



13. COLOMBO STREET (MOORHOUSE-GLOUCESTER): MEASURES TO IMPROVE THE TRAFFIC ENVIRONMENT

Officer responsible City Streets Manager	Author Peter Atkinson, Area Engineer (Central City), Paul Roberts, Transport Planning Engineer
Corporate Plan Output: On Street Management	

INTRODUCTION

At the February 2000 meeting, the Council was presented with a draft scheme of traffic management measures for Colombo Street whose primary objectives were to achieve, at modest cost and in the near future:

- A reduction in traffic congestion;
- An improvement of public transport reliability and regularity ; and
- An improvement of the business operating environment;

The Council approved this draft scheme for the purposes of consultation and sought a report to its April meeting on the results of the consultation, any modifications that may be appropriate as a result of this consultation and the costs and budget allocation required for implementation as soon as feasible. The Council's resolution made it clear that these proposals were to be regarded as initial measures to improve Colombo Street and that further measures, with special reference to improving the commercial environment would be developed in the future with interested parties.

The Council appointed a subcommittee to oversee the consultation, comprising the Chairman of the City Services Committee together with Councillors Evans, Wright and Buck.

This report represents the original scheme (see attachment) and notes the format and results of the consultation process. Proposed modifications to the original scheme resulting from the consultation process are highlighted, with the amended scheme being presented for the Council's endorsement.

THE CONSULTATION PROCESS

Consultation on the draft scheme consisted of several elements:

1. Distribution of a leaflet to approximately 310 business tenants and owners along Colombo Street between Moorhouse Avenue and Armagh Street and for approximately 100 metres (5 properties) either side. This leaflet invited written comments.
2. An invitation to attend one of three meetings attended by the Consultation subcommittee and officers where the proposals were explained in more detail and feed-back sought.
3. A specific meeting to discuss the proposals with bus operators and the Regional Council.
4. A specific meeting to discuss the proposals with taxi operators through the Taxi Liaison Group.

The elements of the draft scheme proposed for Colombo Street are identified in the attached plans. The rationale behind these measures was explained in detail in the February report to the Council (circulated again with this agenda) and will thus not be repeated here.

A total of only 11 members of the public attended the consultation meetings, with four written submissions received. Several phone calls were received by retailers seeking clarification of elements of the draft scheme.

There was a general level of support from business/retailers for the Council's intention to improve the business environment along Colombo Street and within the city centre generally. This included the measures proposed. Other potential measures, for example, the introduction of free one hour parking in Council parking buildings to support short-term visits was welcomed wholeheartedly, albeit with several suggestions how this might be funded by a mechanism other than a separate rates.

In general the traffic management scheme seeks to reduce traffic congestion through the introduction of measures to improve traffic flow and/or to reduce traffic. The measures proposed are aimed at discouraging through-traffic and encouraging these motorists onto the one way system. This will lead to a general improvement to conditions for all traffic, and in particular that traffic with genuine destinations along Colombo Street.

There has been no vehement opposition expressed to the proposals in general. However, several business people and taxi firms, whilst accepting the rationale, did still voice concerns over the level of accessibility that would prevail if the draft scheme was implemented and sought amendments to various elements, such as removal of proposed turn-bans. There was a general call for improved road signage to be provided in conjunction with proposals and there was also a general desire to utilise the available on-street parking resource for shorter-term visits than 60 minute metered parking currently provides for.

Bus companies and the Regional Council have indicated their strong support and endorsement for the proposals.

PROPOSED AMENDMENTS

The following section details where the draft plan has been amended and the reasons for this. It does not reflect where the draft plan is proposed to remain unchanged:

Colombo/Moorhouse Intersection

Objective: Reduce intersection delay by conversion to three-phase operation.

Proposal: Restrictions to low-volume right turning vehicles off Moorhouse Ave (good alternatives exist).

Exclusive lane provided under bridge on Moorhouse Ave east approach to allow right turn lane for buses, taxis and cyclists.

U-turn facilities provided for vehicles on Moorhouse Ave east and west approaches.

How does the amended plan differ from the draft plan?

