

## 11. NEW BRIGHTON MALL SLOW ROAD AND SEAVIEW/HARDY INTERSECTION - TRAFFIC RESTRICTIONS

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the traffic restrictions associated with the New Brighton Mall Slow Road and the Seaview Road/Hardy Street intersection.

### EXECUTIVE SUMMARY

2. The New Brighton Slow Road Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue (Brighton Mall). To complement the slow road, the intersection of Seaview Road and Hardy Street requires a change of priority and Union Street between Seaview Road and Beresford Street, which is currently one-way, requires conversion to two-way flow.
3. The project involves the installation of short term parking restrictions, no-stopping restrictions, intersection control changes and removal of the existing pedestrian crossing.
4. Recent consultation on the project was undertaken in two stages; the slow road in June 2005 and the Seaview Road/Hardy Street intersection in August 2005. The consultation on the 'detail' of the projects was undertaken on an 'inform' basis with the opportunity for feedback. Reports on the consultation were submitted to the Board previously. No negative feedback regarding the proposed traffic restrictions were received.

### FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total costs for this project, including the implementation of the traffic restrictions, is \$1,350,000, inclusive of all consultation, design and project management.
6. The New Brighton Mall Slow Road is part of the Major Amenity Budget for the New Brighton Commercial Area, and funding of \$1,339,143 (in total) has been allocated in the 2004/05, 2005/06 and 2006/07 years.
7. The 1978 Special Order declaring a pedestrian mall in New Brighton has been revoked.
8. The principal legal consideration associated with the approvals sought, is that without the approval of these resolutions the new and changed traffic restrictions will not be legally enforceable upon implementation.

### STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve the parking restrictions listed in the schedule below:

#### **Slow Road Restrictions**

- (a) That a "loading zone (goods vehicles only)" with a time limit of 5 minutes be created on the north side of Seaview Road commencing at a point 15.5 metres from its intersection with Shaw Avenue and extending in a easterly direction of 11.5 metres.
- (b) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of Seaview Road commencing at a point 27 metres from its intersection with Shaw Avenue and extending in a easterly direction for a distance of 5.5 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Brighton Mall commencing at a point 11.6 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Brighton Mall commencing at a point 29.5 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of Brighton Mall commencing at a point 47.5 metres from its intersection with Union Street and extending in a easterly direction for a distance of 19.6 metres.

- (f) That the parking of vehicles be restricted to "Holders of mobility cards only" on the northern side of Brighton Mall commencing at a point 75.4 metres from its intersection with Union Street and extending in a easterly direction for a distance of 8.5 metres
- (g) That a "Motorcycle stand" be installed on the northern side of the Brighton Mall commencing at a point 90 metres from its intersection with Union Street and extending in a easterly direction for a distance of 4.8 metres
- (h) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of the Brighton Mall commencing at a point 100 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.
- (i) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of the Brighton Mall commencing at a point 123 metres from its intersection with Union Street and extending in a easterly direction for a distance of 19.6 metres.
- (j) That a "loading zone (goods vehicles only)" with a time limit of 5 minutes be created on the north side of Brighton Mall commencing at a point 147.5 metres from its intersection with Union Street and extending in a easterly direction for a distance of 13 metres.
- (k) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of the Brighton Mall commencing at a point 160 metres from its intersection with Union Street and extending in a easterly direction for a distance of 5.5 metres.
- (l) That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of the Brighton Mall commencing at a point 25.5 metres from its intersection with Beresford Street and extending in a northerly direction for a distance of 19.6 metres.
- (m) That the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of the Brighton Mall commencing at a point 27 metres from its intersection with Beresford Street and extending in a northerly direction for a distance of 13 metres.
- (n) That the stopping of vehicles be prohibited on the north side of Beresford Street commencing at its intersection with Seaview Road and extending in a easterly direction for a distance of 9 metres.
- (o) That the stopping of vehicles be prohibited on the north side of Beresford Street commencing at its intersection with Seaview Road and extending in a westerly direction for a distance of 15 metres.
- (p) That a taxi stand be created on the north side of Beresford Street commencing at a point 9 metres from its intersection with Seaview Road and extending in a easterly direction for a distance of 11 metres.

2. Approve the intersection control changes listed in the schedule below:

**Slow Road Intersection Controls**

- (a) That a 'give way' be place against Oram Avenue at the Beresford Street intersection.
- (b) That a 'give way' be placed against the Brighton Mall (slow road) at the Beresford Street intersection.
- (c) That a 'give way' be placed against Union Street at the Seaview Road intersection.

**Seaview Road/Hardy Street Intersection Controls**

- (a) That a 'give way' control be placed against Hardy Street at the Seaview Road intersection.
- (b) Revoke and remove the 'give way' against the eastern side of Seaview Road at Hardy Street.

3. Approve the removal of the pedestrian crossing on Union Street:

- (a) Revoke and remove the pedestrian (zebra) crossing on Union Street at the intersection of Seaview Road.

**CHAIRPERSON'S RECOMMENDATIONS**

That the abovementioned recommendations be adopted.

