

## 7. NORTHLANDS MALL REDEVELOPMENT: ASSOCIATED TRAFFIC MEASURES

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The purpose of this report is to provide an update regarding the proposed redevelopment of the Mall. and in particular seek Committee comment on associated changes to the surrounding road network on Langdons Road, Main North Road and Sawyers Arms Road.

### MALL REDEVELOPMENT

A \$90m redevelopment is currently underway which will extend the existing shopping centre in a northerly direction towards Sawyers Arms Road across the old Sissons Road which has been sold by the Council to the Mall owners in accordance with previous resolutions and a formal agreement between the two parties. The redevelopment includes the addition of a new building for The Warehouse and a new Countdown supermarket, with the existing shopping centre undergoing extensive refurbishment. This redevelopment will integrate the old shopping centre to the south of this road with the new development to the North and include approximately 700 new car parks.

The resource consents for the redevelopment have also enabled the creation of the new link road (Sissons Drive) running between Langdons Road and Sawyers Arms Road (in accordance with the City Plan) which will provide access to new car parking areas at the rear of the Mall and improve traffic circulation around the Mall by reducing movements on the Main North Road.

As members may be aware construction of the first stage of this link, between Sawyers Arms Road and Pak'nSave, has been completed. The second stage between Langdons Road and Pak'nSave is due for completion in April 2003.

There will be associated changes required on Langdons Road towards the end of this stage including provision of a roundabout at the southern end of the link road.

The current access from Main North Road into Sissons Road will remain in place almost until the end of the completion of the redevelopment of the Countdown store which the developers hope will be by November 2003.

Around this time the Mall owners intend to replace the current Sissons Road with a new site access in a position opposite Halliwell Avenue. This access could operate with a priority control, however, the City Streets Unit believes that it would be appropriate (indeed essential for safe operation) to signalise this access in conjunction with some reconfiguration of Main North Road between Langdons Road and Sawyers Arms Road. This would allow better management of traffic flows to and from and around the Mall on the wider road network and also provides the opportunity to improve pedestrian crossing facilities, provide safer facilities for cyclists and a better public transport infrastructure.

The Mall owner agreed that a number of conditions be placed on their resource consent, including the following:

1. The new link road and any works associated with new intersections with existing legal roads, are to be designed and constructed in consultation and agreement with the Council's City Streets Manager. All costs associated with the design and construction of these works are to be met by the consent holder unless otherwise agreed by the Council's City Streets Manager.
2. The entrance to the site from the Main North Road, opposite Halliwell Avenue, shall be constructed generally in accordance with the plans and particulars submitted with their application. (Note this has been designed to allow for signalisation).
3. The Council considers that the installation of traffic signals on the Main North Road entrance to the site opposite Halliwell Avenue is required in order to manage traffic flows on the wider road network. Before any traffic signals are installed the Council will need to undertake the necessary public consultation procedures. The consent holder has indicated an acceptance of the need for these traffic signals and has indicated that it will meet all costs associated with their installation.
4. Subject to the outcome of the Council's public consultation process the consent holder shall install the traffic signals to the satisfaction of the City Streets Manager. The costs of all works shall be met by the consent holder.

5. All proposed works on legal road identified on all of the application documents be designed in consultation and agreement with the Council's City Streets Unit. All costs associated with the design and construction of these works are to be met by the consent holder unless otherwise agreed with the City Streets Manager.

In accordance with conditions above, the City Streets Unit has initiated a consultation process on the attached draft scheme plan that it has prepared for consultation on changes to Langdons Road, Main North Road and Sawyers Arms Road associated with the Mall redevelopment and approval of a scheme for consultation.

## **ASSOCIATED TRAFFIC MANAGEMENT MEASURES**

### **General Principles**

The principal aims of the traffic management measures now proposed in association with redevelopment of the Northlands Mall are as follows:

1. To take advantage of the improved circulation opportunities afforded via Sissons Drive and the planned parking located within the Mall site to minimise and manage the adverse effects from and on vehicular traffic in and through the area (including that generated by the Mall). These include the safety of all road users, congestion, noise and pollution.
2. To provide safer and more convenient crossing facilities for pedestrians.
3. To provide safer on-street facilities for cyclists.
4. To provide an improved public transport infrastructure.
5. To provide safer and more convenient access to individual properties and side streets.
6. To retain on-street parking for residents and businesses in the area, wherever possible.

