

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

**JOINT EXTRAORDINARY MEETING  
AGENDA**

**THURSDAY 18 JULY 2013**

**AT 4PM**

**IN THE BOARD ROOM, PAPANUI SERVICE CENTRE  
CORNER LANGDONS ROAD AND RESTELL STREET, PAPANUI**

**Burwood/Pegasus  
Community Board:** Linda Stewart (Chairperson), Tim Baker, Peter Beck, David East, Julie Gorman,  
Glenn Livingstone, and Tim Sintes.

**Shirley/Papanui  
Community Board:** Chris Mene (Chairperson), Anna Button, Ngaire Button, Kathy Condon, Pauline Cotter and  
Aaron Keown.

**Community Board Adviser**  
Peter Croucher  
Phone 941 5414 DDI  
Email: [peter.croucher@ccc.govt.nz](mailto:peter.croucher@ccc.govt.nz)

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

<b>INDEX</b>		<b>PG NO</b>
<b>PART C</b>	<b>1. APOLOGIES</b>	<b>2</b>
<b>PART B</b>	<b>2. DEPUTATIONS BY APPOINTMENT</b>	<b>2</b>
	2.1 Resource Management Group Ltd	
	2.2 Foodstuffs South Island Ltd	
<b>PART A</b>	<b>3. MARSHLAND ROAD/PRESTONS ROAD INTERSECTION</b>	<b>3</b>

**1. APOLOGIES**

Ngaire Button.

**2. DEPUTATIONS BY APPOINTMENT**

**2.1 RESOURCE MANAGEMENT GROUP LTD**

Andy Carr of RMG, representing Ngai Tahu Ltd and CDL LTD as part of the Prestons Road Ltd ("Prestons") group wishes to comment on the proposed signalisation.

**2.2 FOODSTUFFS SOUTH ISLAND LTD**

Andy Carr, representing Foodstuffs South Island Ltd. will attend to make the Boards aware of the effects of the proposed signalisation of the Prestons/Marshland intersection on the recently consented New World, located to the east of the intersection.

### 3. MARSHLAND ROAD/PRESTONS ROAD INTERSECTION

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941 8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Christine Toner, Consultation Leader – Transport

#### PURPOSE OF REPORT

1. The purpose of this Part A report is to ask the Shirley/Papanui Community Board and the Burwood/Pegasus Community Board to recommend that the Council revoke the roundabout control detailed in this report and approve that the intersection of Marshland Road and Prestons Road be controlled by traffic signals (lights) and to authorise that the project proceed to final design, tender and construction.

#### EXECUTIVE SUMMARY

2. The intersection of Marshland Road and Prestons Road (both minor arterial roads) currently takes the form of a roundabout. Until recently each approach to the intersection had one lane for all turning movements, but following the 2011 Earthquakes, the Marshland Road and Prestons Road approaches were modified to two lanes to enhance capacity of the intersection. The speed limit on Marshland Road is 70 kilometres per hour, and on Prestons Road is 80 kilometres per hour. There is a 40 kilometres per hour school zone on Prestons Road (west).
3. There are time restricted parking restrictions outside the school and no stopping restrictions on all approaches except the northern arm of Marshland Road.
4. The Traffic and Parking Bylaw 2008 lists cycle lanes on both sides of Marshland Road south of the intersection, and also on both sides of Prestons Road. In some areas of the intersection the marking is currently not clear and in some areas it has not been scheduled. Some areas will not be changed. As a result of this project, all no stopping marking and cycle lanes in the extent of the intersection will be clarified and marked.
5. There is one bus route that uses this section of Marshland Road.
6. There were 29 reported crashes at and within 50 metres of the intersection during the five year period from 2008 to 2012. These involved three serious injury crashes, five minor injury crashes and 21 non-injury crashes. The highest proportion of crashes involved vehicles turning and colliding with vehicles on the circulatory carriageway, followed by loss of control crashes at the intersection. There was one reported crash involving a pedestrian resulting in a serious injury, and two crashes involving cyclists (one minor injury and one serious injury).
7. Prior to the earthquakes, when there were single lane approaches, there was significant queuing in the morning peak hour on Marshland Road (north) and on Prestons Road (east), and on Marshland Road (south) in the evening peak hour.
8. There are a number of factors, which could affect the operation of Marshland Road and the future demands for the link. These include both proposed infrastructure and land use changes. They include the Northern Arterial Road, the Northern Arterial Extension, and the Western Belfast Bypass. The Queen Elizabeth II Drive/Marshland Road intersection signalisation was completed earlier in 2013 and was designed to ease congestion and increase intersection safety. The 'Marshland Road Corridor – Modelling Study' was carried out in 2010 by Traffic Design Group (TDG) and further developed by QTP Consultants. The results were used in the selection of this preferred option. Additional modelling was undertaken following the earthquakes and approved land use changes to ensure the 2010 design was still suitable.
9. The key objectives of the project are:
  - (a) To provide sufficient capacity for pedestrians, cyclists and vehicles including appropriate approach lanes and lane lengths to the intersection and;
  - (b) To lay out the intersection to allow safely for all movements (existing and in the future)

