

10. TOWER JUNCTION DEVELOPMENT ROADING IMPROVEMENTS

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The purpose of this report is to inform Committee members of the roading improvements that will be carried out in conjunction with the Tower Junction development in Addington. The Riccarton/Wigram Community Board will also be considering this report.

BACKGROUND

Committee members will be aware of the Council's involvement in this project. Ngai Tahu, the owner and developer of the site have been granted resource consents for the progressive development of a large (B4) business zoned site contained within an area bounded by Blenheim Road, the proposed Blenheim Road deviation to Moorhouse Avenue, the Main South railway and Clarence Street/Whiteleigh Avenue. Access into the site is from the Blenheim Road/Mandeville Street/Lowe Street intersection where the traffic signal controlled junction will be modified to accept increased traffic from Foster Street.

Other entries into the Tower Junction site include a restricted turn facility at the intersection of Blenheim Road and Picton Avenue and from Troup Drive which intersects with Clarence Street/Whiteleigh Avenue north of the Main South railway. New traffic signals will control traffic at the Clarence Street/Whiteleigh Avenue/Troup Drive intersection and traffic management improved along Clarence Street/Whiteleigh Avenue between the Blenheim Road intersection and the Main South railway.

With the demise of the former railway workshops that had, for many years, occupied this site, roads such as Bell Street, Levin Street and Margaret Street have all 'disappeared'. Foster Street no longer intersects with the Clarence Street/Whiteleigh Avenue arterial link and the short section of Clarence Street within the site will be reconstructed along with Foster Street as part of the development. These two streets remain legal roads. The Council has entered into a cost sharing arrangement with the developers to improve these assets along with the closure of the median in Blenheim Road at the Picton Avenue intersection.

Details of the proposals are illustrated on the plan attached to this report.

CLARENCE STREET/WHITELEIGH AVENUE TRAFFIC MANAGEMENT

The approved development includes the installation of traffic signals at the Clarence Street/Whiteleigh Avenue/Troup Drive T-junction. Troup Drive will be widened and realigned to intersect with a new roundabout at the south western end of the site. Motorists approaching the roundabout from Troup Drive will continue through the roundabout into the extensive carpark that will be provided as part of the development. Motorists heading for the railway station will turn right; drivers heading for other businesses in the area will turn left.

In discussion with the developers, detailed drawings are being prepared for the construction of new roads in the area and traffic management along the Clarence Street/Whiteleigh Avenue arterial route between Blenheim Road and the Main South railway. Two lanes will be marked for traffic travelling south from Blenheim Road and through the new signals at Troup Drive. Cycle lanes will be installed along both sides of the roadway and recessed bus stops introduced either side of the traffic signals at the Troup Drive intersection.

Parking will need to be banned along both sides of the arterial road through to the new Show Place intersection on Whiteleigh Avenue. Businesses with frontage to this section of Clarence Street and Whiteleigh Avenue should not be disadvantaged by the removal of on-street parking. Although parking is permitted at the present time along both sides of this roadway up to a point short of the Blenheim Road intersection, the demand is not high except for an area between Blenheim Road and Princess Street.

In order to mitigate any adverse effect on businesses it is proposed to provide a recessed parking bay along the west side of Clarence Street north of the Princess Street intersection.

BLenheim ROAD

The section of Blenheim Road between Clarence Street and Mandeville Street will undergo some changes to reflect the anticipated changes in traffic flow that will result from the Tower Junction development and natural growth along this busy four lane median divided major arterial road. Additional right turning facilities will be introduced at both the Clarence Street and Mandeville Street intersections which will, in turn, allow the closure of the median at Picton Avenue.

If the Blenheim Road deviation onto Moorhouse Avenue is approved it will be necessary to further develop this junction to provide for the new road. Cycle lanes will also be installed along both sides of this section of Blenheim Road and will match similar facilities that were installed along Blenheim Road between Clarence Street and Curletts Road in 1998 and 1999.

To achieve this it will be necessary to ban parking along both sides of Blenheim Road between Clarence Street and Mandeville Street. This proposal was last considered by the Community two years ago and received, for the most part, positive feedback. The Council did not proceed with the work at that time as there was some uncertainty of the future of the Blenheim Road deviation onto Moorhouse Avenue and the starting date for the Tower Junction development.

FOSTER STREET AND LOWE STREET ACCESS

The Tower Junction development is a staged project. Building operations are currently underway with plans advanced for the opening of a hardware warehouse in November 2003. To facilitate the opening and to comply with consent conditions, all access roading and traffic control elements of the development need to be completed before November 2003.

Where Foster Street and Lowe Street intersect with Blenheim Road, there is a need to provide some temporary access points and kerbs and channels to allow for future development of the existing service station area which will be further modified if the proposed Blenheim Road deviation to Moorhouse Avenue is constructed. All other works within the site itself will be permanent including the connections to Picton Avenue and Clarence Street/Whiteleigh Avenue.

CONSULTATION

Although the development has a resource consent, it will be necessary for the Council to consult with residents and businesses in the area concerning parking and traffic controls. The consent conditions set out requirements for the traffic signals at the Clarence Street/Whiteleigh Avenue and Troup Drive, the roundabout at the Troup Drive intersection with the short section of Clarence Street adjacent to the site and the connection of Foster Street and Lowe Street with the signal controlled junction of Blenheim Road and Mandeville Street.

The Council's approach to this matter of consultation should initially be one of information sharing with an emphasis on engaging established businesses in a dialogue about changes that may affect their existing access and service facilities. Apart from the right turn ban and stopping of through movements across Blenheim Road at the Picton Avenue intersection, established businesses should experience an improvement in accessibility and convenience for customers.

We propose to circulate leaflets to residents and businesses with a view to providing the community with information on the developments and changes to traffic management on roads in the area. We propose that the feedback from consultation be reported to the Riccarton/Wigram Community Board in July/August 2003 with the prospect of recommending the various changes in traffic controls and parking restrictions to the Sustainable Transport and Utilities Committee and the Council in the same month. The developer will need to complete working drawings for the roading part of the development to enable contracts to be let for the work in August to fit in with the opening that is scheduled for November 2003.

CONCLUSION

Access to the Tower Junction development has been very much a partnership between the developer (Ngai Tahu) and the Council. Access to and from the site and to other established businesses in the area has been managed in a way that will produce benefits for all road users and has provided the opportunity for the Council to consider constructing a direct connection across this part of Addington between Blenheim Road and Moorhouse Avenue.

Traffic will be better managed along the arterial roads introducing new facilities for cyclists and pedestrians. With an opening date for the Tower Junction development of November 2003 the timeframe for consultation, the letting of contracts and the completion of construction is following a tight critical path.

The Riccarton/Wigram Community Board has been involved in preliminary discussions on traffic management in the area. The Board has been asked to approve the plan for the purposes of consultation. The results of the consultation will be reported to the Board prior to formal resolution being considered by the Committee.

**Chairman's
Recommendation:** That the information be received.