

**BURWOOD/PEGASUS AND SHIRLEY/PAPANUI
COMMUNITY BOARDS**

JOINT MEETING AGENDA

MONDAY 24 FEBRUARY 2014

AT 4:30PM

**IN COMMITTEE ROOM 2, LEVEL 2
CIVIC OFFICES, 53 HERFORD STREET, CHRISTCHURCH**

**Burwood/Pegasus
Community Board:** Andrea Cummings (Chairperson), Tim Baker, David East, Glenn Livingstone, Tim Sintes,
Linda Stewart and Stan Tawa.

**Shirley/Papanui
Community Board:** Mike Davidson (Chairperson), Pauline Cotter, Ali Jones, Aaron Keown, Gemma Maslin,
Emma Norrish and Barbara Watson

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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- 1. APOLOGIES**

- 2. DEPUTATIONS BY APPOINTMENT**

3. MARSHLAND ROAD / MAIREHAU ROAD INTERSECTION IMPROVEMENTS

		Contact	Contact Details
General Manager responsible:	(Acting) General Manager, City Environment Group	N	
Officer responsible:	(Acting) Unit Manager, Asset and Network Planning	N	
Author:	Christine Toner, Consultation Leader	Y	Christine Toner, DDI 941 8355

1. PURPOSE OF REPORT

- 1.1 This is a staff initiated report concerning a capital project with the primary driver being provision of infrastructure to support growth. Council approval of the staff proposal and resolution of parking restrictions and traffic controls is required.
- 1.2 The purpose of this report is to seek the Shirley/Papanui Community Board and the Burwood/Pegasus Community Board joint recommendation that the Council approve the signalisation of the intersection of Marshland Road and Mairehau Road, associated parking restrictions and traffic controls; and proceeding of the project to final design, tender and construction.

2. EXECUTIVE SUMMARY

- 2.1 The signalising of this intersection is required to increase capacity and to manage safety issues. It is also a requirement of Plan Change 30 that the intersection be upgraded.
- 2.2 The changes to the intersection provide a two lane approach on Marshland Road from the north, and on Mairehau Road, and a three lane approach on Marshland Road from the south incorporating two straight through northbound lanes and a dedicated right turn lane.
- 2.3 Cyclists are well catered for in the design.
- 2.4 The changes require that the drain on the west side of Marshland Road be piped.
- 2.5 As a safety requirement, the original design banned right turns in and out of McSaveney's Road and the business premises at 289 Marshland Road. Public feedback was strongly against this ban. In this recommended design the right turn into and out of McSaveney's Road has been reinstated, but there can be no right turn into and out of the business, which has alternative access on McSaveney's Road.
- 2.6 Four bus stops have been moved a distance away from the intersection. In Mairehau Road the new locations are outside and opposite the vegetable shop. The owners of this shop also reside at the address and have opposed the eastbound bus stop being relocated beside their premises, due to the impact on parking availability for their business.

3. BACKGROUND

- 3.1 The intersection of Marshland Road and Mairehau Road is located on the boundary of Shirley/Papanui and Burwood/Pegasus wards. The surrounding area is primarily rural with some residential properties fronting Marshland Road and Mairehau Road. There is a motorcycle workshop on Marshland Road on the northwest side of the intersection, and a vegetable shop on Mairehau Road on the east side of the intersection. The intersection is located in the Rural 3 (Styx - Marshland) Zone in the current city plan.
- 3.2 The Marshland Road and McSaveney's Road intersection is located approximately 130 metres north of the Marshland Road / Mairehau Road intersection.

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- 3.3 Marshland Road is classified as a Minor Arterial (Urban) road and Mairehau Road is classified as a Collector (Urban) road under the current City Plan. In the Christchurch Transport Strategic Plan (CTSP), Marshland Road is still identified as a minor arterial route, and Mairehau Road a local distributor street.
- 3.4 Marshland Road is a key route into the city from the north, after Main North Road. Marshland Road in the vicinity of the intersection is subject to a 70 kilometres per hour speed limit and forms part of the over-dimension route network. Mairehau Road is subject to an 80 kilometres per hour speed limit.
- 3.5 The intersection is currently a T-junction with Mairehau Road in an east-west direction and Marshland Road in a north-south direction. Marshland Road north approach to the intersection has one lane for through traffic and a left turn lane for eastbound traffic. The Marshland Road south approach to the intersection has one lane for through traffic and a right turn bay for eastbound traffic. Mairehau Road is controlled by a Give Way control with one lane for southbound traffic and one lane for northbound traffic (a separate right turn lane and a separate left turn lane).
- 3.6 Although there is no specific parking provision on Marshland Road, parking can be undertaken along the road shoulder or grass berm adjacent to the on-road cycle lane. On Mairehau Road, parking is possible along the road shoulder.
- 3.7 Marshland Road is identified as a local cycle route within the Christchurch Transport Strategic Plan 2012-2042 (CTSP) and the Cycle Design Guide. Mairehau Road is not identified as a local cycle route. There are existing cycle lanes on Marshland Road and no cycle facilities on Mairehau Road. Cycle counts undertaken in June 2013 indicate that fewer than seven cyclists per 1.5 hour period (non peak) use the intersection.
- 3.8 There are no footpaths at the intersection; however there is a wide road shoulder on the east side of Marshland Road north of the intersection and a traffic island on Mairehau Road with cut-downs to assist pedestrians. A pedestrian count undertaken in June 2013 recorded no pedestrians during the four hour period of the survey. There are anecdotal reports of pedestrians walking from south of the Queen Elizabeth II Drive (QEII) intersection to the Buddhist property further north.
- 3.9 There are bus stops on both sides of Marshland Road just north of the Marshland Road/McSaveney's Road intersection and on Mairehau Road just east of the intersection. Bus services are infrequent and boarding numbers are low at all these bus stops. Environment Canterbury (Ecan) have indicated that they wish to retain the bus stops. All four stops will be moved away from the intersection as part of the project.
- 3.10 There are overhead services on the west side of Marshland Road and Mairehau Road, and open timber boxed drains along the west side of Marshland Road from QEII Drive to Prestons Road, known as Canal Reserve Drain, and along the south side of Mairehau Road.
- 3.11 An average of two reported crashes per year occurred at and within 50 metres of the intersection during the five years from 2008 to 2012, mainly vehicles turning right from Mairehau Road and crashing with vehicles (predominantly travelling southbound) on Marshland Road. None of the crashes involved cyclists or pedestrians. Three crashes resulted in minor injury, seven crashes were non-injury crashes and no fatal crashes were recorded.
- 3.12 There are proposed infrastructure and land use changes that could affect the operation of Marshland Road and future demands for the link. These include Plan Change 30 Prestons Development, Plan Change 67 Highfield Park and the Burwood Hospital Redevelopment; the Northern Arterial Road, the Northern Arterial Extension; and the Western Belfast Bypass. The QEII Drive / Marshland Road intersection signalisation was completed earlier in 2013 and was designed to ease congestion and increase intersection safety.