**3 Cont'd**

- (c) Complete the project within the allocated budget.
  - (d) Minimise the whole of life costs.
10. Features of the proposed signalised intersection are:
- (a) A three lane approach on both the north and south arms of Marshland Road, each providing a single dedicated straight through lane, a shared straight through and left lane, and a dedicated right turn lane;
  - (b) A two lane approach on both the east and west arms of Prestons Road, each providing a shared straight through and left lane and a dedicated right turn lane;
  - (c) Cycle lanes, footpaths and or shared pedestrian/cycle paths on each approach and exit to the intersection, with controlled crossing facilities and tactile paving on each arm;
  - (d) Access to the petrol station would be limited from Prestons Road (east) to a left in/left out arrangement, and similarly on Marshland Road southbound vehicles would be able to enter (left in) and leave (left out) at the northern and southern driveway.
  - (e) The project allows for changes to storm water services and there will be some undergrounding of the existing overhead services done as part of this project.
  - (f) Access to No. 427 Marshland Road would be restricted to a left in/ left out arrangement due to its proximity to the intersection;
  - (g) Hook turns boxes at the intersection to assist cyclists when turning right;
  - (h) Provision of pedestrian phases and tactile pavers across all four arms at intersection;
  - (i) P120 minute parking restriction from Monday to Friday outside Property No 328, 336 and 340 Prestons Road;
  - (j) Existing timber drain along the west side of Marshland Road to be replaced by piping;
  - (k) Underground services conversion on Marshland Road South, Prestons Road East and Prestons Road West.
  - (l) Existing No Stopping Restrictions and Cycle Lanes:
    - (i) The no stopping restrictions on the southern arm of Marshland Road and on the south side of Prestons Road were resolved by the Shirley/Papanui Community Board on 18 Feb 2011 and by the Burwood Pegasus Community Board on 1 August 2011. These no stopping restrictions will not be revoked as there are no proposed changes.
    - (ii) The cycle lanes on the southern arm of Marshland Road and western arm of Prestons Road will not be revoked as there are no proposed changes.

**FINANCIAL IMPLICATIONS**

11. This project is subject to confirmation of Three Year Plan funding.

**DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH 2009-19 LTCCP BUDGETS?**

12. The Safety Improvement works for the Marshland Road/Prestons Road intersection are programmed in the 2009–19 LTCCP (page 249), and the 2013 Three Year Plan (page 307). Based on current estimates, staff believe that there is sufficient funding in the budget to implement the proposed plan.

**3 Cont'd**

**LEGAL CONSIDERATIONS**

13. 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.
14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions.
15. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions associated with this proposal, which will require amendment or addition to the Christchurch City Traffic and Parking Bylaw 2012. These are detailed in the Staff Recommendations section of this report.
16. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule Traffic Control Devices 2004.
17. There are land ownership issues associated with this project. A legal issues report has been undertaken, which identified the following:
  - (a) 420 Marshland Road (development site to the south of the Community Hall) the fence is set back from road boundary;
  - (b) 432 Marshland Road (Petrol Station) there is a road widening designation;
  - (c) 435 Marshland Road (Garden Centre) the fence intrudes into legal road and on the Prestons Road side the fence is set back from legal road;
  - (d) 448 Marshland Road (corner of Marshland Road (north and Prestons Road (east) has a road widening designation. The hedge and fences intrude into legal road;
  - (e) 329 Prestons Road (Marshland School) the hedge intrudes onto legal road; and
  - (f) 469 (north of school) Marshland Road the fence intrudes onto legal road.
18. The legal boundary check shows that there is a City Plan designation for road widening on the petrol station corner (432 Marshland Road) and the corner opposite at 448 Marshland Road. It is not proposed to use these spaces at present.
19. There are no Notable or Heritage trees shown in the City Plan or on Webmap2 on the intranet.
20. St Mark's Church (340 Prestons Road) is a Group three protected heritage property along with the setting. This protected heritage item is adjacent to the Garden Centre and opposite Marshland School.
21. All necessary Resource Consents and Building Consents will be obtained before any construction is undertaken.
22. All work will be carried out by a Council approved contractor with the appropriate health and safety work site management controls in place.

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

23. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

## 3 Cont'd

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

25. As above.

**ALIGNMENT WITH STRATEGIES**

26. The recommendations align with Christchurch Transport Strategic Plan 2012-2042.

**Do the recommendations align with the Council's strategies?**

27. As above.

**CONSULTATION FULFILMENT**

28. The scheme plan was presented to the Burwood/Pegasus Community Board on 6 May 2013 and to Shirley/Papanui Community Board on 8 May 2013. Community consultation of the proposed design was undertaken between 9 May and 27 May 2013. Leaflets were delivered to residents and owners of properties in the immediate area and to other stakeholders. A project information meeting was held at the Papanui Club during the consultation period.

29. One hundred and twenty two (122) submissions were received, of which, 113 specified support for the proposal. Two specified that they do not support the proposal. Seven did not specify either support or no support but indicated in their comments that they supported the proposal with reservations about, which they gave details. 18 did not comment. Approximately 25 people attended the project information meeting. Formal submissions were received from Spokes, NZ Heavy Haulage Association, Orion New Zealand Limited, Enable New Zealand, Royal New Zealand Foundation of the Blind, Medical Officer of Health, Canterbury District Health Board, Community and Public Health, Foodstuffs Limited, Prestons Road Limited, c/- Resource Management Group Limited, Rhedyn Law and the Marshland School Board of Trustees. Details of the submissions and comments received are summarised in the table below.