## **BACKGROUND ON NEW BRIGHTON MALL PROJECT**

9. The New Brighton Mall Upgrade Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue (the legal description of this road is Brighton Mall). A one-way restriction will be required to ensure the safe and legal operation of the road.
10. To ensure the one-way slow road complements the surrounding network, some changes to the traffic operations are required at the following locations:
  - Union Street between Seaview Road and Beresford Street is currently one-way; this will require conversion to two-way flow. This conversion would involve a kerb build out and lane marking amendments. The existing pedestrian crossing would also be removed. A new give-way control will be installed at the Seaview Road intersection.
  - Seaview Road at Hardy Street requires a change of priority; this will involve some kerb realignment work. The give way control will be changed so that the priority is to Seaview Road traffic. There is no change to the length of the no-stopping restrictions and the current P30 is retained but shortened in length by 3 metres.
11. One of the objectives of the project is to provide short term parking; this will be achieved by the installation of the following parking areas:
  - 2 P5 loading zones
  - 5 P5 parking spaces
  - 14 P30 parking spaces
  - 1 mobility parking area
  - 1 motorcycle parking area
12. Parking on the south side of the slow road will not be practical due to the width of the road. Installing no-stopping lines is the normal measure to prevent vehicles stopping however this type of marking on the newly created road is not considered desirable from an aesthetic point of view. It is proposed that the lines are left off at this stage (and associated formalised restrictions) and the situation be monitored. If there appears to be an issue with parking on the south side the restrictions can then be imposed, however this is believed to unlikely given the clearly defined parking available on the north side and the available road width.
13. The default speed limit of the slow road is 50 km/h. However the road has been designed to encourage slower vehicle speeds therefore the speed limit is being reviewed as part of the current speed limit review, this may result in a lower speed limit.

## **CONSULTATION**

14. Consultation on the slow road was initiated in 1998 when the concept was proposed. A number of the businesses in the area initiated the concept, and supported the reintroduction of a road through the mall. A concentrated consultation effort was undertaken during preparation of the New Brighton Master Plan, released in September 2002. This consultation involved a series of public meetings and presentations to the elected members. The outcome appeared to be support for the one way slow road.
15. When the Council advertised the proposed legal reintroduction of traffic into the mall in 2003, some objections were raised. The proposed slow road was finally approved in May 2004 following an Environment Court Hearing. Retail Consulting Group then undertook consultation with the businesses as part of the concept plan finalisation.
16. Consultation on the slow road final plan was undertaken in June and July 2005, and the Seaview/Hardy intersection on August 2005, both on an 'Inform' only with the opportunity for feedback. The consultation involved the following:
  - Contacting the directly affected businesses within the mall area with an information letter and the final concept plan. Members of the project team made themselves available at a location in the mall to answer any queries and receive any feedback.
  - Informing the wider community via a City Scene article and display boards in the Mall.
  - A start work notice detailing changes made since the initial plan was sent out.
  - CCC 'Have you say' website.



**ASSESSMENT OF OPTIONS**

**The Preferred Option**

**Option B: Short term parking**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Enhancement of the mall area to provide a bustling high street environment and improved streetscape.  Proposal is consistent with the New Brighton Master Plan.	Nil
<b>Cultural</b>	Nil	Nil
<b>Environmental</b>	The mall is enhanced through the provision of short term parking	Nil
<b>Economic</b>	Potential benefits to business owners/operators adjacent to the slow road in the New Brighton Mall.	Capital Expenditure
<p><b>Extent to which community outcomes are achieved:</b>                      Primary alignment with community outcome <i>“Our City’s infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability”</i> by recognising the changing needs of the users of New Brighton Mall, and managing assets to optimise the value and usefulness over time.</p> <p>Also contributes to <i>“Our economy is based on a range of businesses which enable wealth creation and employment opportunities”</i> by increasing potential benefits for businesses in the mall.</p> <p><b>Impact on Council’s capacity and responsibilities:</b>                      Nil impact.</p> <p><b>Effects on Maori:</b>                      It is considered there are no effects on Maori.</p> <p><b>Consistency with existing Council policies:</b>                      The proposal is consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.</p> <p>The proposal is also consistent with the New Brighton Master Plan to provide a high street/convenience shopping area.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b>                      The views and preferences of the local businesses were sought in the consultation on the final design of the slow road.</p> <p><b>Other relevant matters:</b>                      Nil</p>		

**Option A: No short term parking**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Nil.	Inconsistent with the New Brighton Master Plan.  Inconsistent with the Council direction to date.  May not contribute to the revitalisation of the New Brighton mall.
<b>Cultural</b>	Nil.	Nil
<b>Environmental</b>	Nil.	Nil
<b>Economic</b>	No enforcement costs.	Nil
<p><b>Extent to which community outcomes are achieved:</b> This option is not aligned to any Community Outcomes.</p> <p><b>Impact on Council's capacity and responsibilities:</b> No enforcement required.</p> <p><b>Effects on Maori:</b> It is considered there are no effects on Maori.</p> <p><b>Consistency with existing Council policies:</b></p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> The views and preferences of the local businesses were sought in the consultation on the final design of the slow road.</p> <p><b>Other relevant matters:</b> Nil</p>		