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3.13 Plan Change 30 Prestons, which was approved after the earthquakes to release land for housing for red zone residents, had several conditions, one of which (10.3.9 Staged Development – residential and other activities) stated that:

3.13.1 No non-residential activities and not more than 400 residential units shall occur in the Living G Prestons Zone until upgrades of the Marshland Road/Mairehau Road, Marshland Road/Prestons Road, Mairehau Road/Burwood Road, and Lower Styx Road/Marshland Road intersections have commenced.

3.14 Additional modelling was undertaken by the Council following the approved land use changes (Prestons), to ensure that the design of the intersection in the City Plan would still cater for the predicted traffic volumes. The modelling assessment undertaken shows that the proposed Council design, with two northbound lanes on the south approach to the intersection, would be more appropriate for the intersection and would be co-ordinated with the nearby Marshland Road/QEII signal controlled intersection.

Legal considerations

3.15 Part 1, Clause 5 of the Christchurch City Council Traffic Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

3.16 The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule Traffic Control Devices 2004.

3.17 Land purchase of a small segment of 21 Mairehau Road for this intersection development is under negotiation.

3.18 There are no Notable or Heritage trees shown in the City Plan or on Webmap.

3.19 All necessary Resource Consents and Building Consents will be obtained before any construction is undertaken.

3.20 All work will be carried out by a Council approved contractor with the appropriate health and safety work site management controls in place.

4. COMMENT

4.1 The objectives of this project are:

4.1.1 To increase capacity at the Marshland Road/Mairehau Road intersection by implementing traffic signals, to accommodate development traffic, ensuring that the intersection has good co-ordination with the recently completed Marshland Road/QEII intersection to avoid any queuing back into this intersection from the Marshland Road / Mairehau Road intersection.

4.1.2 To address any safety issues at the intersection.

4.2 The proposal is to change the existing give way controlled T-intersection to a traffic signal controlled intersection (refer **Attachment 1**). The intersection layout will be as follows:

4.2.1 A two lane approach on Marshland Road (north) will accommodate a single dedicated through southbound lane, and a shared through and left lane within the existing land available on Marshland Road.

4.2.2 A three lane approach on Marshland Road (south) will accommodate two dedicated northbound through lanes and a dedicated right turn lane within the existing land available on Marshland Road.

