

4. TOWER JUNCTION DEVELOPMENT ROADING IMPROVEMENTS

Officer responsible City Streets Manager	Authors Basil Pettigrew, Traffic Engineer - Community, DDI 941-8542 Ross Herrett, Acting Senior Professional - Transport, DDI 941-8863
--	---

The purpose of this report is to inform the Council of the results of the consultation concerning roading improvements in this area as detailed in an earlier report received by the Committee on 10 June 2003. The Riccarton/Wigram Community Board had also considered this report and supports the concept.

BACKGROUND

Details of the major features of the Tower Junction development traffic management scheme were included in the 10 June 2003 report and attached plan. The proposed consultation process was also outlined in the earlier report, and indicated that this *“should initially be one of information sharing with an emphasis on engaging established business in a dialogue about changes that may affect their existing access and service facilities”*.

CONSULTATION PROCESS

In the previous report it was emphasised that because the opening date for the Tower Junction Development is November 2003; the timeframe for consultation, letting of contracts and the completion of construction were on a tight critical path.

Consultation commenced on 16 June 2003 and was based on the circulation of three publicity leaflets. The leaflets included the overall plan, detailed roading designs and a summary of the main features.

In some cases personal contact with affected business owners was made and dialogue was possible on a one to one basis. This also resulted in a better understanding of issues. Written responses to the schemes were also encouraged and these have all had a formal reply.

In many instances the issues raised are current problems or frustrations being faced by the commuters or businesses but it was felt that the impending establishment of Tower Junction would exacerbate these issues. However, the dominant concerns were symptomatic of the growth of traffic on major roads resulting in queuing and delays.

CONSULTATION FEEDBACK

- **Clarence Street/Whiteleigh Avenue**

No Stopping Controls

These are proposed on both sides of the roadway between Blenheim Road and the railway to enable the implementation of the additional traffic lane and cycle lanes. This is an extension over the existing no stopping associated with the Blenheim Road intersection. Some casual and commuter parking was observed on the balance of the roadway. The consultation has determined a requirement to preserve on-street parking for some businesses. As most businesses have off-street parking available, the loss of kerbside parking should not seriously disadvantage these businesses.

A specific requirement for the business on the corner of Princess Street has been met with the provision of an indented parking bay. A meeting was held with the business operators of a flower market on O'Shannessey Place, who hold an auction three mornings per week. There is insufficient kerbside parking available in O'Shannessey Place at these times for their customers and they also park in Whiteleigh Avenue. Unfortunately it is not practicable to retain kerbside parking in the adjacent section of Whiteleigh Avenue.

Cycle Lane Marking

The intention of the scheme is to mark cycle lanes between Blenheim Road and the railway. Recent discussions have determined that the laning arrangement between Princess Street and Blenheim Road needs further investigation. It has therefore been decided to stop the northbound cycle lane at Princess Street in the interim, until a detailed investigation can be carried out to determine the optimum arrangement for traffic lanes and cycle facilities at the Blenheim Road intersection.

Property Access

Access to and from businesses can be difficult during peak periods when queuing traffic is encountered. Several businesses have requested the provision of cross hatched "keep clear" areas. This treatment is normally only implemented across railway lines or adjacent to emergency vehicle driveways. Our experience is that such facilities should not be provided at intersections, because of safety concerns involving cyclists and motorcyclists.

- **Princess Street**

Access Difficulties

This street is used by employees of major manufacturing industries, suppliers, and customers. Users of Princess Street are also able to exit or enter via Dalgety Street directly onto Blenheim Road or Matipo Street. However, feedback from the community identified a strong desire to be able to turn right into Whiteleigh Avenue at peak times.

The installation of traffic signals was suggested as an option for facilitating this manoeuvre. However, this option is not currently within the scope of the project.

It is anticipated that the additional southbound traffic lane from Blenheim Road to Troup Drive will clear traffic quicker and the traffic signals at Troup Drive will provide a break in the traffic to assist vehicles turning out of Clarence Street. The flush median at Princess Street will be widened to 3m to cater for truck turning manoeuvres.

Heavy Vehicle Route

Princess Street is used extensively by heavy vehicles servicing the manufacturing sites in the street and also accessing the Translink depot in Matipo Street. These vehicles require extra roadway space at the intersections. The installation of broken yellow "no stopping" lines on Princess Street at Clarence Street and minor carriageway widening at Matipo Street is proposed. These changes should mean that large trucks will also be able to turn without moving over the centreline or the adjacent kerb.

