

11. BROUGHAM STREET PROPOSED MEDIAN CLOSURE AT COLLINS AND SIMEON STREETS

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PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Boards' recommendation to Council, that the Council support the New Zealand Transport Agencies'(NZTA) proposal to construct/extend the solid Median in Brougham Street and Jerrold Street across its intersection with, Collins Street and Simeon Street.

EXECUTIVE SUMMARY

2. Council staff have received complaints from residents living in both Simeon Street and Collins Street regarding the increase of traffic and speed of vehicles cutting through these residential Streets. The Board will recall a deputation from residents, expressing their concern.
3. Brougham Street (State Highway 73) is designated a Major Arterial Road having a four day average vehicles per day (VPD) of 29,364 (with a large proportion of heavy vehicles) and joins the Southern Motorway via the one way portions of Jerrold Street. Being a State Highway it is under the jurisdiction of the NZTA. Brougham Street forms the "backbone" of the City's arterial network and is a critical link to the Port of Lyttelton.
4. Simeon Street and Collins Street which intersect Brougham Street forming a cross road junction are designated local roads, with a four day average VPD of 1,800 and 1,700 respectively. Collins Street leads into the L3 inner city residential zone of Church Square, Addington, while Simeon Street leads to into the L2 and L3 inner city residential zones of northern Spreydon.
5. The NZTA proposed Southern Motorway extension will significantly change the layout of this intersection with the ramp for the grade separation of the motorway over the top of Barrington Street beginning west of Collins Street and Simeon Street. The present one way portions of Jerrold Street are proposed to become the slip lanes to and from Barrington Street. The motorway pre-design safety audit has identified right turning into and out of Collins and Simeon Streets as a concern. The Council's Proposed Brougham Street median closure at Simeon /Collins and Jerrold Streets will complement the NZTA proposal and addresses the NZTA identified safety concerns.
6. The NZTA has approved the proposed plan (refer **Attachment One**) showing the proposed median closure and staggered signalised pedestrian/cycle crossing and will complete the physical works required as part of the Southern Motorway project. NZTA has stated that "the proposed median closure will address a safety issue raised during the safety audit of the design for the Southern Motorway project in respect to right turners at the intersection and significantly improve the intersection in respect to the facilities that will be able to be provided for pedestrians and cyclists." Because the proposal will affect residents in the Boards area, Council staff undertook to carry out the consultation.
7. The Brougham/Simeon/Collins/Jerrold Street intersection is presently controlled by traffic signals which were commissioned on the 4 October 1984. A primary reason for their installation was to assist children to safely cross Brougham Street on their way to and from Addington Primary School. Addington Primary School is situated at 178 Simeon Street and is a decile 3 school having a current role of 186 children.
8. The installation of the signals at Brougham/Simeon/Collins/Jerrold in 1984 encouraged more vehicular through traffic to use the local roads of Simeon and Collins as an alternate route to the designated collector route of Selwyn Street or the Minor Arterial route along Barrington Street. The signals made it easier to access and cross Brougham Street, which increased through traffic in both residential areas to the North and South of the intersection. Ensuing further development and expansion of the Barrington Mall encouraged still more traffic to use these local roads.

9. The installation of the signals were an improvement for pedestrians in providing a pedestrian phase which has a three second late start to motor vehicles. However because Brougham street is 30 metres wide with two lanes in each direction divided by a solid median, turning traffic still filters through pedestrians who do not have enough time to cross the second lane before the turning traffic starts filtering through them. With the majority of pedestrians being children and this issue being replicated on all four legs of the intersection, the present situation is not ideal.
10. Consultation was undertaken with those residents, tenants and property owners that were considered most likely affected by the proposal. Three hundred and seventy consultation documents were hand delivered and 152 were posted to absentee owners within the identified consultation area. Council staff received 117 returned consultation responses, 63 were opposed to the proposal while 54 were in support of the proposal. (Refer to paragraphs 21-24 for full consultation report).
11. It should be noted that the response from the consultation was slightly more opposed to the proposal than supportive.
12. Bearing this in mind the proposed installation of the solid median on Brougham Street at its intersection with Collins/Simeon/Jerrold Streets will provide some significant benefits to directly affected residents as well as the wider community. These benefits are:
 - (a) Banning all right turning traffic to and from Brougham Street into and out of both Simeon and Collins Streets will significantly improve safety at the eastern end of the proposed Southern Motorway extension by reducing the total number of turning movements.
 - (b) The proposed banning of the right turning to and from Simeon and Collins Streets will prevent vehicular/pedestrian conflict by removing the filtering of vehicles through crossing pedestrians; providing a greater level of service to pedestrians with the provision of shared pedestrian/cyclist on demand call signals.
 - (c) Preventing through traffic will enhance the living zone environments to the North and South of the intersection reducing the total number of vehicles per day in both Simeon and Collins Streets. This will require motorists to use Selwyn Street, the designated collector road and Barrington Street, the designated minor arterial which will improve safety by reducing the number of speeding short cutting vehicles.
 - (d) It will also improve the traffic flow of heavy vehicles travelling to and from the Port of Lyttelton, which will help make Brougham Street more attractive than other routes like Cashmeres Road and Centaurus Road.
13. This report is also going to the Council meeting on the 10 December 2009.

FINANCIAL IMPLICATIONS

13. Nil.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. The NZTA have agreed to cover all costs associated with the proposed closure of the Brougham Street solid median, as this will improve safety at the eastern end of the proposed Southern Motorway.

LEGAL CONSIDERATION

15. The Council does not have delegated authority from the New Zealand Transport Agency to make a decision regarding implementation of an intersection traffic control device on state Highways.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council Strategies including the Pedestrian Strategy 2001, Road Safety Strategy 2004, Safer Christchurch Strategy 2005 and the Cycle Strategy 2003.

Do the recommendations align with the Council's Strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation was undertaken with those residents, tenants and property owners that were considered most likely affected by the proposal, 370 consultation documents were hand delivered and 152 were posted to absentee owners within the identified consultation area. Council staff received 117 returned consultation responses (22.4 per cent response rate), 63 or 54 per cent were opposed to the proposal while 54 or 46 per cent were in support of the proposal. (**Refer Attachment Two and Three**).
22. Two petitions were initiated by residents after they received the consultation document; these residents felt the identified consultation area was not wide enough. Both petitions contain multiple signatures from the same address, some on different pages and some signatures from as far away as Rahera Street and Ferry Road. (Both Petitions have been **circulated separately**).
23. The Chair of the Addington Neighbourhood Association was consulted and verbal confirmation that the Association does not support the proposal received.
24. NZTA as the road controlling authority have been consulted and agrees with the staff recommendation

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommend to the Council that the Council support the New Zealand Transport Agencies' proposal to construct/extend the solid Median in Brougham Street across its intersection with, Collins Street and Simeon Street and maintain a staggered signalised pedestrian/cycle crossing.

CHAIRPERSONS' RECOMMENDATION

For discussion.