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- 4.2.3 A solid 2.5 metre wide median island along Marshland Road on the north side of the intersection, extending to the intersection with McSaveney's Road, which will separate the two northbound lanes and two southbound lanes, and will prevent right turns into and out of the business property at 289 Marshland Road. This is a safety requirement. The property at 289 Marshland Road has alternative access on McSaveney's Road. The owners would prefer not to have the restriction and to have full access.
- 4.2.4 A 2.5 metre wide flush median at Marshland Road/McSaveney's Road intersection will provide a safe refuge area for vehicles waiting to right turn into and out of McSaveney's Road.
- 4.2.5 The two northbound through lanes on Marshland Road will continue 95 metres past the intersection, and then they will merge.
- 4.2.6 A two lane approach on Mairehau Road will accommodate a left turn slip lane controlled by a give-way, and a dedicated right turn lane, controlled by traffic signals. A cycle lane is provided for right turning cyclists on Mairehau Road. Land is required to be purchased on the northern side of the intersection to accommodate the design of this approach.
- 4.2.7 1.8 metres wide cycle lanes will be provided on both sides of Marshland Road. The cycle lane across the Mairehau Road leg will have coloured surfacing. A signalised cycle crossing across the Marshland Road (north) arm will enable less confident eastbound cyclists on Marshland Road to access Mairehau Road.
- 4.2.8 30 metres of proposed path on the west side of the intersection enables eastbound cyclists on Marshland Road to access the signalised crossing at the intersection. 30 metres of proposed path on the north side of Mairehau Road enables eastbound cyclists to transition back onto the on-road cycle lane.
- 4.2.9 A cycle bypass in the form of two cut-down kerbs with green colour surfacing has been added at the intersection for northbound cyclists.
- 4.2.10 Two existing bus stops on Marshland Road will be moved 110 metres further north on Marshland Road to south of the driveway of Number 310 Marshland Road, and to the south of the driveway of 77 McSaveney's Road, on the Marshland Road frontage. No additional footpaths are to be included for the relocated bus stops.
- 4.2.11 Two existing bus stops on Mairehau Road are to be moved 56 metres east, with the eastbound stop being just west of the western access to 21 Mairehau Road and the westbound stop being opposite to and slightly east of this access. A small sealed area with a pedestrian safety fence will be provided for the waiting area at the bus stops. No additional footpaths are to be included for the relocated bus stops.
- 4.2.12 The traffic signals are proposed to operate on three phases. The through movement on Marshland Road and left turners on Marshland Road (north) would operate in the first phase. The second phase would be for right turners and eastbound cyclists on Marshland Road (south). The third phase for left turns on Marshland Road (north) and left and right turners on Mairehau Road. The left turn from Mairehau Road is a Give Way.
- 4.2.13 There is room available for a future two metre wide footpath on the east side of Marshland Road from Mairehau Road, connected to the existing footpath at the Marshland Road / QEII intersection. This work is additional to the proposal and is not being undertaken as part of the intersection works. There is room available for a future two to three metre wide footpath on the south side of Mairehau Road at the intersection. This work is additional to the proposal and is not being undertaken as part of the intersection works.

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- 4.2.13 Approximately 245 metres of the existing Canal Reserve Drain is to be piped to accommodate the proposed intersection layout.
- 4.2.14 It is proposed that a post and cable fence along the Marshland Road frontage of 287 and 289 Marshland Road will be built to deter vehicles from driving into the property, because the open drain which acted as a barrier to the property is being filled in.
- 4.2.15 The existing water pump at the southern boundary of 287 Marshland Road will be removed by the property owner as its location conflicts with the road widening.

Consultation

- 4.3 The scheme plan was presented to the Burwood / Pegasus Community Board on 2 September 2013 and to the Shirley / Papanui Community Board on 18 September 2013. Board members were positive about the proposal. Public consultation of the proposed design was undertaken between 4 October 2013 and 4 November 2013. Details of the feedback with staff responses are in **Attachment 2**.
- 4.4 84 responses were received, with 79 percent specifying support of the proposal, and 19 percent not supporting the proposal. 70 of the responses contained comments. Most of the 22 supportive comments said that the proposal will improve conditions on what is considered an unsafe and difficult intersection. Issues raised included:
 - 4.4.1 Opposition to the removal of a right turn into and out of McSaveney's Road;
 - 4.4.2 Two requests for a fence to provide privacy and security that will be removed by the covering of the drain along Marshland Road;
 - 4.4.3 Concerns about the lack of a dedicated left turn lane for southbound traffic turning into Mairehau Road;
 - 4.4.4 Safety concerns with the lack of a dedicated lane on Marshland Road for vehicles turning left out of Mairehau Road;
 - 4.4.5 Request for an uncontrolled northbound lane on Marshland Road;
 - 4.4.6 Requests for pedestrian facilities on Marshland Road to QEII Drive and at the intersection;
 - 4.4.7 Concerns about safety of cyclists on several parts of the intersection;
 - 4.4.8 Safety concerns about two of the proposed bus stop locations;
 - 4.4.9 Several requests for lower speed limits on Marshland Road;
 - 4.4.10 Concerns from neighbouring property owners about surface water currently draining off Marshland Road onto their properties;
 - 4.4.11 Other localised drainage and piping concerns; and
 - 4.4.12 A request for more parking opposite the vegetable shop on Mairehau Road.
- 4.5 The following changes have been made to the plan as a result of consultation feedback:
 - 4.5.1 The median island on Marshland Road has been shortened to McSaveney's Road to enable right turn movements in and out of McSaveney's Road.