Safety Concerns

It was suggested that the existing safety record of the Princess Street/Clarence Street intersection was poor and that the proposed changes would compound the safety issues. The LTSA crash statistics for the period 1994 to 2003 have been examined and show eight recorded crashes resulting in six minor injuries for this ten year period. It is concluded that this intersection has a relatively good safety record. It is expected that changes proposed with the installation of parking controls and the indented parking bay will improve visibility. The wider flush median on Whiteleigh Avenue will also provide a better refuge for vehicles preparing to merge with the Clarence Street traffic. The City Streets Unit is confident that safety will be improved with the proposed changes in traffic management.

- **Troup Drive**

Troup Drive is one of three access points to Tower Junction and the railway station. Main features detailed in the publicity leaflet included:

- Two lane access onto Whiteleigh Avenue,
- One lane entry off Whiteleigh Avenue,
- Roundabout at Clarence Street South,
- Traffic signals at Whiteleigh Avenue,
- No stopping controls on both sides.

Initial consultation has seen acceptance of the first four features as being fundamental to the project. However, the installation of the broken yellow "no stopping" lines on Troup Drive has met with opposition from Glass Tech Ltd who occupy an adjacent business premises. The nature of their business is that heavy vehicle access is a requirement, and it has been their standard practice to make extensive use of Troup Drive for parking and manoeuvring.

The traffic plan circulated for this road was developed to ensure that safe, efficient egress to and from Tower Junction was possible. It was important to ensure that the signal controlled intersection and roundabout worked efficiently to minimise the delays for all traffic. Because Glass Tech Ltd objected to the loss of parking on Troup Drive the detailed design for the road has been reworked. Because it is possible to widen the road, a flush median, wider traffic lanes and kerbside parking adjacent to the Glass Tech Ltd frontage can be provided. "No stopping" would still apply on the south side. It is anticipated that with these changes the traffic carrying function of the road will not be compromised and safe heavy vehicle access to Glass Tech Ltd will continue to be available.

- **Blenheim Road (Clarence Street to Mandeville Street)**

Previous consultation on the implementation of the cycle lanes and the removal of carparking on both sides of Blenheim Road between Clarence Street and Mandeville Street was completed two years ago. The work was not proceeded with because of the uncertainty of the Blenheim Road Deviation.

Because of this, very little response was received from this area.

- **Lowe Street/Tyne Street/Pope Street/Anderson Street Area**

An initial meeting was held on 10 June 2003 with a representative group of business owners from this area and the following changes were implemented to the layout plans to satisfy the requests of this group.

- "No stopping" restrictions to be implemented on both sides of Lowe Street for the full length.
- Temporary off-street parking will be constructed by Ngai Tahu Properties Ltd in the berm area on the west side of Lowe Street to satisfy local parking.
- At the intersection of the temporary access from Lowe Street and the new entranceway into the Tower Junction development separate left and right turning lanes will be provided with sufficient length to allow for the queuing of vehicles.

(Note: This intersection will be monitored once the Tower Junction development is in operation and if the delays to the Lowe Street traffic are unreasonable, temporary traffic signals will be installed at a cost to Ngai Tahu Properties Ltd.)

The amended plans were circulated to all property and business owners in the area for comment and very few responses were received.

- **Foster Street**

Broken yellow "No Stopping" lines are to be installed along the north side of Foster Street between Clarence Street and Picton Avenue.

The businesses that front onto this section of road were visited and all agreed that they had adequate carparking available off street.

CONCLUSIONS

Details of the proposal were circulated to businesses located within the area shown on the plan and to all businesses in O'Shannessey Place and Princess Street. In some cases meetings and discussions were also held. Feedback from the latter two streets has been significant.

The loss of kerbside parking on Whiteleigh Avenue and Clarence Street was raised and existing access difficulties onto these streets was identified. However, during discussion with businesses these matters have been addressed.

Kerbside parking cannot be retained but minor improvements are being provided to help vehicles turning out of Princess Street. The provision of a cycle lane on Clarence Street from Princess Street to Blenheim Road will be subject to further investigation.

Glass Tech Ltd raised concerns over the proposal to ban parking on both sides of Troup Drive and the design has subsequently been changed to provide parking adjacent to their property.