Support	Number of Responses	% of Total Responses
Specified support	113	93%
Specified they do not support	2	1.5%
No specification	7	5.5%
Commented	104	85%
Did not comment	18	15%
<b>Total</b>	<b>122</b>	<b>100%</b>

**SUMMARY OF FEEDBACK**

30. Thirty six (36) of the 122 respondents made an unconditional comment in support of the proposal. These submitters said that the lights will help make the intersection safer. A further seven commended the proposal and asked about future plans for other intersections in the area and about future plans to upgrade Prestons Road, or to underground Prestons Road at the intersection.

31. Questions and comments about the future included future proofing using a grade change, potential for upgrading of Prestons Road and the area to the east, other intersections nearby, plans for the Marshland Road/Mairehau Road intersection, potential widening of Marshland Road, and a request to prevent heavy vehicles using Prestons Road.

32. There were 30 requests for the speed limit reductions around the intersection. These included that the limit on Prestons Road be reduced from 80 kilometres per hour to 50 kilometres per hour and on Marshland Road to 60 kilometres per hour, and to extend the 40 kilometres per hour zone at the school.

**3 Cont'd**

33. There were four comments and suggestions about the need for safety improvements outside the school, including requests for better parking spaces, more definition of parking and paved walking paths alongside the parking areas; no reduction of the level of parking near the school; and a request for traffic lights at the school crossing.
34. Twenty three submitters had concerns about conditions for cycling at and near the intersection including requests for continuous separate footpaths and cycle lanes, and request for a shared path, on Prestons Road from Bluestone Drive to Grimseys Road, and along Marshland Road. There were numerous comments about the proposed shared cycle pedestrian paths including several in support of this facility, but also some with concerns in particular relating to the paths outside the school. There were concerns about the definition of exit and entry points to the shared paths, using textile paving and in particular a kerb drop that would be accessible to a cyclist but noticeable to vision impaired pedestrians so they would not think that they had entered a ramp. Spokes were not happy with the design for cyclists and requested to meet with the designers.
35. There were 18 requests for free left turns at the intersection, a dedicated left turning lane from Prestons Road East to Marshland Road South, (and similarly for three lanes – one left one straight ahead and a right turn), and for right turning arrows.
36. There were three expressions of concern about access to the BP Service Station and the supermarket from Prestons Road, and from the BP Service Station back into Prestons Road eastward.
37. There were five comments that the road and the lanes are too narrow for big trucks and cyclists. In particular, the Heavy Haulage Association conveyed their need for the intersection to comply with their Association's Design Specification's for Over Dimension Loads, as there are currently many house removals coming from the red zone through this direction.
38. There was also a request for two lanes all the way along Marshland Road from Queen Elizabeth II Drive.
39. Two comments asked if water and sewerage could be attended to as part of these works.
40. Prestons Road Limited and Foodstuffs, through their advisers, pointed out that conditions of their consents required three lane approaches to this intersection, and expressed concern that the design as offered might impact on their ability to continue with further stages of their proposed developments.
41. More detail and staff responses are shown in Attachment two Consultation Feedback Summary to Board report 18 July 2013.
42. Changes made as a result of the consultation feedback.
  - (a) The median island on Marshland Road South has been extended to restrict the right turn into and out of the petrol station. The new southern access at the petrol station will be restricted to a left turn exit only due to its proximity to the intersection. The right turn into and out of the petrol station will be via the access into the supermarket on Marshland Road South.
  - (b) A kerbside cycle lane has been provided on both sides of Prestons Road East due to the approach layout to the intersection from the approved resource consent plan for the New World supermarket. The kerbside cycle lane resulted in the median island being narrowed from 1.8 metres to 1.5 metres.
  - (c) A kerbside cycle lane has been provided on the approach and departure lanes at Prestons Road West which resulted in the median island being narrowed from 1.8 metres to 1.2 metres.
  - (d) A kerbside cycle lane has been provided along the approach and departure lanes on Marshland Road North and Marshland Road South.

**3 Cont'd**

- (e) Green colour surfacing has been provided on Prestons Road West where cyclists can access or exit from the shared path.
- (f) A P120 minute parking restriction has been introduced from Monday to Friday outside No 328, 336 and 340 Prestons Road to ensure that all day parkers do not use these spaces.