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- 4.5.2 The flush median and median island have been widened from two metres to 2.5 metres to provide a safe refuge area for vehicles waiting to right turn in and out of McSaveney's Road. The widths of the traffic lanes on both sides of the median island were altered to accommodate the flush median. Turning volume counts were undertaken at the Marshland Road/McSaveney's Road intersection and at the property access to 289 Marshland Road on Marshland Road show the Marshland Road/McSaveney's Road intersection has a low number of right turn movements. Most of the turning movements were undertaken during the off peak hours.
- 4.5.3 A long vehicle cutdown was considered in the median island on Marshland Road at 289 Marshland Road. The long cutdown would have enabled vehicles with a trailer to be able to wait in the median island and turn right into and out of 289 Marshland Road. The proposed cutdown in the median island has been safety audited. The safety auditors have significant safety concerns with the provision of right turn movements into and out of the property, and there is an alternative access to the property on McSaveney's Road. The vehicle cutdown in the median island has therefore been removed from the proposal.
- 4.5.4 A cycle bypass in the form of two cutdown kerbs with green colour surfacing has been added at the intersection for northbound cyclists. The cycle bypass enables through cyclists to continue on Marshland Road during the right turn signal phase on Mairehau Road and Marshland Road South. Give way control is to be placed on the path where the cyclists exit the bypass and rejoin the carriageway.
- 4.5.5 No Stopping restrictions have been extended along the cycle lanes on Mairehau Road to maintain sufficient room for traffic and cyclists on Mairehau Road near the intersection.
- 4.5.6 The relocated bus stop on the north side of Mairehau Road has been moved closer to Marshland Road. The bus stop was moved due to insufficient berm space available between the existing open drain and the carriageway. The bus stop is now located west of the western access to 21 Mairehau Road. Alternative locations were considered for the bus stop on the north side but these locations are either too close to the signalised intersection or too far away from the intersection.
- 4.5.7 The relocated bus stop on the south side of Mairehau Road is to be moved closer towards Marshland Road due to the bus stop on the north side being moved. A pedestrian safety fence is proposed at the waiting area at the bus stop to protect pedestrians from the risk of falling into the existing timber boxed drain next to the bus stop. Adjacent property owners were consulted and at the time of writing staff are negotiating with these neighbours to resolve the issues raised. Details are provided in **Attachment 2**.
- 4.5.8 There is an existing water pump located within the road reserve near the southern boundary of 287 Marshland Road. The water pump is owned by the property owner at 287 Marshland Road. It conflicts with the proposed road widening on Marshland Road. The property owner at 287 Marshland Road will be responsible for the relocation or disestablishment of the water pump prior to the start of construction.
- 4.5.9 It is proposed that a post and cable fence be provided along the Marshland Road frontage of 287 and 289 Marshland Road to deter vehicles from driving into their properties, since the existing drain has given this protection in the past. This work is additional to the project and additional funding has been approved by the project sponsor.

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- 4.6 The recommendations align with Christchurch Transport Strategic Plan 2012-2042, and with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

Notes to the resolutions

- 4.7 There are existing no stopping parking restrictions and cycle lanes on both sides of Marshland Road from Queen Elizabeth II Drive to Prestons Road. These parking restrictions have been resolved by the Shirley / Papanui Community Board on 16 February 2011, and by the Burwood / Pegasus Community Board on 18 July 2011.
- 4.8 There will be no change to the existing no stopping parking restrictions and cycle lanes, on both sides of Marshland Road from Queen Elizabeth II Drive to Prestons Road as part of the proposal, except for the relocated bus stops on Marshland Road north of McSaveney's Road.
- 4.9 There is a minor difference between the length of the existing and new resolutions on the east side of Marshland Road. The difference is due to the offset between the existing and proposed kerb line on Mairehau Road.
- 4.10 The resolutions required to authorise the recommended parking restrictions and traffic controls follow:
- 4.11 The recommendations align with Christchurch Transport Strategic Plan 2012-2042, and with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

5. FINANCIAL IMPLICATIONS

- 5.1 The Intersection Improvement works for the Marshland Road / Mairehau Road intersection are programmed in the 2013 Three Year Plan, under Road Network – BAU Growth (page 23). Based on current estimates, staff believe that there is sufficient funding in the budget to implement the proposed plan.
- 5.2 New Zealand Transport Agency (NZTA) funding has been requested for this project.

6. STAFF RECOMMENDATION

It is recommended that the Burwood / Pegasus and Shirley / Papanui Community Boards recommend that the Council:

- 6.1 Approve that the intersection of Marshland Road and Mairehau Road be controlled by traffic signals (lights);
- 6.2 Authorise the recommended parking restrictions and traffic controls as follows;

Revoke existing Give Way

- 6.2.1 That the existing Give Way control on Mairehau Road at its intersection with Marshland Road be revoked.
- 6.2.3 That the existing Give Way control on McSaveney's Road at its intersection with Marshland Road be revoked.

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Install new intersection controls

- 6.2.4 That all road approaches at the intersection of Mairehau Road and Marshland Road, except the Mairehau Road left turn slip lane, be controlled by Traffic Signals in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices (2004).
- 6.2.5 That a Give Way control be placed against the Mairehau Road left turn slip lane at its intersection with Marshland Road.
- 6.2.6 That a Give Way control be placed against the McSaveney's Road approach at its intersection with Marshland Road.

Revoke existing and install new parking restrictions on Marshland Road

- 6.2.7 That the existing bus stop on the east side of Marshland Road at its present position commencing at a point 184 metres north of its intersection with Mairehau Road and extending 13 metres in a northerly direction be revoked.
- 6.2.8 That the stopping of vehicles be prohibited at any time on the east side of Marshland Road commencing at a point 181 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 13 metres.
- 6.2.9 That all existing parking and stopping restrictions on the east side of Marshland Road commencing at a point 268 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres be revoked.
- 6.2.10 That a bus stop be installed on the east side of Marshland Road commencing at a point 265 metres north of its intersection with Mairehau Road and extending in a northerly direction for a distance of 14 metres.
- 6.2.11 That the existing bus stop on the west side of Marshland Road at its present position commencing at a point 18 metres north of its intersection with McSaveney's Road and extending 14 metres in a northerly direction be revoked.
- 6.2.12 That the stopping of vehicles be prohibited at any time on the west side of Marshland Road commencing at a point 18 metres north of its intersection with McSaveney's Road and extending in a northerly direction for a distance of 14 metres.
- 6.2.13 That all existing parking and stopping restrictions on the west side of Marshland Road commencing at a point 125 metres north of its intersection with McSaveney's Road and extending in a northerly direction for a distance of 14 metres be revoked.
- 6.2.14 That a bus stop be installed on the west side of Marshland Road commencing at a point 125 metres north of its intersection with McSaveney's Road and extending 14 metres in a northerly direction.

