with St Asaph Street and extending 3 metres in a south direction;
 - (ii) The existing P120 parking restriction from the north side of St Asaph Street at its present position commencing 5 metres east of the intersection with Durham Street South and extending 11.5 metres in a east direction;
 - (iii) The existing P30 parking restriction from the west side of Durham Street South at its present position commencing 10 metres south of the intersection with St Asaph Street and extending 19 metres in a south direction;
 - (iv) The existing P10 parking restriction from the west side of Durham Street South at its present position commencing 3 metres south of the intersection with St Asaph Street and extending 7 metres in a south direction;
 - (v) The existing P30 parking restriction be removed from the east side of Durham Street South at its present position commencing 7 metres north of the intersection with St Asaph Street and extending 12 metres in a north direction;
 - (vi) The existing P60 parking restriction from the south side of St Asaph Street at its present position commencing 5 metres west of the intersection with Durham Street South and extending 22 metres in a west direction;
 - (vii) The existing P60 parking restriction from the north side of St Asaph Street at its present position commencing 3.5 metres west of the intersection with Durham Street South and extending 7.5 metres in a west direction;
 - (viii) The existing loading zone time limit 5 minutes from the east side of Durham Street South at its present position commencing 8.5 metres south of the intersection with St Asaph Street and extending in a south direction for a distance of 9.5 metres;
 - (ix) The existing no stopping from the west side of Durham Street South at its present position commencing 3.5 metres south of the intersection with Tuam Street and extending 3 metres in a south direction;
 - (x) The existing no stopping from the south side of Tuam Street at its present position commencing 6 metres west of the intersection with Durham Street South and extending 3 metres in a west direction;
 - (xi) The existing metered P120 parking restriction from the west side of Durham Street South at its present position commencing 33 metres north of the intersection with Tuam Street and extending 5 metres in a north direction; and
 - (xii) The existing no stopping be removed from the east side of Durham Street South at its present position commencing 3 metres south of the intersection with Tuam Street and extending 4 metres in a south direction.
- (c) Approve the following new traffic restrictions:
- (i) The stopping of vehicles be prohibited at any time on the east side of Durham Street South commencing at a point 5 metres south of its intersection with St Asaph Street and extending 4 metres in a south direction;
 - (ii) The stopping of vehicles be prohibited at any time on the north side of St Asaph Street commencing at a point 4 metres east of its intersection with Durham Street South and extending 14 metres in an east direction;
 - (iii) The parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Durham Street South commencing 9 metres south of the intersection with St Asaph Street and extending 5 metres in a south direction;
 - (iv) The stopping of vehicles be prohibited at any time on the east side of Durham Street South commencing at a point 5 metres north of its intersection with St Asaph Street and extending 16 metres in a north direction;

- (v) The stopping of vehicles be prohibited at any time on the west side of Durham Street South commencing at a point 6 metres south of its intersection with St Asaph Street and extending 4 metres in a south direction;
 - (vi) The stopping of vehicles be prohibited at any time on the south side of St Asaph Street commencing at a point 5.5 metres west of its intersection with Durham Street South and extending 4 metres in a west direction;
 - (vii) The parking of vehicles be restricted to a maximum period of 10 minutes on the south side of St Asaph Street commencing at a point 9 metres from its intersection with Durham Street South and extending in a west direction for a distance of 10 metres;
 - (viii) The stopping of vehicles be prohibited at any time on the north side of St Asaph Street commencing at a point 4 metres west of its intersection with Durham Street South and extending 9 metres in a west direction;
 - (ix) The stopping of vehicles be prohibited at any time on the west side of Durham Street South commencing at a point 5 metres south of its intersection with Tuam Street and extending 5 metres in a south direction;
 - (x) The stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at a point 5 metres west of its intersection with Durham Street South and extending 6 metres in a west direction;
 - (xi) The stopping of vehicles be prohibited at any time on the west side of Durham Street South commencing at a point 31 metres north of its intersection with Tuam Street and extending 8 metres in a north direction;
 - (xii) The parking of vehicles be restricted to a maximum period of 5 minutes on the east side of Durham Street South commencing at a point 8.5 metres south of the intersection with St Asaph Street and extending in a south direction for a distance of 9.5 metres; and
 - (xiii) The stopping of vehicles be prohibited at any time on the east side of Durham Street South commencing at a point 4 metres south of its intersection with Tuam Street and extending 5 metres in a south direction.
- (d) The changes to the traffic restrictions described in (b) and (c) above to take effect upon completion of the works described in (a) above.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.