

CPIT submission on the City Council's Annual Plan and Budget .  
MADRAS STREET

Christchurch Polytechnic Institute of Technology is a major tertiary provider of more than 3,000 courses. During the course of the year we will have one in ten Christchurch people attending a course of study with us .

As such the safety of our students is of paramount importance to us.

We would therefore like to address the issue of Madras Street and the immediate environs of CPIT. We have addressed this before in submissions but so far nothing has happened.

Our campus spreads across Madras Street and there is a steady flow of students across a fast flowing one way street. The design of Madras Street makes no allowance for such a high concentration of pedestrians. It takes into account only the needs of those in cars.

Ian Athfield , architect, who has been involved in this area through CPIT, Jade Stadium and currently in the redesign of Poplar and Ash Streets will present the issues in person on behalf of CPIT to the hearings so that you may be familiar with the constant problems Madras Street poses in its current form.

There are a range of possibilities open to the Council. If the Council wants to retain this as a one way thoroughfare , then some pedestrian friendly modifications need to happen urgently.

We submit the following possibilities , because we appreciate that the Council's traffic engineers and others will need major input.

Extended pavements could readily be provided to extend the pavement at the natural desire line of crossing, so that the gap across Madras Street is shortened.

The street surface could also be varied through colour or different material to ensure both pedestrians and particularly motorists were aware of the crossover point.

Lighting and signage would also make this easier, as the area is dangerous at night with low visibility. In the winter this happens early evening when courses are still running and staff are still at work.

Or the street could be a kind of urban "living street" in the section between Moorhouse Avenue and St Asaph Street , where the concentration of pedestrians is highest. . This could slow the traffic, and also possibly create more parking or offer the possibility of more landscaping streetside as well.

If the Council chose to charge the parking in this area , then it provides an ongoing revenue which could be used to offset the cost of doing this and further improvements to the area of a major tertiary provider.

We have heard engineers argue that there is a set of traffic lights at St Asaph Street.” Why don’t they just walk to there ? “  
We have tolerated that argument for the last four years of submissions. And the situation remains dangerous .

But you know from your own experience that you do not expect Council staff to walk to the corner of Tuam and Colombo to cross to their carpark. There is pedestrian crossing mid point in that block of Tuam Street.

CPIT is very happy to work with the Council and other businesses in the area to find solutions that benefit the whole community , but it is definitely not an issue we can solve without your help.

Yes , we do want to make verbal submissions .Ian Athfield will do this for us.  
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