Revoke existing and install new parking restrictions on Mairehau Road

- 6.2.15 That all existing parking and stopping restrictions on the north side of Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 129 metres be revoked.
- 6.2.16 That the stopping of vehicles be prohibited at any time on the north side of Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 111 metres.

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- 6.2.17 That a bus stop be installed on the north side of Mairehau Road commencing at a point 111 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 14 metres.
- 6.2.18 That the stopping of vehicles be prohibited at any time on the north side of Mairehau Road commencing at a point 125 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 4 metres.
- 6.2.19 That all existing parking and stopping restrictions on the south side of Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 163 metres be revoked.
- 6.2.20 That the stopping of vehicles be prohibited at any time on the south side of Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 110 metres.
- 6.2.21 That the stopping of vehicles be prohibited at any time on the south side of Mairehau Road commencing at a point 137 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 4 metres.
- 6.2.22 That a bus stop be installed on the south side of Mairehau Road commencing at a point 141 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 14 metres.
- 6.2.23 That the stopping of vehicles be prohibited at any time on the south side of Mairehau Road commencing at a point 155 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 8 metres.

Install new shared pedestrian/cycle path

- 6.2.24 That the pathway on the east side of Marshland Road commencing at its intersection with Mairehau Road and extending in a northerly direction for a distance of 19 metres be resolved as a shared pedestrian/bicycle pathway.
- 6.2.25 That the pathway on the west side of Marshland Road commencing at a point 124 metres south of its intersection with McSaveney's Road and extending in a southerly direction for a distance of 45 metres be resolved as a shared pedestrian/bicycle pathway.
- 6.2.26 That the pathway on the north side of Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 26 metres be resolved as a shared pedestrian/bicycle pathway.

Install new cycle lanes

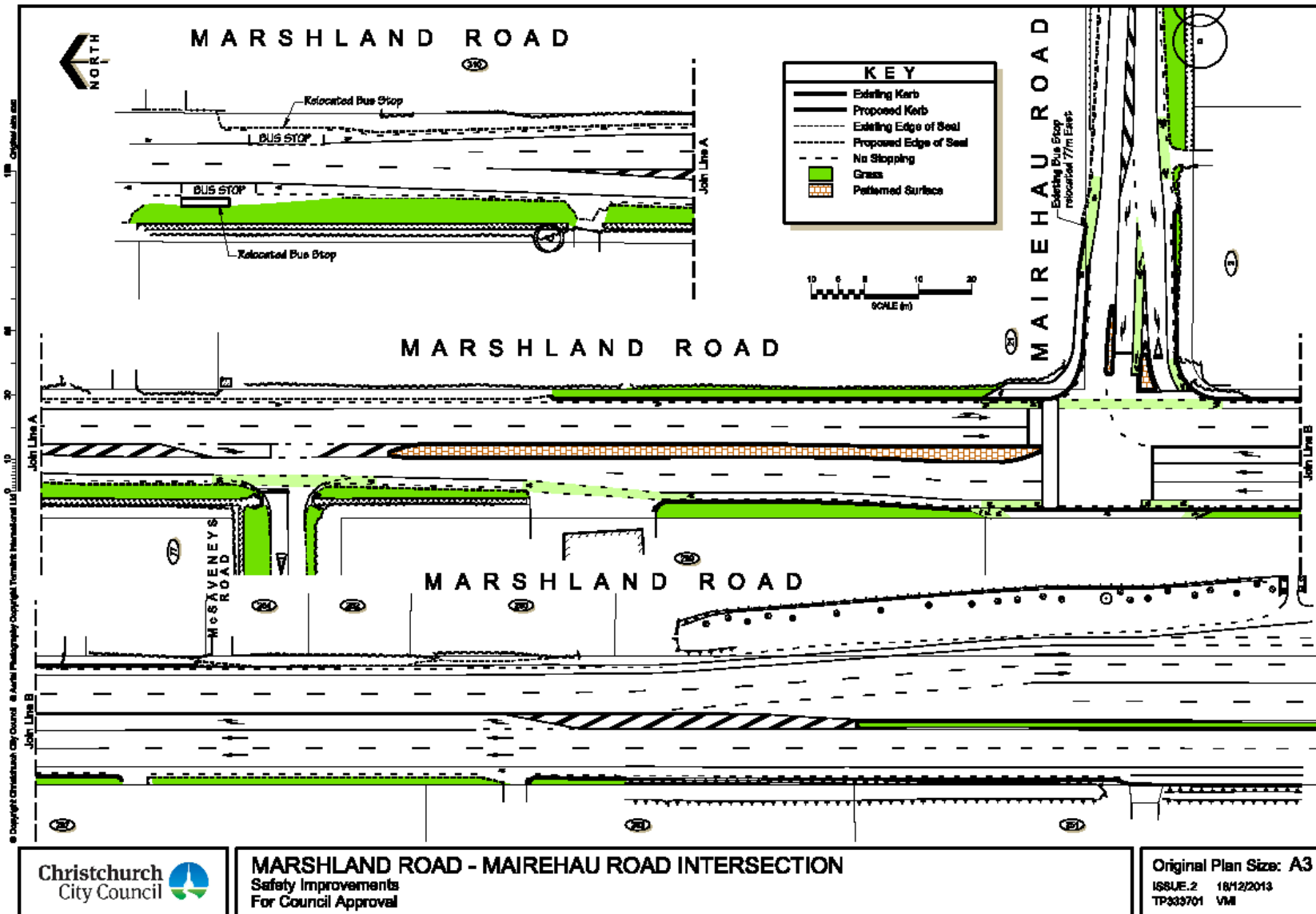
- 6.2.27 That a special vehicle lane for the use of eastbound bicycles only be established on the north side of Mairehau Road against the kerb or edge of seal, commencing at a point 26 metres east of its intersection with Marshland Road and extending in an easterly direction for a distance of 16 metres.
- 6.2.28 That a special vehicle lane for the use of westbound bicycles only be established on the south side of Mairehau Road against the kerb or edge of seal, commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 55 metres.
- 6.2.29 That a special vehicle lane for the use of westbound bicycles only be established between the left turn and right turn traffic lanes on Mairehau Road on the approach to Marshland Road commencing at the intersection with Marshland Road and extending in an easterly direction for a distance of 33 metres.

