



9. TUAM STREET PEDESTRIAN CROSSING

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Advise the Board that informative consultation is currently underway;
 - (b) Seek the Board's support for the Tuam Street Pedestrian Crossing project to proceed to implementation;
 - (c) Seek the Council's approval to proceed this project to implementation; and
 - (d) Seek the Council's approval for resolutions for new traffic restrictions associated with the Tuam Street Pedestrian Crossing project.

EXECUTIVE SUMMARY

Background

2. The Tuam Street project is in relation to an existing midblock zebra pedestrian crossing, located on the pedestrian desire line between the City Council Tuam Street car park and the Christchurch City Council offices. This section of Tuam Street is a collector road, carrying 12,000 vehicles per day. The area generally consists of commercial, retail and office facilities.
3. The project was initiated in 2003, when the Council requested a safety audit be undertaken of the Tuam Street pedestrian crossing. The audit report outlined a number of safety issues and recommendations for improvement. The proposal outlined in this report identifies a scheme that aims to address the issues recommended in Council's Safety Audit report.

Pedestrian Crossing Warning Light Trial

4. In response to the Safety Audit, the Council has chosen to trial a new flashing light warning system in conjunction with the proposed safety improvement work. The warning light system is activated by pedestrians waiting to use the crossing facility to alert an approaching motorist of the need to stop.
5. As this warning light technology is new, approval from Land Transport New Zealand (LTNZ) is required. A "Proposal for a Pedestrian Crossing Warning Lights Trial" has been presented to Land Transport NZ. In response to this, LTNZ has developed a draft Gazette Notice for this trial, which is expected to be finalised in January 2006. This will legalise the trial of this technology.

Consultation

6. This project is a safety improvement work that is responding to an identified safety problem. Hence, there is little scope for change to the proposal and consultation with stakeholders is on an "informative" basis only. At the time of writing this report, the informative consultation was being initiated. A verbal update on the results of this will be made to the Board on presentation of this report.

Recommended Option

7. The preferred option at Tuam Street is to upgrade the existing pedestrian crossing by replacing the existing cobbles with stamped asphalt and to rearrange parking to the east of the Civic Offices on the north side of Tuam Street. Pedestrian crossing warning lights will be installed at the same time as the crossing upgrade.
8. It is recommended that the Board support the safety works proposed for Tuam Street pedestrian crossing (as detailed in Attachment 1) to the Council, to proceed to implementation.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The estimated total costs for the Tuam Street Pedestrian Crossing project is \$78,000 inclusive of all consultation, design, construction and project management. The cost is also inclusive of the installation and analysis of the pedestrian warning light system.
10. The Tuam Street pedestrian crossing project is part of the Safety Improvement Programme and is programmed for construction in the 2005/06 financial year.
11. With the appropriately gazetted warning light trial system, there are no legal implications from this project.
12. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Board recommend that the Council:

1. Approve the safety works for the Tuam Street pedestrian crossing (as detailed in Attachment 1) to proceed to implementation, including the installation of a warning light system.
2. Approve the following new traffic restrictions for the Tuam Street project:

Move existing P5 Goods Vehicles Only Loading Zone to new location:

- (a) That the existing P5 Vehicles Only Loading Zone be revoked from the north side of Tuam Street at its present position commencing 133 metres east of the intersection with Colombo Street and extending 10 metres in an east direction, and reinstated on the north side of Tuam Street commencing 148 metres east of the intersection with Colombo Street and extending 12 metres in an east direction.

Move existing P60 Mobility Park to new location:

- (b) That the existing metered P60 Mobility Park be revoked from the north side of Tuam Street at its present position commencing 149 metres east of the intersection with Colombo Street and extending 7.5 metres in an east direction, and reinstated on the north side of Tuam Street commencing 160 metres east of the intersection with Colombo Street and extending 7 metres in an east direction.

Move existing P30 Motorcycle Park:

- (c) That the existing P30 motorcycle park be revoked from the north side of Tuam Street at its present position commencing 163.5 metres east of the intersection with Colombo Street and extending 3.5 metres in an east direction, and reinstated on the north side of Tuam Street commencing 140 metres east of the intersection with Colombo Street and extending 3 metres in an east direction.

Remove existing P60 Park:

- (d) That the existing P60 park be revoked from the north side of Tuam Street at its present position commencing 156.5 metres east of the intersection with Colombo Street and extending 7 metres in an east direction.

