
REPORT 5
(1215/52/IM)

WALKING AND CYCLING IMPROVEMENTS LINKED TO THE PROPOSED JOHNSONVILLE SHOPPING CENTRE REDEVELOPMENT

1. Purpose of Report

To examine possible options for improvements to walking and cycling around the Johnsonville triangle in relation to the proposed shopping centre redevelopment

2. Executive Summary

Resource consent for major upgrade and expansion of the Johnsonville shopping centre has recently been granted. As a condition of consent, an extensive package of transport related improvements will be required to be in place before the new centre is operational.

A number of Councillors have asked for the current concept design to more explicitly include measures to assist pedestrians and cyclists. This report addresses this issue and includes a number of walking and cycling improvements to be incorporated into the detailed design plans linking both to the planned shopping centre improvements and the Council's 2008 walking and cycling policies.

3. Recommendations

It is recommended that the Committee:

- 1. Receive the information.*
- 2. Agree that walking and cycling improvement measures as shown on the plans included in the appendices, be incorporated into the proposed Johnsonville transport improvements.*

4. Background

4.1. Proposed transport improvements connected with the Johnsonville Shopping Centre redevelopment

DNZ Property Group have recently received consent to redevelop the Johnsonville shopping centre.

There are a number of transport related conditions linked to the consent including the implementation of major improvements to the transport network operation in central Johnsonville and in particular significant upgrading of the roading network which comprises the Johnsonville “triangle” - Johnsonville, Broderick and Moorefield Roads.

In regard to the proposed transport improvements, these were developed jointly by DNZ’s consultants and Council staff. They have a strong focus on ensuring the vehicular traffic effects of the expanded mall can be effectively accommodated when the new centre is open and fully operational, with the overall transport performance expected to be improved compared with the present situation. Benefits are wide ranging and include:

- Enhanced traffic capacity with less delays and traffic congestion overall
- Around 770 extra parking spaces with a higher ratio of supply to demand
- More and safer pedestrian crossing points
- Fewer site accesses to negotiate for pedestrians
- Better defined connections through the mall and to public transport
- Improved links to rail and bus services with new bus stops provided for on Johnsonville Road
- Improved bus circulation
- Deals with the long standing safety concerns at Johnsonville /Broderick intersection
- Vehicle accesses signalised for enhanced pedestrian and vehicle safety and efficiency
- More cycle parking with safer cycle access to the new mall
- More road width on Broderick/Moorefield Road for cyclists
- Improved cycling environment on Johnsonville Road including planned 30km/h limit
- Enhanced street environment as a result of proposed streetscape measures including footpath surfaces, lighting, planting, street furniture.
- Expected reduction in shopper kms travelled on the road network

In addition to physical improvements, the transport conditions placed on the developer include setting of targets for increasing public transport walking and cycling, and the methods for achieving these targets.

4.2. Walking and cycling improvements

On 13 August 2009, Councillors received a presentation from officers and DNZ’s transport consultant Traffic Design Group (TDG) on the transport issues raised by the proposed Johnsonville shopping centre redevelopment. Councillors were provided with copies of the transport improvement plans and were shown a video of the traffic operation of the triangle roading network with and without the mall improvements and the associated transport network enhancements.

In regard to the wider transport improvement plans for Johnsonville, a number of Councillors asked for the current concept design to more explicitly include measures to assist pedestrians and cyclists. This report addresses this issue and includes a number of walking and cycling improvements to be included into the detailed design plans which will link well both with the planned

shopping centre improvements and also with the Council's 2008 walking and cycling policies.

It should be noted that the current concept design plans for Johnsonville did not preclude the suggested pedestrian and cycling measures which would have been expected to have been developed through the detailed design process.

5. Discussion

5.1. The Current Situation

Currently there are no formal facilities on the roadway for cyclists. Pedestrians are well catered for with footpaths and have a number of road crossing facilities such as dedicated traffic signals, intersection signals shared with turning vehicles, pedestrian crossings and median islands.

An examination of the crash data on the roads surrounding the development site (Johnsonville Road, Moorefield Road between Helston Road and Broderick Road and Broderick Road between Johnsonville Road and Moorefield Road) shows that in the five year period 2003-2007 inclusive there were 13 pedestrian injury crashes and 5 cyclist injury crashes reported out of a total of 134 reported crashes. Of these, 102 were non-injury and 28 minor injury. Overall the crash pattern is slightly less than the average for similar locations.

Reported pedestrian crashes were concentrated at two locations, the northernmost Moorefield Road pedestrian crossing and the Johnsonville /Broderick Roads intersection. Cyclist crashes tended to result due to careless drivers or cyclists, or drivers failing to see the cyclist in time to avoid collision.

