

## 6. NEW BRIGHTON ROAD TRAFFIC MANAGEMENT (GOLF LINKS ROAD TO LAKE TERRACE ROAD)

**Officer responsible**  
City Streets Manager

**Author**  
Michael Ferigo - Transport Planner - Cycling and Pedestrians, DDI 941-8925

The purpose of this report is to inform the Board of the progress made in response to the Board's request for investigation into New Brighton Road at Burwood Park. Board concern was expressed around peak parking times and pedestrian issues at Burwood Park.

### BACKGROUND

The Board requested that a report be provided on parking and pedestrian issues around Burwood Park. The parking issues should be considered in conjunction with the possible mitigation from the Broomfield Terrace parking proposal within the Parks and Waterways Unit's Horseshoe Lake Plan.

When looking to undertake the investigation required for the above report, the City Streets Unit also included issues that need to be considered within any assessment on this section of New Brighton Road. These extend the project brief to cover the section of New Brighton Road from Golf Links Road to Lake Terrace Road. Any plan will need to seek to address out of control accidents and intersection collisions along with provision for pedestrians, cyclists and improved traffic management throughout the length of the project.

The plan being presented to the Board is at an early stage of development, with its main current purpose being to ensure potential likely costs are being captured in the estimate. The plan will be used as a draft plan and represented to the Board for its approval for consultation in the future, if and when funding is identified in the Council's budget. It is at that stage that detailed discussion on its features will be most useful.

Once the Board has given comment on the plan and given its approval in principle to this project, it will be considered and prioritised towards inclusion in the City Streets Unit's capital works programme. If it is added within the five-year capital works it will need to be by substitution. The results of this will be subsequently reported to the Board for its information and possible input.

This plan will also provide a clear future plan that improves the arterial road safety and function whilst allowing the Parks and Waterways Unit the advantage of being able to confidently undertake forward planning, and forecasting of its capital budget.

### CURRENT SITUATION

New Brighton Road has an arterial road status and carries between 14,000 to 17,000 vehicles per day. Three-hour peak cycle counts on New Brighton Road at Lake Terrace Road and Golf Links Road intersections each total around 250 cyclists, many of school age.

There are concerns held by staff over the number of collisions at intersections and out of control accidents and these are shown on the plan and will be mentioned within the presentation to the meeting. There were 49 reported accidents to the Land Transport Safety Authority over the last five year period.

The section of New Brighton Road that is being addressed has a number of close sequential bends that have variable radiuses, which result in variable speeds and lowered safety levels. The carriageway has a variable width and is generally narrower in the section adjacent to the Avon River. The adjacent land is primarily residential and park or reserve with some limited retail.

Burwood Park's 13 hectares is bisected by New Brighton Road and at its peak times the park generates demand for considerable vehicle parking along its boundaries.

Formal pedestrian facilities to cross this section of New Brighton Road are limited to a signalised crossing at the most western extreme of the project, and two pedestrian islands; one at the retail area and the other at the eastern extreme near Burwood School.

Several bus routes use this section of New Brighton Road as part of their regular service.

## **TRAFFIC MANAGEMENT IMPROVEMENTS**

The main features of the proposal that will be presented at the meeting are the:

- Realignment of the traffic lanes through the bends to achieve smoother and safer traffic flows.
- Provision of two pedestrian islands at key points along New Brighton Road, located near the Kingsford Street and Locksley Avenue intersections. These will assist in improving the safety of current crossing movements. The provision of an additional pedestrian island centred in Burwood Park is the subject of a separate project and is reported to the Board in clause 8.
- Provision of more flush medians at strategic lengths nearing intersections to improve traffic flow and turning movements.
- Provision of continuous cycle lanes, linking existing facilities from Golf Links Road to Lake Terrace Drive. These will improve safety and help towards encouraging cycling in recognition of the Council's Cycling Strategy.
- Development and amenity improvements of the island at the Horseshoe Lake Road intersection with New Brighton Road. This will also cater better for pedestrian and cycle movements.
- Provision of an indented parking bay alongside retail activities to mitigate the effects of adding on-street parking restrictions.
- The removal of several sections of on-street car parking to achieve improved levels of safety for road users.
- The estimated total present cost of the proposal is \$220,000.

## **CYCLE FACILITY OPTIONS**

The option of placing the cycle facilities off-street at Burwood Park was considered. In balancing the benefits and disbenefits and considering the cost implications it was dismissed.

The off-street path on the north side could commence at the most western point of the park, however this would necessitate the removal of the angle parking directly outside the Bowling Club. An alternative would be to commence into the Park immediately to the east of the Bowling Club and travel parallel to New Brighton Road for 280 metres - to re-enter the road carriageway 20 metres prior to the Kingsford Street intersection.

On the south side a pathway could be constructed on the most eastern point travelling 280 metres parallel to New Brighton Road to within 20 metres of the Cresswell Avenue western intersection, where it re-enters the road carriage. It would then re-enter the park to travel 100 metres around the western curve to re-enter the roadway.

The estimated additional costs of pursuing this option with the alternative that avoids removing angle parking at the Bowling Club equates to approximately \$70,000.

