

17. BUS EXCHANGE SAFETY AUDITS

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The purpose of this report is to discuss safety issues associated with the bus exchange building and associated on street developments. This report is in response to a request made at the August Council meeting for information on the safety issues relating to the development. Members expressed concern regarding safety issues especially along the Lichfield Street frontage of the bus exchange.

BACKGROUND

In common with all Council capital work projects the bus exchange development has been subject to safety audits during development. Separate scheme plan audits were undertaken for the internal and external layout. The internal layout, designed by external consultants, was audited by a Council Officer team. Consultants, following scheme design by Council staff audited the external Lichfield Street and Colombo Street layouts.

All construction drawings were audited by external consultants experienced in bus exchange design. The consultant's experience included a similar contra flow operation in Hong Kong.

A post construction audit was completed using a further team of consultants. We were fortunate that they had very qualified personnel from their North Island office available in Christchurch at the time.

Each stage audit identified safety issues which required addressing. The conflict between pedestrians and buses leaving the exchange building and the kerb buildouts in Colombo Street remain to be completely resolved. All the other issues have been satisfactorily addressed. To address the potential conflict situation in Litchfield Street additional post and chain barriers are to be installed to lead pedestrians away from the building frontage. It is unlikely that this improvement will ensure all pedestrians use the desired foot route along the building's Lichfield Street frontage. Encouraging a pedestrian desire line further away from the frontage of the building is, however, expected to overcome this potential safety hazard. The need or otherwise for the kerb buildouts in Colombo Street is the subject of on going discussions. As this issue is only a minor safety concern its operation will continue to be monitored.

CONCLUSION

The bus exchange development has been subjected to robust safety audits throughout all stages of its development. All but two issues identified by the audits have been satisfactorily addressed.

The planned pedestrian route along the Lichfield Street frontage of the building has proved to be a desire line for most pedestrians walking in this area. Additional pedestrian barriers are proposed in this area to reduce the potential for conflicts between buses and pedestrians. The operation of the kerb buildouts on Colombo Street will continue to be monitored.

Recommendation: That the information be received.

Chairman's

Recommendation: That the information be received and staff report on methods of pedestrian warning devices, or signs, for the exchange frontage.