

Mercury Lane operations 15/12/2023

Friday, 15 December 2023 10:22 am

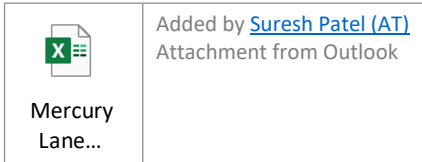
Meeting Date: 15/12/2023 8:30 am

Location: Microsoft Teams Meeting; RES 20 Viaduct 4.12 (7 Seat); RES 20 Viaduct 4.12 (7 Seat)

Link to Outlook Item: [click here](#)

Invitation Message

Content



Participants

- [Suresh Patel \(AT\)](#) (Meeting Organizer)
- [Melanie \[REDACTED\] \(AT\)](#) (Accepted in Outlook)
- [Andrew \[REDACTED\]](#) (Accepted in Outlook) of t
- [Andrew \[REDACTED\] \(AT\)](#) (Accepted in Outlook)
- [Jared \[REDACTED\] \(AT\)](#)

Notes

Meeting held Friday 15/12/2023 to discuss preferred solution for Mercury Lane to be implemented as part of Project K.

Attendees: Andrew [REDACTED] Melanie [REDACTED] Jared [REDACTED] (left early), Andrew [REDACTED] Suresh Patel

Recap of objectives (from the SSBC, in summary) to: (i) improve safety / reduce harm to vulnerable transport users, (ii) improve connectivity / better use of existing and future PT & active mode infrastructure, (iii) improve amenity / improve desirability of the neighbourhood as a place for economic, cultural and social activities.

The SSBC proposed a pedestrian mall as preferred option for Mercury Lane to achieve the objectives.

Subsequent public consultation feedback from George Courts residents and other key local stakeholders, and investigation into the details of bollard operations has flagged complexities with the number and type of different vehicles that need to access Mercury Lane making pedestrian mall very challenging to implement.

MA & AA both agreed a pedestrian mall is not the most appropriate solution for Mercury Lane at the present time.

Intention is to:

- enable the necessary access for local businesses and residents, servicing and loading.
- reduce traffic volumes and speeds to provide improve safety for pedestrians (and other vulnerable road users) when the station becomes operational.
- Discourage and if necessary, prevent through-traffic, thereby greatly reducing traffic volumes.

Some form of modal filter was agreed as appropriate.

Direction from Andrew [REDACTED] & Melanie [REDACTED]

- Operate the upper section of Mercury Lane from K Rd to Cross St with a modal filter, one-way in the southbound direction.
- Allow only local access vehicles for:
 - Loading & servicing in the immediate area
 - Access to George Court carpark and Mercury Theatre carpark/loading dock
- 10 km/h speed limit with pedestrian priority – design to encourage slow vehicle speed while retaining access for large vehicles (Emergency Services, Mercury Theatre deliveries, station & building maintenance).
- Two-way section south of George Court carpark access is eliminated with this solution (removes need for turnaround movements outside the station entrance)
- Signals at Canada St / Upper Queen St can be configured to discourage rat running – increasing red-signal time of right-turn movement from Canada St into Upper Queen St.
- Authorised access can be recognised and permitted by how vehicles behave rather than by vehicle mode / class or licence plate number. Andrew [REDACTED] confirmed the technology exists to recognise vehicles that stop for loading / servicing, or access the George Courts car park or Mercury Theatre driveway, and permit these activities as authorised movements. Any vehicles passing through

between K'Rd and Cross St would be an infringement and could be ticketed.

- Need to install a number of cameras at different locations - work with ATOC, Parking Design as to where these should go. Will be additional cost to project and covered by the project.
- Also need to involve Parking Compliance team in detailing the solution.
- Taxis, ride share, acknowledged as a question and further work required to determine if permitted or not. Potentially permitted for pick-up drop off only, in an allocated area, but no waiting permitted.
- We should install retractable bollards as part of Project K construction, to provide flexibility – these provide ability to close off the street to vehicles at times of elevated risk / emergency situations (which is supported by Police), and also provide options for future if compliance of no through traffic is low.
- We should be clear to all stakeholders and the public that bollards will not be used apart from in the above scenarios. We need to think about and be clear on what operational success and failure looks like – i.e. what level of compliance is acceptable, and what level of rat running / through traffic would trigger the need for AT to reconsider the solution and potential use of bollards to prevent access at certain times. Monitor and review after 6 months / 12 months.
- We will need to re-consult, probably just with locally affected stakeholders - need to check with ELT Comms team.
- Produce a marketing and access video for the different likely users of the area, e.g. for who can access the street, how & when, how to get to Wilson carpark, where to do loading & servicing, where can taxis & rideshare go, mobility parking, etc. Do for all CRL station entrances, prior to CRL 'go live'. Engage with Marketing / Education team.
- Other decisions:
 - Pedestrian Mall option not favoured as very complicated to operate and manage
 - Shared Space not favoured as no way to control / restrict number of vehicles or where they park in the space
 - Modal Filter application could be considered as this is an ideal scenario, but suggested we take the EVA path first as it will be easier to make changes as needed.