

10. NEW BRIGHTON MALL SLOW ROAD ONE-WAY BYLAW CHANGES

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's support and recommendation that the Council approve the associated one-way bylaw changes.

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 (New Brighton Mall). To complement the slow road, Union Street between Seaview Road and Beresford Street, and Seaview Road between Shaw Avenue and Union Street which are both currently one-way, require conversion to two-way flow.
3. The project involves changes to the Christchurch City Traffic and Parking Bylaw 1991 with respect to one-way travel.
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.

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 The 1978 Special Order declaring a pedestrian mall in New Brighton has been revoked.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 recommend to Council:

- (a) That the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by adding a new paragraph:

Seaview Road

Seaview Road easterly from its intersection with Union Street to Beresford Street.

- (b) That the Fifth Schedule of the Christchurch Traffic and Parking Bylaw 1991 be amended by deleting the following paragraphs:

Seaview Road

Seaview Road easterly from Shaw Avenue to Union Street.

Union Street

Union Street southerly from Seaview Road to Beresford Street.

CHAIRPERSON'S RECOMMENDATION

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 between Shaw Avenue and Union Street is currently one way this requires conversion to two way flow. This involves some lane marking changes.
11. 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

12. 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.
13. 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.
14. 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.
15. The consultation displayed the proposed traffic restrictions. There was no negative feedback regarding the proposals with respect to one-way travel.

PROGRAMME

16. Construction of the slow road is underway and due to be complete by the end of November. It is intended that the majority of the work at the intersection of Seaview Road and Hardy Street be carried out in the September school holidays due to the close proximity of the school. The restrictions will be effective upon completion of the works.

PREFERRED OPTION

17. The slow road was always intended to be a one way road and the narrow width reflects this. Therefore the one-way proposal is the only available option.