Feedback from businesses in the balance of the area has established that their specific requirements have been met and there is now good acceptance of the plans.

- Recommendation:**
1. That the proposed Tower Junction Development Traffic Management Plan be approved for implementation.
 2. That traffic signals be installed at the intersection of Whiteleigh Avenue and Troup Drive.
 3. That a roundabout be installed at the intersection of Troup Drive, Clarence Street South and the western entrance to Tower Junction.
 4. That the existing "Give Way" sign against Troup Drive at its intersection with Whiteleigh Avenue be removed.
 5. That "Give Way" signs be installed in the following locations against:
 - (a) Troup Drive slip lane approach to Whiteleigh Avenue.
 - (b) Whiteleigh Avenue southbound approach to Troup Drive.
 - (c) Clarence Street South at its intersection with Troup Drive.
 - (d) The western leg of Troup Drive at its intersection with Clarence Street South.
 - (e) The southern leg of Troup Drive at its intersection with the western entrance to Tower Junction.
 - (f) The western entrance to Tower Junction at its intersection with Clarence Street South.
 - (g) Picton Avenue at its intersection with Foster Street.
 - (h) Foster Street at its intersection with the road to Tower Junction.
 - (i) The road to Tower Junction at the entrance to the car park.
 - (j) The westbound slip lane off Blenheim Road at its intersection with Foster Street.
 6. That a "Stop" sign be placed against the Blenheim Road Access Road at its intersection with Lowe Street.
 7. That a "Stop" sign be placed against Lowe Street at its intersection with the road to Tower Junction.
 8. That the gap in the concrete median in Blenheim Road at the Picton Avenue intersection be closed.
 9. That the parking of vehicles be restricted to a maximum period of 60 minutes on the western side of Clarence Street commencing at a point 14 metres from its intersection with Princess Street and extending in a northerly direction for a distance of 26 metres.
 10. That a bus stop be installed on the western side of Whiteleigh Avenue commencing at a point 73 metres from its intersection with Princess Street and extending in a southerly direction for 15 metres.
 11. That a bus stop be installed on the eastern side of Whiteleigh Avenue commencing at a point 30 metres from its intersection with Troup Drive and extending in a southerly direction for 15 metres.

12. That a loading zone (goods vehicles only) with a time limit of 5 minutes be created on the northern side of Troup Drive commencing at a point 30 metres from its intersection with Whiteleigh Avenue and extending in an easterly direction for a distance of 47 metres.
13. That the stopping of vehicles be prohibited at any time in the following areas:
 - 13.1 On the east side of Clarence Street and Whiteleigh Avenue between Blenheim Road and Troup Drive for a total distance of 280 metres.
 - 13.2 On the east side of Whiteleigh Avenue commencing at its intersection with Troup Drive and extending in a southerly direction for a distance of 30 metres.
 - 13.3 On the east side of Whiteleigh Avenue commencing at a point 45 metres from its intersection with Troup Drive and extending in a southerly direction for a distance of 106 metres to the Main South Railway line.
 - 13.4 On the west side of Whiteleigh Avenue between the Main South Railway line and O'Shannessey Place for a total distance of 50 metres.
 - 13.5 On the west side of Whiteleigh Avenue commencing at its intersection with O'Shannessey Place and extending in a northerly direction for a distance of 135 metres.
 - 13.6 On the west side of Whiteleigh Avenue commencing at a point 150 metres from its intersection with O'Shannessey Place and extending in a northerly direction for a distance of 73 metres to the intersection of Princess Street.
 - 13.7 On the west side of Clarence Street commencing at its intersection with Princess Street and extending in a northerly direction for a distance of 14 metres.
 - 13.8 On the west side of Clarence Street commencing at a point 40 metres from its intersection with Princess Street and extending in a northerly direction for a distance of 112 metres to the intersection of Blenheim Road.
 - 13.9 On the western side of Clarence Street South extending in a northerly direction for a distance of 40 metres from its intersection with Troup Drive.
 - 13.10 On the northern side of Troup Drive extending in a westerly direction for a distance of 38 metres from its intersection with Clarence Street South.
 - 13.11 On the eastern side of Clarence Street South extending in a northerly direction for a distance of 33 metres from its intersection with the entrance to Tower Junction.
 - 13.12 On the northern side of the road into Tower Junction extending in an easterly direction for a distance of 43 metres from its intersection with Clarence Street South.
 - 13.13 On the southern side of the road into Tower Junction extending in an easterly direction for a distance of 43 metres from its intersection with Troup Drive.