**STAFF RECOMMENDATION**

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

- (a) In the Shirley/Papanui area revoke the following parking restrictions:
  - (i) That any existing parking and stopping restrictions on the north side of Prestons Road commencing at its intersection with Marshland Road and extending in a westerly direction for a distance of 201 metres be revoked.
  - (ii) That any existing parking and stopping restrictions on the south side of Prestons Road commencing at its intersection with Marshland Road and extending in a westerly direction for a distance of 182 metres be revoked.
  - (iii) That any existing parking and stopping restrictions on the west side of Marshland Road commencing at its intersection with Prestons Road and extending in a northerly direction for a distance of 155 metres be revoked.
- (b) In the Burwood/Pegasus area revoke the following parking restrictions:
  - (i) That any existing parking and stopping restrictions on the east side of Marshland Road commencing at its intersection with Prestons Road and extending in a northerly direction for a distance of 218 metres be revoked.
  - (ii) That any existing parking and stopping restrictions on the north side of Prestons Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 173 metres be revoked.
- (c) In the Shirley/Papanui area approve the following parking restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the north side of Prestons Road commencing at its intersection with Marshland Road and extending in a westerly direction for a distance of 84 metres.
  - (ii) That the parking of vehicles be restricted to a maximum period of 5 minutes 8.30am to 9am and 2.30pm to 3.30pm school days only on the north side of Prestons Road commencing at a point 84 metres from west of its intersection with Marshland Road and extending in a westerly direction for a distance of 51 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the north side of Prestons Road commencing at a point 135 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 66 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the south side of Prestons Road commencing at its intersection with Marshland Road and extending in a westerly direction for a distance of 57 metres.
  - (v) That the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Friday on the south side of Prestons Road commencing at a point 57 metres from west of its intersection with Marshland Road and extending in a westerly direction for a distance of 72 metres.

**3 Cont'd**

- (vi) That the stopping of vehicles be prohibited at any time on the south side of Prestons Road commencing at a point 129 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 49 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Marshland Road commencing at its intersection with Marshland Road and extending in a northerly direction for a distance of 155 metres.
- (d) In the Burwood/Pegasus area approve the following parking restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the east side of Marshland Road commencing at its intersection with Prestons Road and extending in a northerly direction for a distance of 218 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the north side of Prestons Road commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 171 metres.
- (e) In the Shirley/Papanui area approve the following special vehicle lanes, specifically a "cycle lane" which restricts the lane for use by bicycles at the following locations:
  - (i) On the west side of Marshland Road, adjacent to the kerb, commencing at a point 9 metres north of its intersection with Prestons Road and extending in a northerly direction for a distance of 146 metres.
- (f) In the Burwood/Pegasus area approve the following special vehicle lanes, specifically a "cycle lane" which restricts the lane for use by bicycles at the following locations:
  - (i) On the east side of Marshland Road, adjacent to the kerb, commencing at a point 9 metres north of its intersection with Prestons Road and extending in a northerly direction for a distance of 209 metres.
  - (ii) On the north side of Prestons Road, adjacent to the kerb, commencing at a point 10 meters east of its intersection with Marshland Road and extending in an easterly direction for a distance of 161 metres.
  - (iii) On the south side of Prestons Road, adjacent to the kerb, commencing at a point 10 meters east of its intersection with Marshland Road and extending in an easterly direction for a distance of 174 metres.
- (g) In the Shirley/Papanui area approve the following pedestrian/ cycle shared path at the following locations:
  - (i) That the footpath on the northern side of Prestons Road be designated as a shared pedestrian/cycle path commencing at its intersection with Marshland Road and extending in a westerly direction for a distance of 165 metres.
  - (ii) That the footpath on the southern side of Prestons Road be designated as a shared pedestrian/cycle path commencing at its intersection with Marshland Road and extending in a westerly direction for a distance of 158 metres.
  - (iii) That the footpath on the western side of Marshland Road be designated as a shared pedestrian/cycle path commencing at its intersection with Prestons Road and extending in a northerly direction for a distance of 60 metres.
  - (iv) That the footpath on the western side of Marshland Road be designated as a shared pedestrian/cycle path commencing at its intersection with Prestons Road and extending in a southerly direction for a distance of 14 metres.

**3 Cont'd**

- (h) In the Burwood/Pegasus area approve the following pedestrian/ cycle shared path at the following locations:
  - (i) That the footpath on the eastern side of Marshland Road be designated as a shared pedestrian/cycle path commencing at its intersection with Prestons Road and extending in a northerly direction for a distance of 58 metres.
  - (ii) That the footpath on the eastern side of Marshland Road be designated as a shared pedestrian/cycle path commencing at its intersection with Prestons Road and extending in a southerly direction for a distance of 75 metres.
  - (iii) That the footpath on the northern side of Prestons Road be designated as a shared pedestrian/cycle path commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 111 metres.
  - (iv) That the footpath on the southern side of Prestons Road be designated as a shared pedestrian/cycle path commencing at its intersection with Marshland Road and extending in an easterly direction for a distance of 58 metres.
- (i) In the Shirley/Papanui area revoke the following Give Way control:
  - (i) Prestons Road West approach to its intersection with Marshland Road.
- (j) In the Burwood/Pegasus area revoke the following Give Way control:
  - (i) Prestons Road East approach to its intersection with Marshland Road.
- (k) Revoke the following Give Way control:
  - (i) Marshland Road North approach to its intersection with Prestons Road.
- (l) Resolve that the intersection of Marshland Road and Prestons Road, be controlled by Traffic Signals.