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6.3 Authorise that the project proceed to final design, tender and construction.



Marshland Road Mairehau Road Intersection Improvements

PUBLIC CONSULTATION REPORT

The scheme plan was presented to Burwood Pegasus Community Board on 2 September 2013 and to Shirley Papanui Community Board on 18 September 2013. Board members were positive about the proposal.

Community consultation of the proposed design was undertaken between 4 October and 4 November 2013. Leaflets were delivered to residents and owners of properties in the immediate area and extending toward the west along McSaveney's Road to Hills Road, and east to and including Burwood Hospital, Burwood Road between Windsor School and Rothesay St, Greenhaven Drive and adjoining streets, Chartwell Street and adjoining streets, including some properties on Prestons Road, those between Mairehau Road and QEII Drive. Email and paper information leaflets were also sent to transport related stakeholders, residents groups and Neighbourhood Support groups. A project information meeting held at the Marshland Primary School Library on 23 October 2013 was attended by 7 local residents. Subsequently phone calls were made to owners of four immediately neighbouring properties who had not provided a submission.

Responses were received from 84 people or organisations. Sixty six of these indicated support of the project while 16 ticked the box indicating that they did not support the proposal and two did not indicate either way. All except 14 respondents made a comment and these are summarised below.

Formal submissions were received from Spokes, Royal NZ Foundation for the Blind; Medical Officer of Health, Canterbury District Health Board, Community and Public Health; Prestons Road Limited, C/- Rhedyn Law and David McMahon at Resource Management Group Limited (concerned about the impact of this plan on Prestons subdivision consents – a matter which has been dealt with by staff); Parafed Canterbury and St Marks Anglican Church.

Details of the submissions and comments received are summarised in the table below.

Support	Number of Responses	% of Total Responses
Specified support	66	79%
Specified they do not support	16	19%
No specification	2	2%
Commented	70	83%
Did not comment	14	17%
Total	84	100%

ATTACHMENT 2 TO CLAUSE 3 Cont'd

SUMMARY OF ISSUES RAISED, WITH RESPONSES FROM PROJECT TEAM MEMBERS

General supportive comments	Team responses
<p>Summary: 22 comments <i>Generally in support – most indicated that the proposal will improve conditions on what is considered an unsafe and difficult intersection.</i></p>	
Miscellaneous – other intersections, traffic signal and lane issues	Team responses
<p>Summary:</p> <ul style="list-style-type: none"> • <i>Too many sets of signals close together</i> • <i>Problem only 1.5 hours at peaks</i> • <i>Link traffic signals on both QEII and Mairehau intersections</i> • <i>Suggestion for 4 laning more of Marshland Road, and a suggestion for dedicated truck lanes, with separate bus lanes and or extra left hand lanes.</i> • <i>Request to remove the power pole and trees at the corner of Marshland and Mairehau Roads.</i> 	<ul style="list-style-type: none"> • <i>Coordinated signals at all main intersections leading on to Marshland Road is required to manage and provide safely for the future increase in traffic relating to the new residential subdivisions.</i> • <i>Traffic projections show that the peaks will become busier, and overall traffic volumes much higher over the next 20 years, and that these measures are vital to ensure traffic flow.</i> • <i>These sets of signals will be linked.</i> • <i>There is insufficient road width to 4 lane the entire length of Marshland Road,</i> • <i>unless property purchases were made. There is no budget provision for this and unlikely to be so in the future.</i> • <i>There will be some clearing of tree growth and vegetation to ensure full visibility at this intersection.</i>
Right in/out of McSaveney's Road	Team responses
<p>Summary: 16 submissions</p> <ul style="list-style-type: none"> • <i>12 oppose the removal of a right hand turn in and out of McSaveney's Road.</i> • <i>Several are from business that will be negatively affected.</i> • <i>A request for cut down through the median to enable turning in and out of Motorcycle shop.</i> • <i>One submission from a resident of McSaveney's indicates they are not bothered by the lack of a right turn.</i> • <i>One mentions that drivers will U turn at the intersection after turning left out of McSaveney's Road.</i> 	<ul style="list-style-type: none"> • <i>The plan has been amended to allow the right turn in and out of McSaveney's Road.</i>
Private issues relating to frontage of 287 and 289 Marshland Road	Team responses
<p>Summary</p> <ul style="list-style-type: none"> • <i>Two properties on the west side of Marshland Road may be exposed due to the fence line being well outside the boundary. More information about this will be known during the detail design stage.</i> 	<ul style="list-style-type: none"> • <i>As the removal of the drain has exposed these fields to the possibility of vehicles driving onto private property, the project will include the provision of a post and wire fence along this road boundary. The Council is not obliged to fence a road in this way.</i>