The above list gives a general indication of the priorities to which the attached draft scheme has been developed. Further explanatory detail on the proposed changes is given below.

### **Langdons Road**

A principal feature on Langdons Road will be the construction of a proposed roundabout at the intersection with the southern end of the proposed Sissons Drive and Restell Street. This was previously endorsed in principle in December 2001. The Council's City Streets Unit, in conjunction with the Mall's traffic engineers, examined the potential for traffic signals at this location and concluded that there would be significant disadvantages with that option, compared with that of a roundabout. Pedestrian cut-downs within splitter-island refuges, together with marked cycle lanes are proposed on the Langdons Road and Sissons Drive approaches to the roundabout.

In the section of Langdons Road west of this roundabout (up to the railway crossing) it is proposed to mark on-street cycle lanes and a flush median. The latter will improve mid-block pedestrian crossing and assist safer turning for vehicles into the school car park on the north side and the retail sites and service centre/library on the south side. These priorities necessitate removal of the on-street parking currently available on the south side of this section, although it may be noted that all properties have their own off-street parking available. Time-restricted on-street parking on the north side of this section (during school opening and closing hours) is proposed to be retained.

In the section of Langdons Road east of the roundabout (between Restell Street and Main North Road) it is again proposed to mark on-street cycle lanes and a flush median. The latter will again improve mid-block pedestrian crossing (particularly in conjunction with the 'shadow' effect created by proposed solid crossing refuges). The flush median will also assist safer turning for vehicles into the driveways on the south side. The on-street parking on the north (Mall) side is no longer desired by the Mall, given the provision of their extensive additional on-site parking. The bus stop previously located on this side is also no longer required by Environment Canterbury due to their review and re-routing of services. Environment Canterbury have indicated that they will now only require a single layover stop on the south side. (It should also be noted that the Environment Canterbury review of bus services in the area will enhance rather than diminish the level of service for bus passengers in the Northlands area, particularly in association with the associated infrastructure changes that form part of the proposal now before the Committee). Whilst (most) properties on the south side of the road have fairly substantial off-street parking, the proposed draft scheme seeks to maximise the retention of on-street parking on the south side of Langdons Road over this section.

At the intersection of Langdons Road and Main North Road, it is proposed to provide improved pedestrian crossing opportunities by shortening the signal-controlled crossings on the west (Langdons Road) and north (Main North Road) approaches. A free-left turn (with zebra crossing) is proposed from Langdons Road into Main North Road. This movement accounts for about 55% of all traffic out of Langdons Road at peak times. Together with the reassignment of Mall-generated traffic as a result of the creation of Sissons Drive and improved Mall parking this is anticipated to significantly reduce congestion currently experienced on this approach. An on-road cycle lane for cyclists wishing to access Mary Street or turn south towards Papanui Road also forms part of the draft proposal.

### **Main North Road**

As noted above, the Mall owners intend to replace the current Sissons Road with a new site access in a position opposite Halliwell Avenue. The City Streets Unit believes that there will be significant advantages in terms of improved safety and convenience of all road users if this access is signalised. These advantages include:

1. A safe and convenient crossing facility will be provided for pedestrians.
2. Approach cycle lanes can be incorporated to improve the safety of cyclists.
3. Residents and visitors to approximately 56 properties located in the cul-de-sacs of Halliwell Avenue and Tulloch Place would no longer have to 'run-the-gauntlet' when turning into (or from) or crossing Main North Road by car on cycle or on foot. They will have a 'guaranteed' gap in traffic created by the proposed traffic signals.
4. Substantial safety (and convenience) improvements are anticipated for Mall users particularly when compared with the poor safety record of the old Sissons Road.

In association with the recommended signalisation of this site access some kerb realignment is proposed on the west (Mall) side of the road. Together with removal of on-street parking (again no longer sought by the Mall), this will provide space for a left turn lane into the Mall, space for a double bus stop and an on-road cycle lane to be marked on both sides of the street.