Install a P30 Mobility Park:

- (e) That the parking of vehicles be restricted to a non-metered P60 Mobility Park on the north side of Tuam Street commencing 133 metres east of the intersection with Colombo Street and extending 7.0 metres in an east direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

BACKGROUND - TUAM STREET PEDESTRIAN CROSSING

DESCRIPTION OF SITE

13. This project relates to the section of Tuam Street between Colombo Street and Manchester Street, which is a collector road carrying approximately 12,000 vehicles per day. This section of Tuam Street is approximately 240 metres long, and has an existing width of 14 metres.
14. In this section of Tuam Street, there is a midblock zebra pedestrian crossing, located on the pedestrian desire line between the City Council Tuam Street car park and the Christchurch City Council offices. This section of Tuam Street generally consists of commercial, retail and office facilities, including, a car retail yard, a preschool, the Council offices and Tuam Street car park. These premises generate high traffic movements throughout the day.

PROJECT INITIATION AND DEVELOPMENT

15. In 2003, the Council requested a safety audit be undertaken of the Tuam Street pedestrian crossing as a result of a crash involving a pedestrian (February 2003) and general safety concerns raised by the public. The audit report outlined a number of safety issues and recommendations for improvement.
16. As a result of the safety audit, the Council requested (December 2003) that a scheme be developed to improve the safety of the pedestrian crossing. The solution was to include innovative solutions to alert drivers to the presence of pedestrians on the crossing.
17. During 2004 and 2005, the Council has actioned a number of the safety audit concerns including traffic signage, road markings and parking allocation.
18. The aim of the proposal presented in this report is to identify and develop a scheme to address the outstanding issues recommended in the safety audit report. The proposal includes upgrade of the existing pedestrian crossing and the installation of pedestrian crossing warning lights.

PEDESTRIAN CROSSING WARNING LIGHT TRIAL

19. In conjunction with the pedestrian crossing project, the Council has chosen to take this opportunity to trial a pedestrian crossing warning light system to further improve pedestrian safety.
20. The pedestrian crossing warning light system is an in-pavement flashing light system which is activated by pedestrians waiting and using the crossing facility to alert motorists to their presence.
21. In order to install and trial this new technology, approval is required from Land Transport New Zealand. A "Proposal for Pedestrian Crossing Warning Lights Trial" has been produced and presented to Land Transport NZ. The proposal outlines the sites to be trialled, background to the proposed technology and the proposed data collection, monitoring and analysis methodology.
22. The trial proposal is for two Christchurch sites, Tuam Street and Hereford Street, and one Auckland site. Note the Hereford Street project is part of the same trial but the planning process is progressing separately to the Tuam Street project and hence this project has not been included in this report. The Auckland site has also been included in the trial at the request of Auckland City Council and Land Transport NZ, since trial approval can be given for a number of sites but only for a single trial proposal.
23. The trial proposes to carry out a number of studies before, during and after construction during a one year post construction period to assess the successes of the warning light technology. The surveys will include traffic volumes, traffic speeds, video camera analysis, pedestrian surveys and motorist surveys. Processes have been put in place to manage the collection and analysis of this data.
24. Land Transport NZ will provide the necessary approval for the use of the warning light system. They have been involved during the development of the three projects and have drafted a Gazette Notice for the trial. A final Gazette Notice is due in January 2006.

TERMS OF REFERENCE

25. The initiating aim of the project is:
- To upgrade the existing pedestrian crossing on Tuam Street.
26. The objective of the project is to:
- Provide a safe pedestrian crossing facility on Tuam Street.
 - Provide the opportunity to trial a new form of advanced warning light system.
 - Assess the success of the warning light trial through collection and analysis of data.