The provision of a U-turn facility on the east approach is an amendment in response to representations made during the consultation process to maintain accessibility to affected properties. The provision of an exclusive lane under the bridge (not on the existing roadway as shown in the draft plan) is in response to a safety/signal audit.

Impact on Costs:

Neutral. The provision of the additional U-turn and exclusive right-turn bay requested by consultees can be accommodated within the provisional budget of \$70,000 for this intersection (savings have been made elsewhere as kerb-widening is not now required on the east approach and in the cost of surfacing proposed).

Colombo/Dundas Intersection

Objective: Pedestrian and bus improvements; Provision of alternative on-street parking.

Proposal: Amend kerb out into Dundas St.

How does the amended plan differ from the draft plan?

On-street metered angle parking is now proposed to be created on the south side of Dundas Street (rather than the north side as shown in the draft plan). Approximately 20 additional spaces will be created. An additional pedestrian splitter island will be provided at the intersection in Dundas Street to better segregate traffic flows and protect pedestrians and the approach will be marked for right and left-turning vehicles.

Impact on Costs:

Neutral. The additional cost of the splitter island (\$8,000) can be met by savings at the Colombo/Moorhouse intersection.

St Asaph-Tuam Street

Objective: Improve traffic flow and provide shorter-term parking

Proposal: Ban right-turns from Colombo Street into Tuam Street. Increase length of southbound right-turn lane into St Asaph Street (to compensate for some additional traffic demand for this turn). On the east side of Colombo Street, the draft proposal involved removal of the bus-stop and reducing the current 6 60-minute metered spaces to two 30-minute metered spaces and three time-limited (P5) spaces. On the west side of Colombo Street it was proposed to remove the bus-stop but retain the existing 7 60-minute metered spaces.

How does the amended plan differ from the draft plan?

Following consultation, it is now proposed that the 5 spaces on the east side shall all be time-limited (P10) spaces, as 5 minutes was not considered long enough and 15 minutes was considered by all but one person to be too long. The proposals for the west side remain unchanged.

Impact on Costs:

Neutral.

Tuam-Lichfield Street

Objective: Improve traffic flow and provide more shorter-term parking

Proposal: Ban right-turn from Colombo Street into Tuam Street. Increase length of northbound right-turn lane into Lichfield Street (to compensate for some additional traffic demand for this turn). On the east side of Colombo Street, the draft proposal involved no changes to the current 9 60-minute metered spaces. On the west side of Colombo Street it was proposed to reduce the existing 8 60-minute metered spaces to 6 (Moving the shuttle stop south onto the space currently occupied by 2 spaces to increase the queuing space available for traffic).

How does the amended plan differ from the draft plan?

Following consultation, it is now proposed that on the west side 6 P10 spaces will be provided, rather than metered spaces. The shuttle stop will be moved south onto the space currently occupied by 2 spaces to increase the queuing space available for northbound traffic. The east side will remain unchanged.

Impact on Costs:

Neutral.

Lichfield Street-City Mall

Objective: Traffic management to provide for on-street interchange and provide more shorter-term parking

Proposal: Provide additional bus-stop area and kerb build-outs in front of Colombo Street entrance to the Bus Exchange. On the east side of Colombo Street, the draft proposal involved reduction of the current 4 60-minute metered spaces to 2 P5 loading zone spaces. On the west side of Colombo Street it was proposed to reduce the existing 6 60-minute metered spaces to 4 P5 loading spaces (the reduction in on-street parking being required to provide for the bus-stops and kerb build-out)

How does the amended plan differ from the draft plan?

Following consultation, it is now proposed that the 2 P5 loading spaces will be designated as P10 parking (as the retailers cited some confusion over the 'loading' designation and also wanted slightly longer parking). The 4 P5 spaces proposed for the east side will also now be designated as P10 for the same reasons.

Impact on Costs:

Neutral.

City Mall-Hereford Street

Objective: Traffic management to reduce existing congestion.

Proposal: Relocate the Shuttle stop from south of City Mall to just north of it. Remove 1 (one) car park. Remove 3 (three) car parks at the north end of this block to allow for a relocated (and lengthened) P5 loading zone. Relocation of taxi stand and P5 loading zone. Introduce time-restriction alteration to allow night time operation for taxi stand. Introduce u-turn bans.

