

4. MARSHLAND ROAD UPGRADING BETWEEN BRIGGS ROAD AND QUEEN ELIZABETH II DRIVE

General Manager responsible:	General Manager City Environment Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek:
 - a) Both Boards' recommendation to the Council:
 - i) For the installation of traffic signals at the entry to a new development at 195 – 201 Marshland Road and other associated works as indicated on **attachment 1**.
 - ii) To declare the existing footpath on the eastern side of Marshland Road a shared cycle and pedestrian path.
 - b) Both Boards' approval for:
 - i) The installation of bus stops and associated road markings outside the development in Marshland Road.
2. Marshland Road is the boundary between the Burwood/Pegasus and Shirley/Papanui Community Boards and for this reason, this report is to be considered at a joint extraordinary Board meeting.

EXECUTIVE SUMMARY

3. A resource consent was granted to establish and build a retail complex comprising three buildings with a total gross floor area of 16,749m² within 10 tenancies, 382 carparks and associated landscaping.
4. In the granting of the resource consent, the developer is required to install traffic signals for its main access to the site and also the upgrading of Marshland Road. The proposed widening of the road completes the ultimate four laning of this section of the minor arterial network.
5. The traffic assessment for the development did investigate the effect on Briggs and Lake Terrace Roads, in particular the need to install a left turn slip lane from Briggs Road into Marshland Road. This installation would have created a separation lane for right turning and through traffic movements for both Briggs Road and Lake Terrace Road. However, traffic planners concluded that the left turn slip lane is not warranted.
6. The City Plan has a designation for land required for the left turn slip lane (**attachment 3**) and the Council has the ability to programme the required work in to the LTCCP work plan. This work is unlikely to warrant inclusion for at least the next five years.
7. Following the input from Board members at briefings held in July 2007 and submissions from stakeholders, the proposed plan for which approval is being sought has had changes made to reflect some of the safety concerns raised.
8. The upgrading of Marshland Road provides the opportunity to install two bus stops at very little cost to the Council.
9. There is also the opportunity to provide off-road cycle facilities along the eastern side of the road by declaring the existing 2 meter wide path as a shared cycle and pedestrian path.
10. The road environment will be improved with the overhead services placed underground and the Council's timber lined drain replaced with pipes.

FINANCIAL IMPLICATIONS

11. The road upgrading is funded by Reefville Properties Ltd. and the work that is funded by the Council is the bus bay on the eastern side of Marshland Road and the unsealed footpath on the western side of the road.
12. The Council's contribution will be funded from the Transport and Greenspace Unit's subdivision budget.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

13. Yes, see above.

LEGAL CONSIDERATIONS

14. The Council's approval as owner of infrastructure is required following the granting of a resource consent.
15. Traffic management and measures also require the Council and/or Board delegated approvals as set out in Council bylaws and delegations.

Have you considered the legal implications of the issue under consideration?

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The issues being considered are consistent with the Council's objectives in the LTCCP page 152 "Streets and Transport Objectives" to provide a sustainable network of streets, which distribute traffic between neighbourhoods, and connect to major localities within and beyond the city.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

18. Yes.

ALIGNMENT WITH STRATEGIES

19. This action is considered with the traffic objectives in the City Plan.

Do the recommendations align with the Council's strategies?

20. Yes.

CONSULTATION FULFILMENT

21. Both Board's members were briefed at their July meetings of the roading plan approved through the resource consent process. Members raised concerns regarding the resource consent process, traffic safety issues, having a dedicated right turning lane for both Briggs Road and Lake Terrace Road and pedestrian safety and traffic speed issues.
22. Owing to a tight time frame, stakeholders were given a very short period (10 days) for submissions and out of the 150 letterbox drops, 45 submissions were received. The consultation plan is shown as **attachment 2**.
23. 30 replies indicated support and 15 indicated opposition along with comments.
24. The concerns raised were very similar to the matters raised by the members of both Boards.

STAFF RECOMMENDATION

It is recommended that the Boards jointly recommend to the Council:

- (a) To approve the installation of traffic signals for the main entry to the development at 195 – 201 Marshland Road and the associated works on Marshland Road as shown on the submitted plan,
- (b) To declare the existing footpath on the eastern side of Marshland Road between Briggs Road and Queen Elizabeth II Drive as a shared cycle and pedestrian path.
- (c) To include the project to construct a left turn slip lane from Briggs Road to Marshland Road in its LATCH review next year.

It is further recommended that the Board's jointly approve:

- (a) The provision of a bus stop on the western side of Marshland Road measured at a point 168.5 metres in a northerly direction from a point opposite the northern kerb line of Briggs Road and extending in northerly direction for a distance of 36 metres.
- (b) The provision of a bus stop on the eastern side of Marshland Road measured at a point 163 metres in a northerly direction from a point opposite the northern kerb line of Lake Terrace Road and extending in a northerly direction for a distance of 18 metres.
- (c) The installation of a no stopping at all times restriction measured at a point 65 metres in a northerly direction from a point opposite the northern kerb line of Briggs Road and extending in northerly direction for a distance of 76 metres.

BACKGROUND (THE ISSUES)

25. Reedville Properties Limited's development proposal was on land zoned Business 4 and Living 1 and is located on Marshland Road, a minor arterial road.
26. The resource consent was non-notified.
27. The resource consent was the subject of an Ombudsman's investigation and a site meeting was held with resident representatives, planning staff and the Ombudsman to hear the concerns.
28. The proposed development breaches the high traffic generator rule in City Plan, hence the developers offer to carry out upgrading work on Marshland Road as mitigation in their resource consent application.
29. The traffic assessment for this development did consider the effect on Briggs Road and Lake Terrace Road, and the need for a left turn slip lane from Briggs Road into Marshland Road was investigated. The installation of a left turn slip lane would have led to a separation lane for right turning and through traffic lanes for both of these side roads. The planners however concluded that a left turn slip lane was not warranted.
30. The Council's traffic planners were satisfied with the traffic modelling presented and the mitigation measures provided.
31. The land required for the left turn slip lane is designated in the City Plan for future road improvements and the Council will have the ability to action this work in future. The time frames for this work are likely to be some six years away.
32. Boards members were briefed on the approved resource consent plan for the Marshland Road upgrading. The plan outlined the road elements required. Members present did raise a number of concerns and they were the resource consent process, the traffic safety issues at Briggs Road and Lake Terrace Road; the lack of a dedicated right turn lane for both side roads and pedestrian safety issues.
33. The approved plan was circulated to stakeholders for comment. 45 submissions were received out of 150 letter drops. 30 yes and 15 no responses were received. The concerns raised are not dissimilar to the concerns raised at the Boards briefings.
34. Arising from the concerns raised, staff were able to make some significant changes to the plan and these are:
 - a) Raised central median to be constructed in lieu of a flush painted median. This is a more desirable solution in creating a safer four lane road environment.
 - b) Change being made to the signal design allowing safer pedestrian movements. The pedestrian crossing will be on the north side of the signalised intersection.
 - c) Recess bus bay for the south bound buses at minor cost to the Council.
 - d) The opportunity for the Council to install a grit footpath along the western side of the road and to declare the 2 metre wide footpath on the eastern side of Marshland Road as a shared cycle and pedestrian path.
35. The road upgrading will change the road environment significantly. The overhead services will be placed underground and the existing timber lined drains will be replaced with pipe works and there will be new street lights on this section of Marshland Road.