The off-street facilities would add at least three unprioritised driveway crossings which reduce levels of safety (over 65% of cycle collisions with vehicles happen at intersections). At peak park usage times it would create conflicts with pedestrians. The off-street pathway would provide a lower level of service to most cyclists and cost the Council considerably more to create it. There is no reduction to the loss of on-street car parking by providing off-street cycle facilities as an alternative.

## **CONSULTATION**

The proposal has been the subject of several shared meetings with Parks and Waterways Unit staff towards ensuring the proposal recognises all relevant issues. As advised no external consultation has taken place to date and it is not proposed until the proposal is included within the five-year capital budget.

The only concern raised through internal consultation is that of the Parks and Waterways staff over the proposed loss of some on-street parking near Burwood Park.

There are an estimated 460 car park spaces available within 75 metres of Burwood Park. The City Streets Unit's proposal which achieves improved function and safety on New Brighton Road, has minimised the removal of on street car parks to 41. All 41 lost parking spaces are removed from the two bend intersections at either extremity of the park. Their removal is to improve the safety for all road users and relates to factors of visibility and safer traffic placement whilst cornering.

The City Streets Unit recognises and understands the preference of the Parks and Waterways Unit to have immediate on street parking available to all park users at all times. However, the City Streets Unit must also recognise other responsibilities that in some cases hold priority for road space over and above immediate parking availability. One of these responsibilities is held within the developing Council's Parking Strategy 2002, which recognises the demands made on Christchurch's arterial roads to ensure the continued function of the City's hierarchical transport network. In brief, to protect the arterial network function the strategy states:

*Policy 6A: Protection of the Arterial Network Function*

*To give priority to the safe, efficient and sustainable movement of people and goods over the provision of parking.*

However, the City Streets Unit is also mindful of the demand generated by Burwood Park and the desire for the Council to provide convenient parking to major sports grounds. This is the reason that it has looked to minimise the effects without lowering the safety and functional requirements for New Brighton Road.

The Parking Strategy also sets out the general policies that are to apply within and around Recreational and Leisure parking generators and recognises that recreational facilities should provide for their own parking where possible, and that green space may need trading off where spill-over parking creates a significant problem.

An added benefit in developing this proposal prior to it being included within the capital works budget is that it will allow the Parks and Waterways Unit the opportunity to prepare and budget for alternative parking facilities.

Burwood Park is a major sports ground and the Parks and Waterway Unit's 1992 Burwood Park Management Plan recognised escalating parking problems at that time and identified a number of actions to try to balance the increasing use with parking available. Within the Management Plan several parking recommendations are made to help achieve this objective.

The objective of the Council's 1992 Burwood Park Management Plan - car-parking section states:

- *To provide adequate off-street parking to ensure safe and efficient use of the park.*
- *The portion of Broomfield Terrace, in the vicinity of Burwood Park and the entranceway to Horseshoe Lake Reserve, shall be modified to provide more parallel on-street parking.*

The draft Management Plan promoted the construction of a new car park within the park near Broomfield Terrace. However, this proposal was not supported by the local residents, by the Archery Club, or by the Reserves Hearing Panel. The Panel took the view that peripheral car parking would be more desirable than the creation of a car park within the park itself. It found that it is feasible to widen the seal on the Horseshoe Lake Reserve side of the road to allow more parallel on street parking. Now under the new Horseshoe Lake Reserve Management Plan there is a 20-year proposal where angle parking is identified in Broomfield Terrace but no capital has been identified within the Parks and Waterways Unit's five years capital programme for it.

- *In the longer term, should further car parking be required for this part of Burwood Park, the Council will investigate the acquisition of a portion of the adjoining Kingslea Centre, should this land be subdivided.*

The Parks and Waterways Unit staff advise that when land became subdivided the Council did not progress it due to it being a relatively low strategic priority compared to other city wide open space requirements.

This proposal will now help provide the Parks and Waterways Unit with a clear plan that will allow it to adequately budget resources towards alternative car parking and ensure the management objective is met.

## **CONCLUSION**

The draft proposal is being presented to the Board in response to its request for the City Streets Unit to address issues on New Brighton Road at Burwood Park. The purpose of this presentation is primarily to ensure that the estimate being put forward to the capital works programme is relatively accurate. A further report will be made to the Board advising on the item's progress or otherwise into the capital programme.

The draft proposal being presented to the Board recognises and advances the aims of the Council's current Policies and Strategies. The City Streets Unit has attempted to minimise the adverse effects whilst ensuring the protection of the Council's stated priorities. The proposal provides the Parks and Waterways Unit with the opportunity for combined planning that will work towards the proposal achieving the best outcomes for all parties.

**Staff**

- Recommendations:**
1. That the draft proposal of New Brighton Road (Golf Links Road to Lake Terrace Road) as presented be approved for the purpose of identifying the total cost.
  2. That the City Streets Unit report to the Board on the progress of prioritising the project within its capital works programme.

**Chairperson's**

- Recommendation:**
1. That the abovementioned recommendations be adopted.
  2. That a further report be presented to the Board at an appropriate time, which includes the evaluation of all reasonably practical options and the community's views for the Board to consider, as required by the Local Government Act 2002.