Pedestrian refuges are proposed both north and south of the proposed signals together with a flush median and the on-road cycle lanes. Current no-stopping restrictions exist over much of the east (residential) side of this section of the road, except between Halliwell Avenue and Proctor Street. In order to provide the above facilities, the draft plan would require the imposition of further no-stopping restrictions resulting in the removal of approximately eighteen on-street car parks. Anecdotal evidence in the past suggests some resident frustration due to the take-up of these parking spaces by visitors or staff to the Mall. All the properties in this section also appear to have garaging and most have turning facilities on their property. On-street parking for visitors to these properties (not using the Mall car parks!) would also still be available within Proctor Street and Halliwell Avenue involving a maximum walk of about 90m. Any disadvantage afforded by the removal of on-street parking (when it is available for residents or their visitors) should also be balanced to a degree by a reduction in safety concerns due to the currently-restricted visibility on leaving driveways. The parking in bays on both sides of Main North Road between Grassmere Street and Sawyers Arms Road is proposed to be retained.

On the residential side of the road (east side), the existing bus stops outside No. 50 Main North Road (just south of Proctor Street) and No. 72 Main North Road (40m south of Halliwell Avenue) are proposed to be relocated outside No's. 54 and 56 Main North Road (just north of Proctor Street). This will place them in a more convenient position to be paired with the proposed stop on the Mall side of the road with a solid pedestrian refuge between them.

The existing bus stops on the Countdown side (opposite No. 86 Main North Road) are confusing to passengers as they serve both 'inbound' and 'outbound' services. It is proposed to replace these with two separate stops; one for 'outbound' services is proposed to be located at the north end of the new Countdown building and a further stop for 'inbound' services located in Grassmere Street, between the driveways of 80 Main North Road and 5 Grassmere Street (where there is currently a no-stopping restriction).

## **Sawyers Arms Road**

Again, on this section of road, the principal aims of the proposed draft scheme have been to promote safety for all road users and more convenient access to residential driveways on the north side. A flush median (incorporating two solid refuges) and on-road cycle lanes are proposed to assist these objectives. Parking on the south (Mall) side of the road is proposed to be removed (except that an indented parking bay is proposed to service the retail site at the corner with Main North Road), to provide sufficient space for these facilities. Parking on the north side of the road (adjacent to residential dwellings) is proposed to be retained wherever possible. The existing bus stops located just to the east (Main North Road) side of Leander Street are proposed to be relocated to west of the Sissons Drive intersection (to outside No 41 Sawyers Arms Road on the south side and between No's. 34 and 36 Sawyers Arms Road on the north side). This relocation will provide more convenient pedestrian linkages into the Mall (ie from the east) as no pedestrian entrances are to be located on the north side of the Mall site.

### **WHERE TO FROM HERE?**

The draft scheme plan has been developed after consideration of many options. However, the final plan has yet to be decided upon. The views of the Sustainable Transport and Utilities Committee, Community Board and the public would be welcomed, although both need to be made aware that some aspects of the scheme illustrated on the draft plan are not 'negotiable', in terms of Council commitments to existing agreements or consents held by the Mall owner. These include, for example, the layout illustrated on the draft consultation plan for the Sissons Drive Link Road, the principle of the roundabout on Langdons Road and the location of a mall access opposite Halliwell Avenue.

It is proposed, however, to circulate the draft traffic management proposals for comment by owners and residents to adjacent properties as soon as possible. A leaflet drop would also include those properties located in adjacent potentially-affected streets. In addition, it is proposed to invite any interested parties to a public meeting during the consultation period to discuss the proposals in greater detail and receive their feedback. Following this period, a report will be brought back to the Sustainable Transport and Utilities Committee to invite any further decisions to be taken.

The proposed preliminary consultation programme is as follows:

February 12:	Board Seminar – approval of plan to proceed to consultation
February 26:	Leaflet Drop
March 11:	Report to Sustainable Transport and Utilities Committee
March 11 and 13:	Public Meetings
March 19:	Closing date for public submissions
April 2:	Report back to Board
April 8	Report to Sustainable Transport and Utilities Committee for approval

This report has also been provided to the Shirley/Papanui Community Board in order to receive their feedback and seek approval to proceed to consultation. The Board are aware that final decisions rest with the Sustainable Transport and Utilities Committee.

#### **Staff**

**Recommendation:** For information.

#### **Chairman's**

**Recommendation:** That the information be received and the Committee endorse the proposed scheme.