### 3 Cont'd

#### BACKGROUND

43. The intersection of Marshland Road and Prestons Road is located to the north of Christchurch Central City. The surrounding area is primarily rural with some residential properties fronting Marshland Road and Prestons Road, a petrol station on the southeast corner of the intersection, previously a garden centre, with future as a temporary childcare centre on the southwest corner and Marshland Primary School on the northwest corner. (The school has been advised that it will be moved to an uncertain location within the Prestons subdivision in the future, date unknown).
44. Marshland Road and Prestons Road are Minor Arterial roads. Prestons Road approaches the intersection on an east-west axis and Marshland Road on a north-south axis. Marshland Road in the vicinity of the intersection is subject to a 70 kilometres per hour speed restriction. Prestons Road is subject to a 80 kilometres per hour speed restriction with a 40 kilometres per hour school zone on Prestons Road (west) that operates from 8.30am to 9am and 3pm to 3.20pm. Staff are looking at how these times could be changed to better support the school use of the crossing – up to a maximum of 35 minutes in the morning and 30 minutes in the afternoon.
45. The intersection currently takes the form of a roundabout. Until recently each approach to the intersection had one lane for all turning movements, but following the 2011 Earthquakes, Marshland Road approaches and Prestons Road (east) were modified to two lanes to enhance capacity of the intersection.
46. Parking is permitted on Prestons Road (west) outside the school. The parking spaces directly outside the school near the kea crossing and kerb build out, are restricted to P5 between 8.30am and 9am and 2.30pm and 3.30pm on school days only. Parking is unrestricted on all other approaches.
47. There are localised footpaths on some approaches to the intersection. There is a shared cycle/footpath on the south side of Prestons Road (east) and there is a pedestrian refuge on Marshland Road (south).
48. There is one bus route that uses this section of Marshland Road. This is route number 480, between The Palms Mall and Kainga via Spencer Park, Marshlands, Avonside High and Shirley Schools. The service runs from 7.30am to 5:30pm hours providing four services each way a day. This service routes to Kaiapoi on Saturdays.
49. There were 29 reported crashes at and within 50 metres of the intersection during the five year period from 2008 to 2012. These involved 3 serious injury crashes, 5 minor injury crashes and 21 non-injury crashes. The highest proportion of crashes involved vehicles turning and colliding with vehicles on the circulatory carriageway, followed by loss of control crashes at the intersection. There was one reported crash involving a pedestrian resulting in a serious injury, and two crashes involving cyclists (one minor injury and one serious injury).
50. The key objectives of the project are:
  - (a) To provide sufficient capacity for pedestrians, cyclists and vehicles including appropriate approach lanes and lane lengths to the intersection and;
  - (b) To lay out the intersection to allow safely for all movements (existing and in the future).

#### THE OPTIONS

51. In 2008, four options and a 'do nothing' option were considered. These provided background information, which has been taken in to account in post earthquake consideration of options for this intersection.

**3 Cont'd**

52. The 'Marshland Road Corridor – Modelling Study' was carried out in 2010 (also pre-earthquake) by Traffic Design Group (TDG), and further investigated by Consultants QTP. The results were used in the selection of this preferred option. This study looked at the following three projects listed within the Long Term Council Community Plan (LTCCP):
  - (a) Marshland Road/Belfast Road intersection
  - (b) Marshland Road/Hawkins Road/Lower Styx Road intersection
  - (c) Marshland Road/Prestons Road intersection.
53. Network options for 'High Capacity', 'Low Capacity' and 'Med Capacity' were compared. In selection of a preferred option, the Asset and Network Planning team at the time, requested that the design proposals for the Marshland Road/Prestons Road intersection should be based on the 2026 Med Capacity option, which includes the Northern Arterial.
54. The layout proposed by TDG for the 'Med Capacity' option proposed in the corridor study incorporated three lanes on each Marshland Road approach and the Prestons Road (east) approach, and two lanes on the Prestons Road (west) approach.
55. On reviewing the intersection layout and the available space at the intersection, the design was modified to include:
  - (a) A three lane approach on Marshland Road (north ) to accommodate a single dedicated straight through southbound lane with a shared straight through and left lane, and a dedicated right turn lane;
  - (b) A three lane approach on Marshland Road (south) to accommodate a single dedicated straight-through northbound lane with a share straight-through and left lane, and a dedicated right turn lane;
  - (c) A two lane approach on Prestons Road (west) to accommodate a shared straight – through and left lane, and a dedicated right turn lane; and
  - (d) A two lane approach on Prestons Road (east) to accommodate a shared straight through and left lane, and a dedicated right turn lane.
  - (e) On-road cycle lanes have been incorporated into the design on all approaches, and shared paths are also provided for cyclists who are less confident to use the on-road facilities at the intersection.
56. Following the 2011 earthquakes, and the approval of Preston's development and the impending decision on Highfield Park Plan Change (now operational), the Asset and Network Planning team undertook an area-wide model for the northeast to consider the implications of accelerated development in this location to ensure the 2010 design proposals for the intersection were still suitable. The modelling confirmed that this was the case, but more detailed micro-simulation modelling recommended a different signal phasing solution. The recommendation was adopted for the scheme.
57. This option meets all the project objectives and is the preferred option.



© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



**Marshland Road - Prestons Road Signal Controlled Intersection**  
 Safety Improvements  
 For Council Approval

Original Plan Size: A3  
 ISSUE.2 02/07/13  
 TP324901 VMI

## Marshland Road/Prestons Road Intersection Signalisation

### Consultation Feedback Summary and Staff team responses

The scheme plan was presented to the Burwood/Pegasus Community Board on 6 May 2013 and to Shirley/Papanui Community Board on 8 May 2013.

Community consultation of the proposed design was undertaken between 9 May and 27 May 2013. Leaflets were delivered to residents and owners of properties in the immediate area and to other stakeholders. A project information meeting was held at the Marshland School during the consultation period.

122 submissions were received, of which 113 specified support of the proposal. Two specified that they do not support the proposal. 18 did not comment. Seven did not specify either support or no support but indicated in their comments that they supported the proposal with reservations about which they gave details. Approximately 25 people attended the project information meeting. Formal submissions were received from Spokes, NZ Heavy Haulage Association, Orion New Zealand Limited, Enable NZ, Royal NZ Foundation of the Blind, Medical Officer of Health, Canterbury District Health Board, Community and Public Health, Foodstuffs Ltd, Prestons Road Limited, C/- Resource Management Group Limited, Rhedyn Law and the Marshland School Board of Trustees.

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

<b>Support</b>	<b>Number of Responses</b>	<b>% of Total Responses</b>
Specified support	113	93%
Specified they do not support	2	1.5%
No specification	7	5.5%
Commented	104	85%
Did not comment	18	15%
<b>Total</b>	<b>122</b>	<b>100%</b>

### Summary of feedback

36 of the 122 respondents made an unconditional comment in support of the proposal. These submitters said that the lights will help make the intersection safer. A further seven commended the proposal and asked about future plans for other intersections in the area and about future plans to upgrade Prestons Road, or to underground Prestons Road at the intersection.

Questions and comments about the future included future proofing using a grade change, potential for upgrading of Prestons Road and the area to the east, other intersections nearby, plans for the Marshland/Mairehau intersection, potential widening of Marshland Road, and a request to prevent heavy vehicles using Prestons Road.

There were 30 requests for the speed limit reductions around the intersection. These included that the limit on Prestons Road be reduced from 80 kilometres per hour to 50 kilometres per hour and on Marshland Road to 60 kilometres per hour, and to extend the 40 kilometres per hour zone round the school.

There were 4 comments and suggestions about the need for safety improvements outside the school, including requests for better parking spaces, more definition of parking and paved walking paths alongside the parking areas; no reduction of the level of parking near the school; and a request for traffic lights at the school crossing.

Twenty three submitters had concerns about conditions for cycling at and near the intersection included requests for continuous separate footpaths and cycle lanes, and request for a shared path, on Prestons Road from Bluestone Drive to Grimseys Road, and along Marshland Road. There were numerous comments about the proposed shared cycle pedestrian paths including several in support of this facility, but also some with concerns in particular relating to the paths outside the school. There were concerns about the definition of exit and entry points to the shared paths, using textile paving and in particular a kerb drop that would be accessible to a cyclist but noticeable to vision impaired pedestrians so they would not think that they had entered a ramp. Spokes were not happy with the design for cyclists and requested to meet with the designers.

There were 18 requests for free left turns at the intersection, a dedicated left turning lane from Prestons East to Marshlands South, (and similarly for three lanes – one left one straight ahead and a right turn), and for right turning arrows.

There were 3 expressions of concern about access to the BP Service Station and the supermarket from Prestons Road, and from the BP Service Station back into Prestons Road eastward

There were 5 comments that the road and the lanes are too narrow for big trucks and cyclist. In particular the Heavy Haulage Association conveyed their need for the intersection to comply with their Association's Design Specification's for Over Dimension Loads, as there are currently many house removals coming from the red zone through this direction.

There was also a request for two lanes all the way along Marshland Road from Queen Elizabeth II Drive.

Two comments asked if water and sewerage could be attended to as part of these works.

Prestons Road Limited and Foodstuffs, through their advisers, pointed out that conditions of their consents required three lane approaches to this intersection, and expressed concern that the design as offered might impact on their ability to continue with further stages of their proposed developments.

The tables below show the individual comments for each of these issues, and a summary list, accompanied by staff responses.

## Summarised submissions and staff comments

# comments on this	Verbatim comments, sorted by issues	Staff comments
--------------------	-------------------------------------	----------------

### General comments

- 36 **Summary:** 36 of the 122 respondents made an unconditional comment in support of the proposal. They said that the traffic signals will help make the intersection safer. A further seven commend the proposal and ask about future plans for other intersections in the area and about future plans to upgrade Prestons Road, or to underground Prestons Road at the intersection.

### General comment with future aspect

**Summary:** Issues include:

- Future proofing using a grade change
- Is there going to be any upgrading of Prestons Road and the area to the east
- What about other intersections
- Please put a sign north of the intersection saying "Port Traffic straight ahead" to stop heavy vehicles using Prestons Rd
- What are the plans for marshland Mairehau intersection?
- Will Marshland Road be widened?