ATTACHMENT 2 TO CLAUSE 3 Cont'd

<p>Request for a dedicated left lane for southbound traffic turning in to Mairehau Road</p>	<p>Team responses</p>
<p>Summary</p> <ul style="list-style-type: none"> • Two submissions and discussion at the public meeting • One suggests that the shared left in/straight-through southbound lane will back up and would be better to be dedicated left turn. • This proposal links to the following set of comments about confusion arising for drivers turning left out of Mairehau Road when traffic is approaching from the north. 	<ul style="list-style-type: none"> • The proposed lane configuration is necessary to provide adequate capacity at the intersection. • The signal phasing will enable left turning and straight through traffic to share the left lane without compromising efficiency. • The signal phases for the right turning traffic will provide periods when there is no southbound traffic approaching to be in conflict with the left turn out.
<p>Left turn south out of Mairehau Road</p>	<p>Team responses</p>
<p>Summary</p> <ul style="list-style-type: none"> • Two submissions and discussion at the public meeting • There are concerns about southbound vehicles turning left from Mairehau Road into Marshland Road, either waiting for a gap in the southbound traffic because they cannot be sure whether they are going to turn left into Mairehau Road or proceed straight and be in conflict. This 'pause' causes a backlog to build up on Mairehau road despite there being a free left turn. • In addition, some drivers pull out onto Marshland Road in front of fast moving southbound straight through vehicles. • Submitters request a controlled left turn rather than a free turn, and /or a designated left hand lane on Marshland Road for left turning traffic coming out of Mairehau Road, with some kind of physical protection to prevent the Marshland Road traffic moving into that left lane. 	<ul style="list-style-type: none"> • The signal phases for the right turn in and the right turn out of Mairehau Road will allow opportunities for the free left turn out onto Marshland Road with no conflict with straight through southbound vehicles. • A dedicated left turn arrow would add another phase which would hold up the traffic on Marshland Road and reduce the capacity and efficiency of the intersection.
<p>Straight ahead north bound on Marshland Road</p>	<p>Team responses</p>
<p>Summary</p> <ul style="list-style-type: none"> • Request for continuous uncontrolled through lane northbound. • Concerns about merging traffic. 	<ul style="list-style-type: none"> • A continuous northbound lane would not allow for traffic including cycles to turn right out of Mairehau Road. It would also disallow the special cycle crossing arrangement. • The merge lanes are similar to those in use in many intersections around the city and motorists in general manage merging, although some public education could improve driver behaviour.

ATTACHMENT 2 TO CLAUSE 3 Cont'd

Pedestrian issues	Team responses
<p>Summary – 3 submissions</p> <ul style="list-style-type: none"> • Requests for full pedestrian paths to be included in the current project, including along Marshland Road to QEII Drive. • Request for provision for future footpaths • Request for pedestrian facilities at signals as well. • Request for shared paths or footpaths especially to the bus stops. • Request for pedestrian facilities on all signalised crossing points. • Concern about pedestrian safety at bus stops on Mairehau as there is a ditch. 	<ul style="list-style-type: none"> • There is very low pedestrian use of the roadside at present and nothing planned in this proposal will prevent a pedestrian path or shared path and pedestrian signals facilities being installed in future. The current signals proposal provides for cyclists and not for pedestrians. • Staff have proposed an alternative location for the bus stops on Mairehau Road after being advised of a ditch at the proposed location.
Cycling issues	Team responses
<p>Summary - 8 submitters</p> <ul style="list-style-type: none"> • Overall significant concern about provision for safe cycling at this intersection. • Request for cycle lanes on Marshland Road. • Request for flexiposts or similar for cyclists turning left out of Mairehau Road as left turning cars encroach on cycle lanes. • Concern for safety of cyclists as cars merge on Marshland Rd north of the intersection – anticipating that they will encroach on the cycle lane because the merge distance is short – suggesting a separation by a small island. • Request for northbound cyclists to be able to jump the signals by using the off road cycle path. • Request for cycle path behind the bus stop as in Christchurch City Council Bus stop guide. • Request for shared paths or footpaths especially to the bus stops. 	<ul style="list-style-type: none"> • The team considers that provision for cyclists is adequate. • Flexiposts are allowed only on certain sites and are not a standard facility. This is not an allowed site. However staff are investigating the safety of the area where the end of the cycle path and the merge point coincide. • Staff accepted the suggestion of extending the AC path and cut down to enable northbound cyclists to bypass the red stop signal. • There is insufficient road width to enable a cycle lane to go behind the bus stops in this area. Staff are investigating referring this to the appropriate team for consideration as a future project if bus services become more frequent on Marshland Road. • This will be considered in future if bus services and pedestrian use of Marshland Road increase. However it is thought that ECan may not route bus services along Marshland Road once the Prestons subdivision develops.
Public Transport	Team responses
<p>Summary</p> <ul style="list-style-type: none"> • Neighbouring residents concerns about proposed new bus stop location on west side of Marshland Road being too close to 297. • Concern about proposed new location for Mairehau Road bus stop north side having insufficient space between road and ditch. • One comment in support of vege shop bus stop location. 	<ul style="list-style-type: none"> • Staff reassured residents that the Marshland Road bus stops will be set back off the road and should not interfere with access to the vegetable shop. When the infrequent bus actually stops, it will in most cases not stop for longer than 20 seconds or so, and therefore should not result in delays for emerging vehicles. • Staff are investigating the proposed locations on Mairehau Road with regard to this information and will work to find a safe location.