- 13.14 On the eastern side of Troup Drive extending in a southerly direction for a distance of 30 metres from its intersection with the road into Tower Junction.
- 13.15 On the western side of Troup Drive extending in a southerly direction for a distance of 20 metres from its intersection with the western end of Troup Drive.
- 13.16 On the southern side of the western end of Troup Drive extending in a westerly direction for a distance of 122 metres from its intersection with the southern side of Troup Drive.
- 13.17 On the western side of Clarence Street South extending in a southerly direction for a distance of 25 metres from its intersection with Foster Street.
- 13.18 On the eastern side of Clarence Street South extending in a southerly direction for a distance of 28 metres from its intersection with Foster Street.
- 13.19 On the northern side of Foster Street commencing at its intersection with Clarence Street South and extending in a northeasterly direction for a distance of 152 metres to its intersection with Picton Avenue.
- 13.20 On the southern side of Foster Street commencing at its intersection with Clarence Street South and extending in a northeasterly direction for a distance of 38 metres.
- 13.21 On the south western side of Lowe Street from its intersection with the road to Tower Junction extending in a southeasterly direction for a distance of 230 metres to the end.
- 13.22 On the northeastern side of Lowe Street from its intersection with Tyne Street for a distance of 72 metres to its intersection with Anderson Street.
- 13.23 On the northeastern side of Lowe Street from its intersection with Anderson Street for a distance of 150 metres to its intersection with the Blenheim Road access road to Tyne Street and Pope Street.
- 13.24 On the southern side of the Blenheim Road access road from its intersection with Lowe Street for a distance of 78 metres in an easterly direction.
- 13.25 On the northern side of the Blenheim Road access road to Tyne Street and Pope Street from its intersection with Tyne Street around the new island for a distance of 175 metres into the new Foster Street intersection with Blenheim Road.
- 13.26 On the western side of Picton Avenue from its intersection with Blenheim Road for a distance of 11.6 metres in a southerly direction.
- 13.27 On the eastern side of Picton Avenue commencing at a point 59 metres from its intersection with Blenheim Road and extending in a south easterly direction for a distance of 13 metres to its intersection with Foster Street.
- 13.28 On the western side of Picton Avenue commencing at its intersection with Foster Street and extending in a northwesterly direction for a distance of 10 metres.

- 13.29 On the southern side of Foster Street commencing at a point 16 metres southwest of its intersection with Picton Avenue and extending for 100 metres in an easterly direction to the end of the road into Tower Junction.
- 13.30 On the southern side of Foster Street commencing at its intersection with Lowe Street and extending in a southerly direction for a distance of 120 metres to the end of the road into Tower Junction.
- 13.31 On the northern side of Foster Street commencing at its intersection with Blenheim Road and extending in a southerly direction for a distance of 140 metres to its intersection with Picton Avenue.
- 13.32 On the western side of Mandeville Street commencing at its intersection with Blenheim Road and extending in a northerly direction for a distance of 55 metres.
- 13.33 On the eastern side of Mandeville Street commencing at its intersection with Blenheim Road and extending in a northerly direction for a distance of 85 metres.
- 13.34 On the northern side of Blenheim Road commencing at its intersection with Picton Avenue and extending in a westerly direction for a distance of 171 metres to its intersection with Clarence Street.
- 13.35 On the southern side of Blenheim Road commencing at its intersection with Picton Avenue and extending in a westerly direction for a distance of 163 metres to its intersection with Clarence Street.
- 13.36 On the western side of Picton Avenue commencing at its intersection with Blenheim Road and proceeding in a northerly direction for a distance of 18 metres.
- 13.37 On the eastern side of Picton Avenue commencing at its intersection with Blenheim Road and proceeding in a northerly direction for a distance of 15 metres.
- 13.38 On the northern side of Princess Street commencing at its intersection with Clarence Street and proceeding in a westerly direction for a distance of 35 metres.
- 13.39 On the northern side of Princess Street commencing at its intersection with Clarence Street and proceeding in a westerly direction for a distance of 24 metres.
- 13.40 On the northern side of Troup Drive commencing at its intersection with Clarence Street and extending in an easterly direction for a distance of 30 metres.