There are a number of factors, which could affect the operation of Marshland Road and the future demands for the link, such as proposed infrastructure changes (Northern Arterial and the Northern Arterial extension) and also land use changes (PC30 Prestons Development, PC67 Highfield Park and the Burwood Hospital Redevelopment).

The development at Prestons, which was approved after the earthquakes to release land for housing for red zone residents had several conditions, including that the intersections of Marshland Road/Mairehau Road, Marshland Road/Prestons Road, Mairehau Road/Burwood Road, and Lower Styx Road/Marshland Road intersections are upgraded to traffic signal control.

The CCC Asset & Network Planning – Transport team commissioned consultants to undertake an area-wide model followed by more detailed traffic modelling for the north-east to determine the implications on the network of the approved Prestons Development (PC30), and the Highfield Park development (PC67) in 2021. A number of scenarios using different levels of development at each site were considered.

The report concluded that with full development at Prestons and Highfield Park and with the Northern Arterial in place the Marshland/Prestons intersection would operate at Level of Service C using a special signal phasing arrangement including a double diamond overlap. Overall the proposed signal controlled network operates satisfactorily with full development and construction of the Northern Arterial.

It is not proposed to increase the capacity of Marshland Road to four lanes for the entire section south of Prestons Road at present.

Prestons Road residents will have noticed an increase in heavy vehicle traffic on the road in the last year. This is related to transporting earthquake rubble to the Burwood Landfill and transport of fill material to the Prestons Subdivision. Once these activities are completed there will be a noticeable reduction in heavy traffic on Prestons Road.

#	Speed limits
30	<p><b>Summary:</b></p> <p><i>a. Requests for the speed limit on Prestons Road to be reduced from 80kph to 50kph</i></p> <p><i>b. Request to extend the 40kph zone round the school</i></p> <p><i>c. Request to reduce speed to 60kph on Marshland Road.</i></p> <p>The Council is currently reviewing the speed limit on a number of roads, including Prestons Road.</p> <p>There have been a number of reviews in the past. The speed limit was reviewed in October 2005, and altered to 80km/hr to take into account changes in the traffic environment at that time. It was assessed again in May 2010 following the development of Alpine View Lifestyle Village, but this did not result in a change due to the lack of direct property access onto Prestons Road.</p> <p>When setting a speed limit the road must be assessed according to the criteria prescribed in the Land Transport Rule: Setting of Speed Limits 2003 (Rule 54001). The rule is quite rigid to ensure that speed limits are set consistently throughout the country.</p> <p>Access to and from a road is a significant factor in determining speed limits. The Prestons Road subdivision will increase the level of access to the road, and this will be taken into account as CCC review the speed limit. However Prestons Road is unlikely to meet the requirements for a 50km/hr or 60km/hr speed limit even with the Prestons Road subdivision.</p> <p>Speed limits on Marshland Road are not likely to change, however the location of the boundary between the 70 and 80km/h speed limits will be considered as part of the Prestons Road speed limit review.</p> <p>The 40kph school zone can be time extended in the morning and evening periods if the children crossing demand warrants it. The morning period can be extended by 5 minutes and the afternoon period can be extended by 10 minutes. Pedestrian crossing surveys will be undertaken to ensure that there is still pedestrian activity at these times.</p>

#	Parking/pick up for school
4	<p><b>Summary:</b></p> <p><i>Safety improvements outside the school should include:</i></p> <p><i>a. Better parking spaces, more definition of parking and paved walking paths alongside the parking areas</i></p> <p><i>b. Do not reduce the amount of parking</i></p> <p><i>c. Put in lights at crossing.</i></p> <p>The P5 parking restriction will remain directly outside the school. A 120 minute parking restriction will be introduced outside 328, 336 and 340 Prestons Road from Monday to Friday to ensure that all day parkers do not use these spaces.</p> <p>Some loss of parking space is inevitable, as the intersection lanes cannot operate as they should and safely unless there is 'no stopping' marked for a certain distance through the intersection.</p> <p>CCC staff can facilitate a connection between the trucking companies that mainly go past the school, and the school Board Of Trustees. The school would lead this proposal but the Council can offer resources to both the school and trucking companies. This could follow an example of another school that had similar heavy vehicles movements outside of their school and an agreement was reached where the children and the truck drivers watched out for each other.</p> <p>CCC staff can help develop wording for the school newsletter and Facebook page to help raise awareness among parents and caregivers about the need for new 'no stopping' for safe operation of the intersection.</p>

