

9. COLOMBO STREET – TRAFFIC SIGNALS

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The purpose of this report is to inform the Board of the result of consultation and provide an opportunity for the Board to comment and make recommendations on the proposed plans and recommendations for the installation of traffic signals and cycle lanes in Colombo Street prior to them being presented to the Sustainable Transport and Utilities Committee and Council.

BACKGROUND

As a condition of the development of the old bakery site in Colombo Street into a supermarket, the Environment Court ruled that traffic signals be installed at the intersection of Beaumont Street and Colombo Street. This work includes the repositioning of the pedestrian refuge island in Colombo Street and the provision of cycle and pedestrian facilities.

The installation of the traffic signals will include cycle and pedestrian facilities at the intersection as policy indicates. The cost of the installation of the traffic signals, the repositioning of the pedestrian refuge island, and the traffic management between Devon and Southampton Streets is estimated at \$80,000 and will be a 50/50 share between Council and the developer.

Consultation has been undertaken with community as follows:

- A publicity leaflet was distributed to all properties and businesses from Walton Street to Tennyson Street.
- Discussions have been held with the business and the property owner of “Mr Pickwicks” in regard to the entrance and fencing of this property.
- A meeting was held with the business owners at the Beckenham shops.
- A meeting was held with the manager of the Beckenham Courts Retirement Village.

DISCUSSION

Sixteen replies and two telephone calls were received in response to the publicity pamphlet. Most of the replies were supportive of the proposal, but the main concern raised was the loss of parking in the shopping area and the possibility of adjoining streets being parked out. It is not possible to predict how much all day parking will occur in the adjoining residential streets as a result of the supermarket. The resource consent for this type of development requires parking to be provided for both customers and staff but it may not be where people choose to park. This issue will need to be monitored and parking restrictions may need to be imposed in the future.

Discussions and agreements have been held with “Mr Pickwicks”. Both the business and property owners have agreed to the repositioning of the entrance to this property and Council has agreed to contribute to the replacement of the fence and remarking of the car park.

Beckenham Court Retirement Village has been visited and the removal of parking explained. A letter has been forwarded to the residents explaining the changes.

The business owners at the Beckenham Shopping Area have concerns about the reduction of parking. Their businesses are reliant on the availability of parking for passing motorists. Some of their customers are commuters travelling from the Peninsula into the City. A petition of 345 signatures against any reduction in parking spaces was handed in as evidence of the community concerns. The business owners also questioned the need for cycle lanes as the number of cycles compared with the number of vehicles is very insignificant.

The design team for the project were asked to look at ways that the cycle lanes could be introduced and the parking retained. The proposal that has been put forward is not best engineering practice, but will enable two of the three car parks to be retained.

At the Tennyson Street intersection, the car park that was marked for removal will be retained by shortening the existing parks between Tennyson Street and Somerfield Street by 200mm each. For safety for cyclists, better definition for cyclists and vehicles, and to move vehicles away from the cycle lane it is proposed to place red asphalt for a short distance (18m) through this section of the intersection (see attached revised plans 24884/01 R01, R02 and R03).

At the Somerfield Street intersection the car park will be retained and red asphalt introduced for a short distance (18m) for safety and better definition of road space (see attached revised plans as above).

The car park outside number 158 can not be retained if the cycle lanes are to be installed. The space between the parked car and the flush median at this point is 3 metres and this does not allow enough road space for cycles and vehicles.

The introduction of the cycle lanes from Huxley Street to Tennyson Street will complete the cycle laning of Colombo Street from Brougham Street to Dyers Pass Road.

CONCLUSION

The traffic controls proposed in this report are considered to have a significant impact on the level of service on Colombo Street and are hence excluded from the Board's delegated authority.

As the concerns raised in the replies to the publicity and the on-site meetings have been addressed, the following recommendations with the Board's comments, will be presented to the Sustainable Transport and Utilities Committee and Council at their respective meetings in February 2003.

The recommendations being presented to the Sustainable Transport and Utilities Committee are:

1. That the installation of traffic signals at the intersection of Colombo Street and Beaumont Street, including the provision of cycle and pedestrian facilities and the repositioning of the pedestrian refuge island, as ruled by the Environment Court, proceed.
2. That, with the adjustments to the proposal as shown on the attached plan TP150002, the installation of the cycle lanes from Huxley Street to Tennyson Street proceed.
3. That the parking in the adjoining local streets be monitored and if necessary parking restrictions be imposed after discussion with the residents.
4. That the parking of vehicles be prohibited on the east side of Colombo Street in the following areas:
 - Commencing at a point 12 metres from King Street and extending in a northerly direction for 15 metres.
 - Commencing at a point 6 metres from King Street and extending in a southerly direction for 28 metres.
 - Commencing at a point 10.5 metres from Roxburgh street and extending in a northerly direction for a distance of 162 metres.
 - Commencing at a point 37 metres from Somerfield Street and extending in a northerly direction for a distance of 12 metres.
5. That the parking of vehicles be prohibited on the west side of Colombo Street in the following areas:
 - Commencing at a point 53 metres from Milton Street and extending in a southerly direction for a distance of 50 metres.
 - Commencing at Beaumont Street and extending in a southerly direction for a distance of 35 metres.
 - Commencing at Tennyson Street and extending in a northerly direction for a distance of 5 metres.

Staff

Recommendation: That the Board support the above proposals and proposed recommendations.

Chairman's

Recommendation: For discussion.