How does the amended plan differ from the draft plan?

Following consultation, it is now proposed that 2 60-minute metered spaces on the east side will be designated as P10 parking .

Impact on Costs:

Neutral.

Colombo Street-Hereford Street Intersection

Objective: Traffic management to reduce existing congestion.

Proposal: The draft plan provided for a ban on right-turning traffic (except for buses, taxis and cyclists) from Hereford Street (west) into Colombo Street, and the same restriction for northbound vehicles wishing to turn into Hereford Street (east) from Colombo Street.

How does the amended plan differ from the draft plan?

During consultation, reservations from several business people were expressed about the proposal to restrict the right turn into Colombo Street from the west (although none were expressed about the proposed restriction from Colombo Street). The consultation sub-committee carefully weighed up the pros and cons of continuing allowing this right turn to provide for unrestricted access. On balance they were of the view that the restriction should be pursued on a trial basis, with a review after 6 months. It is thus proposed not to amend the draft scheme in respect of the proposed restriction at this time.

COST OF SCHEME

The cost of the scheme is still estimated at approximately \$140,000, which is budgeted for in the 2000/01 Annual Plan. This figure does exclude some elements budgeted for elsewhere, such as on-street elements associated with the Bus Exchange at The Crossing. It also excludes significant additional signage (such as LED displays) that might be sought to support the new traffic management for Colombo Street.

- Recommendation:**
1. That the Council approve the amended scheme for measures to improve the traffic environment on Colombo Street for implementation as soon as practicable.
 2. That a report be prepared for the July meeting of the Committee on road-signage improvements to support the new traffic management for Colombo Street.
 3. That a report be prepared for the July meeting of the Committee on measures to improve the utilisation of Dundas Street, including potential improvements to the Dundas Street/ Manchester Street intersection.
 4. That a report be prepared for the July meeting of the Committee on on-street parking options for Bath Street and Welles Street.
 5. That a report be prepared for the Committee on the proposed restriction to right-turning vehicles from Hereford Street (west) into Colombo Street six months after implementation. This report shall include the results of consultation with business operators on the impact of this restriction.
 6. That Special Order procedures be initiated to add to the Sixth Schedule of the Christchurch City Traffic and Parking Bylaw 1991 the following sections:

- H. Moorhouse Avenue
 - (i) Only a bus, taxi, motorcycle or cycle shall:
when proceeding west along Moorhouse Avenue,
use the right turn lane into Colombo Street
 - (ii) Only a cycle shall:
when proceeding east along Moorhouse Avenue turn
right into Colombo Street south.

- I. Colombo Street
Only a bus taxi motorcycle or cycle shall:
 - (i) When proceeding north along Colombo Street use
the through or right turn lanes at the intersection of
Gloucester Street
 - (ii) When proceeding south along Colombo Street use
the through lane at the intersection of Hereford
Street.
 - (iii) When proceeding north along Colombo Street use
the right turn lane at the intersection of Hereford
Street.
 - (iv) Use the kerbside traffic lane from Dundas Street in a
southerly direction for a distance of 80 metres.
 - (v) Use the kerbside traffic lane in a northerly direction
from a point 107 metres south of St Asaph Street to
a point 22 metres south of St Asaph Street.

- B. Hereford Street
 - (ii) Only a bus, taxi, motorcycle or cycle shall when
proceeding east use the right turn lane at the
intersection with Colombo Street.

- 7. That Special Order procedures be initiated to amend the Fifth
Schedule of the Christchurch City Traffic and Parking Bylaw
1991 to permit buses only to travel in Lichfield Street in a
westerly direction from the Bus Exchange to Colombo Street.

- 8. That the following right turns for all vehicles be prohibited:
 - (i) From Colombo Street, east into Tuam Street.
 - (ii) From Colombo Street, west into Tuam Street.

- 9. That the left turn from Lichfield Street, north into Colombo
Street be prohibited to all vehicles.

- 10. That parking restrictions associated with these changes be
considered at the May meeting of the Committee.

Chairman's

Recommendation: Not seen by the Chairman.