#	Cyclist/pedestrian	
23	<p><b>Summary:</b></p> <p>a. <i>Cycle area on Prestons is not clearly defined</i></p> <p>b. <i>Separate cyclists from cars</i></p> <p>c. <i>Request continuous cycle lane on Prestons Road to Bluestone Drive, and west to Grimseys Road</i></p> <p>d. <i>Request safe cycle lanes on Marshlands and Prestons as well as near this intersection</i></p> <p>e. <i>Love the shared path</i></p> <p>f. <i>Concern about shared paths/ Separate cycle and pedestrian areas needed especially near the school as children will get out of car into cycle traffic</i></p> <p>g. <i>Like the tactile pavers – will curb crossings be wheelchair accessible ?</i></p> <p>h. <i>Need for a footpath as well, from 386 Prestons Road and beyond, and along past the school on both sides, as peds must use the road way at present, in 80kph area.</i></p> <p>i. <i>Please tidy the walkway along Prestons Road so you can access Marshlands Domain by foot</i></p> <p>j. <i>Consideration of traffic lights where the current school pedestrian crossing is for child safety.</i></p> <p>k. <i>Tunnels for bikes are much safer</i></p> <p>l. <i>How will the exit entry points to the footpaths for shared facilities be designed i.e. need a detectable kerb drop so vision impaired pedestrians know that it is not a kerb ramp for them to use</i></p> <p>m. <i>Request for a detectable drop or else tgsi placement at crossing points?</i></p> <p>n. <i>The plan does not in any way meet the objectives nor does it provide adequately for cyclists. Spokes wish to meet with designer to redesign the intersection and connections for safe cycling</i></p>	<p>The changes will introduce 'on-road' cycle lanes on both sides of Prestons Road east at the intersection.</p> <p>The newly consented New World Supermarket proposes a shared path on the south side of Prestons Road in front of their site, linking with a shared path outside the Prestons development as it progresses.</p> <p>The intersection will link this shared path to that which begins outside the school to the east of the school crossing point. It is thought that most commuter cyclists will use the road.</p> <p>There will be a kerb drop at the end of the shared path to indicate this point to a vision impaired pedestrian.</p> <p>Need to say something about the safety of a shared path vs separate paths</p> <p>There will not be separate traffic signals installed for the school crossing and there is insufficient budget for an underpass.</p> <p>This project is limited to the extent of the signals, but the requests for cycle lanes to extend to Bluestone Drive and Grimseys Road is noted for future projects.</p>

No.	Signals - turning right and left	
18	<p><b>Summary:</b></p> <p>a. <i>Please make left turns as 'free turns' as combined left and straight through lane will get congested</i></p> <p>b. <i>Requests for right turning arrows</i></p> <p>c. <i>Requests for 3 approach lanes</i></p> <p>d. <i>There needs to be a dedicated left turning lane from Prestons East to Marshlands South. Ideally, this should be a Give Way lane.</i></p>	<p>There is insufficient space available on Prestons Road for a separate left turn lane, a separate through lane and a separate right turn lane. Left turn lanes work well when combined with through lanes as left turners do not give way when turning except when they are waiting for pedestrians to cross.</p> <p>A slip lane or free left turn introduces higher turning speeds and is generally not considered safe for pedestrians.</p> <p>The intersection has been modelled with the proposed lane layout and the level of service is still appropriate in the future (modelled to 2021).</p> <p>The signals on Marshland Road will provide a right turn arrow signal at all times, while the present intent is that on Prestons Road there will be a right turn arrow only at peak times. In future the right turn arrow is programmable.</p>

#	Access to BP and supermarket
---	------------------------------

- |   |   |  |
|---|---|--|
| 3 | <p><b>Summary:</b></p> <p>a. <i>Concerns about access to the BP and the supermarket from Prestons Road</i></p> <p>b. <i>How will drivers get from the BP back into Prestons Road eastward</i></p> | <p>A New World supermarket has been granted consent to the east of the BP Petrol Station.</p> <p>An alternative access from the Petrol station may need to be used by customers depending on the direction they are heading.</p> |
|---|---|--|

#	Lanes /road too narrow
---	------------------------

- |   |  |   |
|---|--|---|
| 5 | <p><b>Summary:</b></p> <p>a. <i>The road and the lanes are too narrow for big trucks and cyclists</i></p> <p>b. <i>Two lanes are needed all the way along Marshlands Road from QEII Drive.</i></p> <p>c. <i>The intersection will need to have the physical capability to transport large loads – and we recommend that it should comply with the Association’s Design Specification’s for Over dimension Loads.</i></p> | <p>The design is to be accommodated within the existing road reserve. The lane widths are suitable for all vehicles to use and vehicle tracking has been undertaken to ensure trucks can turn the corners. There is no project at this time to provide two lanes in each direction on Marshland Road between the intersection and QEII Drive/Marshland Road intersection.</p> <p>Marshland Road is an over-dimension route. The traffic signal pole on the median island on Marshland Road will be hinged pole that can be folded down to maintain sufficient clearances for over-dimension vehicles.</p> |
|---|--|---|

#	Water, sewerage etc
---	---------------------

- |   |   |   |
|---|---|---|
| 3 | <p><b>Summary:</b></p> <p>a. <i>Two comments asked if water and sewerage could be attended to as part of these works.</i></p> | <p>Storm water and drainage are only being revised to support the intersection changes. There are no proposals to install further services.</p> <p>This intersection and the area around it is rural. There are no sewers or water mains nearby to this intersection. Laying water and sewer services in rural area works against the rural zoning.</p> |
|---|---|---|

#	Compliance with the City Plan
---	-------------------------------

- |   |   |
|---|---|
| 2 | <p><b>Summary:</b></p> <p>a. <i>Foodstuffs and Prestons Road Limited requested a response from Council re the impact on their resource consents, of the change from an original earlier proposed three laned approach on Prestons Road east, to the current proposed two lane approach.</i></p> |
|---|---|