

7. MARSHLAND ROAD TRAFFIC SIGNALS AT THE PALMS

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Corporate Plan Output: Traffic Signals 9.5.14	

The purpose of this report is to provide background information on the decision to place traffic signals at The Palms entrance in Marshland Road between the New Brighton Road/Shirley Road and Hercules Street intersections.

This report was considered by the Shirley/Papanui Community Board at its meeting on 3 April 2002. The Board's consideration is outlined below.

BACKGROUND

A condition of the resource consent for The Palms extensions (dated 14 September 2001) requires that traffic signals be installed at the main entrance to The Palms shopping centre in Marshland Road. This work is part of the current expansion of the shopping centre and is being fully funded by the owners of the mall.

Board members will be familiar with the current extensions to the mall and the parking building structure that has been built along the Marshland Road frontage to the site. The main vehicle entrance into the site is being repositioned and reconfigured to provide facilities for people using this entrance to the mall. In 1998, changes were made to the existing entrance in Marshland Road to provide easier access for the high volume of traffic that is generated by the shopping centre. The positioning of additional pedestrian crossing facilities (median islands) has been debated on numerous occasions and only now can progress be made on establishing formal crossing points for people who need to cross Marshland Road in the vicinity of The Palms.

THE PROPOSAL

In conjunction with the developer of The Palms, through their consultants Gabites Porter (New Zealand) Limited, a proposal was submitted to the Council (in accordance with the resource consent conditions) for approval. As traffic flows are complex in the area of The Palms a traffic management plan was developed for this section of Marshland Road. Features include pedestrian crossing facilities, left turn and right turn stacking lanes and enhanced cycle facilities. A copy of the plan that has been recently circulated to both the business and residential communities in the area is attached to this report.

As a result of the removal of many of the older retail buildings along the eastern side of Marshland Road bordering The Palms there is no longer a need to provide parking facilities for people shopping in the area. Some adjustments will need to be made to bus stop and taxi stand facilities with the rest of the area being covered with broken yellow "no stopping" lines. Adjustments to kerbside parking along the western side of the roadway will also need to be made when the traffic signals are installed.

FUTURE PEDESTRIAN FACILITY

Up until the construction of Stage 2 of The Palms development, pedestrians were crossing Marshland Road in three or four different locations. The removal of some retail facilities along the eastern side of Marshland Road has removed some of this demand which will be transferred to the new traffic signals at the main entrance to the shopping centre. However, between the proposed site for the new signals and the existing traffic signals at the New Brighton Road/Shirley Road intersection, there is a point (mid-block) where pedestrians will continue to cross the roadway. Some people will find it inconvenient to use the traffic signals to cross the roadway near the Burger King outlet, doctors surgery, dentist, vet and a pedestrian accessway adjacent to a bus stop.

Agreement has now been reached with the businesses on the western side of Marshland Road for kerb build outs to be constructed along with a pedestrian island within the existing flush (painted) median. This proposal does not affect right turn manoeuvres to and from businesses on the western side of the roadway. This was the main concern with previous proposals.

The positioning of this "future" pedestrian crossing point is illustrated on the plan attached to this report.

CONSULTATION

The business community and residents have been asked to comment on the proposals. We are particularly interested in the views of people who either work in, or visit the shopping centre, residents and business owners so that we can firm up on details relating to the traffic signals which are likely to be installed during May 2002.

CONCLUSION

The proposed traffic signals at the main entrance to The Palms in Marshland Road will assist pedestrians crossing Marshland Road at The Palms entrance and reduce delays to motorists leaving the shopping centre. With reduced delays for traffic using The Palms Marshland Road entrance, less traffic is likely to use the alternative entrance in Golf Links Road which has been shifted to the northern boundary of the shopping centre. This will assist in overcoming some of the present problems associated with the increase in traffic along Golf Links Road.

The signals will be installed at no cost to the Council. However, once commissioned, the operation of the signals will become the responsibility of the Christchurch City Council. It is intended that they be linked with the traffic signals at the New Brighton Road/Shirley Road intersection with a view to minimising delays and providing a service for people visiting the shopping centre.

Provision is being made in the 2002/03 financial year to construct the kerb build outs and median (pedestrian) island mid-block between the new signals at The Palms entrance and the existing signals at the New Brighton Road/Shirley Road/North Parade intersection.

SHIRLEY/PAPANUI COMMUNITY BOARD'S CONSIDERATION OF REPORT

The Shirley/Papanui Community Board considered the report in relation to the construction of a new pedestrian crossing point facility and a proposed prohibition of parking on an area on the west side of Marshland Road.

Ralph Ross spoke to the Board on behalf of the Shirley Residents Association about their concerns regarding the redevelopment of the Palms Shopping Mall. These concerns include:

1. Failure of the developer to give fair notice for public comment/submission.
2. Non-notified resource consent - this issue significantly impacts on the surrounding area and local residents.
3. The trees planned for planting at the pedestrian crossing could obstruct view to traffic, it is suggested that landscape gardening is sufficient.
4. A right turning phase be seriously considered for the existing traffic lights at the Marshlands Road/Shirley Road intersection to alleviate the build up of traffic directly resulting from the redevelopment of the Mall.

The Board **resolved**:

1. To support the construction of a new pedestrian crossing point facility in Marshland Road between the new traffic signals at The Palms main entrance and the intersection of New Brighton Road/Shirley Road and North Parade.
2. That the parking of vehicles be prohibited at any time on the west side of Marshland Road commencing at a point 78 metres from its intersection with Hercules Street and extending in a southerly direction for a distance of 45 metres.
3. That the local residents and the Residents Association be consulted on this matter.
4. The Board make a deputation to the Sustainable Transport and Utilities committee requesting a right turning phase at the Marshland Road/Shirley Road intersection.
5. The Board requests that a further 21 days be allowed for public submissions and consultation.

- Recommendations:**
1. That the Board recommend to the Council that traffic signals be installed at The Palms main entrance in Marshland Road.
 2. That the Board support the construction of a new pedestrian crossing point facility in Marshland Road between the new traffic signals at The Palms main entrance and the intersection of New Brighton Road/Shirley Road and North Parade.
 3. That the existing "P30" parking restriction on the north side of New Brighton Road commencing at a point 6 metres from its intersection with Marshland Road and extending in a easterly direction for a distance of 18 metres, be revoked.
 4. That the existing "loading zone time limit 5 minutes" on the eastern side of Marshland Road commencing at a point 47 metres from its intersection with New Brighton Road and extending in a northerly direction for a distance of 16 metres, be revoked.
 5. That the existing "P30" parking restriction on the eastern side of Marshland Road commencing at a point 23 metres from opposite the northern kerb line of Hercules Street and extending in a northerly direction for a distance of 10 metres, be revoked.
 6. That the parking of vehicles be prohibited at any time in the following areas:
 - (a) On the eastern side of Marshland Road commencing at the intersection with The Palms entranceway and extending in a northerly direction for a distance of 95 metres.
 - (b) On the eastern side of Marshland Road commencing at the intersection with The Palms entranceway and extending in a southerly direction for a distance of 20 metres.
 - (c) On the eastern side of Marshland Road commencing at the intersection with New Brighton Road and extending in a northerly direction for a distance of 65 metres.

**Chairperson's
Recommendation:**

That the abovementioned recommendations be adopted.