ATTACHMENT 2 TO CLAUSE 3 Cont'd

Speed limits	Team responses
<p>Summary</p> <ul style="list-style-type: none"> • <i>Requests for reduction in speed limit to 50k/hr.</i> 	<ul style="list-style-type: none"> • <i>Council is reviewing the speed limit of Marshland Road north of QEII Drive. This is in response to a high number of reported crashes and proposals to signalise intersections at Mairehau Road, Prestons Road and Lower Styx Road.</i>
Road surface/ drainage/ boundary issues	Team responses
<p>Summary</p> <ul style="list-style-type: none"> • <i>Road surface in this area is uneven</i> • <i>Adjacent land owners on the north side of Marshland Road (264 Marshland and 21 Mairehau Road) noted that there is road water run off coming into their land, especially in the case of 264 Marshland Road, since the NZTA project at the QEII Drive intersection changed the land form on Marshland Road. They would like this flooding rectified in this project.</i> • <i>Concerns about losing privacy if trees are removed on boundary.</i> • <i>Concerns about losing boundary protection along Marshland Road west side where the drain will be enclosed – there is no fence there as the drain has provided separation and property owner would like Council to replace with a fence.</i> • <i>Concerns about the water pump at the southern end of 287 being moved or compromised.</i> • <i>Request for piping to extend north of the 289 bridge, and for a driveway entrance to be widened.</i> • <i>Are there any new sewer pipes planned.</i> 	<ul style="list-style-type: none"> • <i>There is some work to be done to the road surface within this intersection project, but this may not solve these issues. Staff have referred the issue to the appropriate part of Council for action.</i> • <i>The flooding issue is being attended to.</i> • <i>Some clearing of trees will be necessary on the corner but mostly to reduce the height of the trees.</i> • <i>A post and wire fence has been added to the project. .</i> • <i>The water pump is to be moved by the owner.</i> • <i>There is insufficient budget for this.</i> • <i>No.</i>
Parking	Team responses
<p>Request for more car parking opposite the Vege shop on Mairehau Rd.</p>	<ul style="list-style-type: none"> • <i>There is no space for further street parking in this area. It is up to the business operator to provide more off street parking – this is outside the scope of this project.</i>

BUS STOP CONSULTATION

Bus stops on Marshland Road

The adjacent property owner on the south side of Marshland Road sent feedback with an objection to the bus stop outside 77 McSaveney's being moved north. They were not in support of new location as they commented they were 'too close to the Vegeland' shop on the opposite side of road and close to neighbours at 297 Marshland where there are already numerous 'incidents' with traffic turning in and out of Vegeland – it also impedes vision when exiting this entrance of 297 and insufficient space when turning out of Vegeland with the new bus stop location by 310 Marshland Road.

Staff phoned this owner and explained that the bus stop in this location would not create any more safety issues for U-turning traffic leaving the vege shop. In fact the presence of a bus stop in both locations would mean that cars could not park there at any time and therefore the visibility for cars emerging from the vege shop car park would have better view of the road than if cars were parked there, except for the few moments now and then that a bus was stopped there. If a bus was there, motorists would be wise to wait until their view was clear – only a few seconds..

No response was received from owners of 287. We made contact with a person who lives on the property from time to time who appears to manage the property and spoke with authority on their behalf, advising that they live overseas most of the time. He said that he believed the owners would not object to the placement of the bus stop near their gateway.

The owner of 21 Mairehau Road and 310 Marshland Road had no objection to the bus stop being moved to outside the vege shop on Marshland Road.

Bus stops on Mairehau Road

The owner of 21 Mairehau Road pointed out that the first location proposed for relocating the bus stop pair on Mairehau Road was impractical, because there was insufficient space for the bus to stop and passengers to wait beside a drain. It is beyond the budget and extent of this project to pipe this drain.

A second proposal directly outside 21 Mairehau Road was not acceptable to the owner because it would result in a loss of on-street parking that is essential for the retail business there.

A third and final location is that shown on the final plan, west of the vege shop entrance. Loss of approximately two street car parking spaces will be necessary in this location.

The owners are still unhappy about this proposed location.

The owner of 80 Mairehau Road had no objection to the first re- location to the east of the vege shop, on the south side. Because ECan wants the stops to be set out in pairs as near as possible to each other, this south side stop is to be located opposite the vege shop. At the time of writing, staff have made several unsuccessful attempts to contact the owner about this third proposal. A letter was hand delivered to the business on the property on 22 Jan 2014 with a request that it be given to another of the owners, brother of the first contact. From the earlier discussions staff do not expect that these owners will object to the final proposed location of the bus stop.