

11. 10. 2007

**REPORT BY THE CHAIRPERSONS OF THE
SHIRLEY/PAPANUI AND BURWOOD/PEGASUS COMMUNITY BOARDS**

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. 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
Author:	Weng Kei Chen

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval for the following works:
 - (i) 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 as shared cycle and pedestrian path.

Marshland Road is the boundary between the Burwood/Pegasus and Shirley/Papanui Community Boards and for this reason, this matter was considered at a joint extraordinary Board meeting on 26 September 2007.

EXECUTIVE SUMMARY

2. 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. The upgrading of Marshland Road provides the opportunity to install two bus stops at very little cost to the Council.
8. There is also the opportunity to provide off-road cycle facilities along the eastern side of the road by declaring the existing 2 metre wide path as a shared cycle and pedestrian path.
9. The road environment will be improved with the overhead services placed underground and the Council's timber lined drain replaced with pipes.

FINANCIAL IMPLICATIONS

10. 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.

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11. 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?

12. Yes, see above.

LEGAL CONSIDERATIONS

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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.

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

17. 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.
18. 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**.
19. 30 replies indicated support and 15 indicated opposition along with comments.
20. The concerns raised were very similar to the matters raised by the members of both Boards.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) 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 be approved.
- (b) That 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 be declared.
- (c) That any upgrading or safety and efficiency improvement work, including the acquisition, of land on Briggs and Lake Terrace Road intersection, be included in the LTCCP review in 2009.
- (d) That the speed limit on the section of Marshland Road between Briggs and Lake Terrace Roads intersection to Queen Elizabeth II Drive be included in the next review (or sooner if possible) of speed limits with a view to reducing the speed limit to 50km/hr

11. 10. 2007

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JOINT BOARDS' CONSIDERATIONS

In addition to considering the recommendations to the Council, the joint Boards also gave consideration to and determined under delegated authority, the provision of bus stops in Marshland Road and the installation of no stopping restrictions.

JOINT BOARDS' RECOMMENDATION

That the staff recommendation be adopted.