CONSULTATION

27. This project is a safety project that is responding to an identified safety problem. Hence, there is little scope for changes to the proposal and therefore the consultation with stakeholders has been on an “informative” basis only.
28. The only aspect of the streetscape that will be changed by proposal, apart from the installation of the warning light system and replacement of the existing cobbles with stamped asphalt, is a slight rearrangement of the parking restrictions on the north side of Tuam Street, east of the Civic Offices.
29. An additional mobility park will be installed at the expense of losing one P60 park. This has been installed based on a request from patrons using the mobility park, in particular taxi drivers who drop off and pick up people from the Skill Wise organisation, who often find the mobility park is unavailable. One on one consultation has been undertaken with the organisations adjacent to and users directly affected by the parking change and they all support the proposal.
30. At the time of writing this report, the informative consultation was being undertaken, as summarised below:
- (a) Site visits are being undertaken with those parties who may be directly affected by the proposed works.
 - (b) A notice has also been placed on the City Council Intranet, to alert Council staff to this proposal, and on the internet, to advise the wider community.
 - (c) The publicity pamphlet will also delivered to all businesses and stakeholders in the surrounding area. The leaflet will not formally ask for feedback but provided contact details if comments are wanted to be made.
31. A verbal update on the results of this informative consultation will be made to the Board on presentation of this report.
32. A media release will also be undertaken in relevant local newspapers to inform the local and wider community of the project once the pedestrian crossing warning light trial commences.

OPTIONS

33. Three options were assessed as part of Tuam Street pedestrian crossing project:
- (a) Maintenance of the status quo.
 - (b) A concept that proposes to upgrade the existing pedestrian crossing and the installation of pedestrian crossing warning lights - Preferred Option.
 - (c) Pedestrian crossing upgrade without pedestrian warning lights.

Assessment - Option (A) - The Status quo

34. Maintenance of the status quo will not result in any social, cultural, environmental or economic benefits. Maintaining the status quo is not consistent with the Road Safety Strategy. Further, it does not meet the needs raised through the specific safety audit of this location, nor the Council resolution to address safety concerns.

Assessment - Option (B) - Upgrade pedestrian crossing and installation of pedestrian crossing warning lights - Preferred Option

35. Option B consists of the following elements:
- (a) Uplift of the existing cobbles at the Tuam Street crossing and replace these with a reshaped stamped asphalt surface. Replacing the crossing with asphalt will renew an older asset and clearly define the existing footpath from the pedestrian facilities. The slight reshaping of the crossing profile will improve the visibility of the crossing for approaching motorists.
 - (b) On the north side the location of three parking spaces; a loading zone, a mobility park and a motorcycle park will be rearranged. The location of the existing loading zone will be swapped with that of the existing adjacent mobility park and motorcycle park. This will eliminate parked loading vehicles encroaching on visibility at the crossing. This is evident due to the minimal kerb buildout width at the crossing and the tendency for loading vehicles to park at some distance out from the kerb. An additional mobility park will also be installed, at the expense of losing a P60 car park, to the east of the relocated loading zone.
 - (c) The mobility park replacing the current loading zone is close to the Council Offices and will be a non metered P30 park, to offer some consistency with the no metered P10 general parking currently allowed outside the Council Offices. The mobility park located between the loading zone and the metered P60 parking, will be a metered P60 mobility park, to ensure consistency east of the loading zone and also consistency with the restriction of the current existing mobility park.
 - (d) An in-pavement flashing light system will be installed at the same time as these minor alterations.
36. This option will result in the following social, environmental and economic benefits:
- (a) **Social:** Improvement to safety for all road users, particularly pedestrians.
 - (b) **Economic:** Improvement of a Council infrastructure asset and accident savings.
 - (c) **Environmental:** Nil.
37. This option fulfils the shortcomings identified through the safety audit and meets the requirements raised through Council resolution.

Assessment - Option (C) - Upgrade pedestrian crossing

38. Option C is identical to Option B, except that it does not include the installation of the in-pavement flashing light system. Option C may provide some minimal safety improvements. It is not anticipated that it will provide the same level of effectiveness for safety improvements as the warning light system - however this will only be validated by this trial.

PREFERRED OPTION

39. Option B has been selected as the preferred option, as outlined in Attachment 1. This concept will upgrade the existing pedestrian crossing by replacing the existing cobbles with stamped asphalt and a rationalisation of parking. Pedestrian crossing warning lights will also be installed at the same time as the crossing upgrade.
40. The preferred option has been selected because:
- It best satisfies the project's aims and objectives from the options considered.
 - The option provides a unique opportunity to install and trial new technology with potentially huge benefits, particularly safety benefits, to the community.
 - The option has full support of the project team and is expected to have a good degree of community support.
 - The project also has support from Land Transport New Zealand, who have offered to assist with resources for the trial data collection and analysis. Potential technology suppliers have also suggested that they may potentially assist with funding for the warning lights supply, installation and trial analysis.
 - Additionally, the project provides a unique opportunity for CCC to work and project manage a job in conjunction with Auckland City Council to produce a New Zealand wide innovative solution to improve pedestrian safety.