In terms of numbers, there is good data on pedestrian patterns around the triangle obtained via surveys carried out by TDG on behalf of the developer. These surveys show the predominant movement of people on foot is across Johnsonville, Moorefield and Broderick Roads to and from the Mall and the other destinations within the J'Ville town centre (e.g. Countdown, bus and rail stations etc.) with the greatest numbers crossing Johnsonville Road - around 450 an hour. Around 2,500 to 3000 pedestrians an hour access all the shopping centre entrances during the busiest weekday peak periods.

Pedestrian numbers on the street edge footpaths are relatively light compared with the numbers crossing to and from the centre, with the busiest street frontages being along Johnsonville Road which serves as the "main street"

There is no data on cyclist numbers but these will be much lower than for pedestrians. City wide, cyclists comprise about 2% of commuter trips, but there is the opportunity to improve cycle safety around the triangle and potentially encourage higher numbers both accessing the shopping centre and through cycle trips.

5.2. Options for improving walking and cycling

The Council's 2008 *Walking Policy* seeks to improve short walking trips to and from suburban centres and to and from public transport stops. It is noted that the Johnsonville railway station is a major public transport stop in the area.

The *Cycling Policy* also approved in 2008 acknowledges that both Johnsonville Road and Middleton Road are part of the regional cycle route and defines Moorefield Road as a cycle friendly route. One of the objectives of the policy is to improve the experience of cycling trips made to and from suburban centres.

In the case of Johnsonville, a number of suggestions have been identified for each mode that can be incorporated into the overall transport improvement plan. A useful contribution to improve both walking and cycling in the area will be the proposed reduction in the speed limit on all roads adjoining the development site. Other possible enhancements are shown on the attached plans included as Appendix 1 and 2.

Possible Walking Improvements (Appendix 1)

The predicted increase in traffic volumes associated with the shopping centre redevelopment will degrade the existing zebra crossings reducing pedestrian safety and convenience. The proposed signalisation of these crossings will allow for safer crossing for pedestrians and better traffic movement. In addition to the proposal to replace the existing three zebra crossings it is proposed to add a southern crossing across Moorefield at the existing signalised intersection of Moorefield Road and Broderick Road. It would therefore make sense to incorporate the construction of a new footpath on the southern side of Broderick Road between Moorefield Road and Bannister Ave.

The two roundabouts on Middleton Road at Moorefield Road and Helston Road Are not particularly pedestrian friendly and the suggested new crossing points for cyclists across Helston and Middleton Roads shown in Appendix 2 will give better access and refuge for pedestrians.

Possible Cycling Improvements (Appendix 2)

There are a number of different cycling needs in the Johnsonville area. The regional cycling plan defines the route from Middleton Road along Johnsonville Road and down the Ngauranga Gorge as part of the strategic regional cycle network. Cyclists using this route are generally experienced and competent riders as this route poses a number of challenges. The route along Moorefield Road is more likely to be used by less experienced riders and potentially by secondary school students travelling to and from Onslow College. Moorefield Road is also used by a large number of recreational training cyclists.

In addition to cyclists travelling past the development site, there is a desire to encourage more people to travel to the Johnsonville shopping centre by cycle.

It is proposed to provide advance cycle stop boxes at each traffic signal approach. While we are not able to mark a cycle lane along the entire length because of width constraints, it is proposed to mark short sections of cycle lane across side roads and busy vehicle crossings to raise cycle awareness and in an endeavour to reduce the chances of collision with turning vehicles.

At the northern end of the site the roundabouts at the intersections of Johnsonville Road/Moorefield Road and at the intersection of Middleton Road/Helston Road pose a risk to cyclists, and especially inexperienced cyclists. Currently cyclists travelling between Helston Road and Johnsonville Road can use the connection through Frank Johnson Street, but other routes must currently travel through both roundabouts. To improve matters it is proposed to create a shared cycle path on the western side of both roundabouts, including new crossings over Bassett Road and Middleton Road to cater for less experienced or less confident riders. This would end at the proposed new signalised pedestrian crossing on Moorefield Road near McDonalds.

Possible Improvements for Fraser Ave/ Johnsonville Road (Appendix 3)

The intersection of Fraser Ave and Johnsonville Road is not directly affected by the redevelopments, however increasing traffic levels on this route will make the intersection more difficult to negotiate and may also result in more drivers using Fraser Avenue rather than negotiating Broderick Road.

This four way intersection is somewhat complex and not easy to negotiate due to its layout geometry and high traffic levels. The intersection's safety record is not especially bad in terms of crash statistics having four reported minor injury crashes in the five years 2004-2008. However it is perceived locally to be unsafe. For these reasons, officers believe it is appropriate to consider improvements to the intersection along the lines suggested in the Appendix 3 plan to be carried out concurrently with the other proposed roading improvements for the Johnsonville shopping centre.

6. Conclusion

A number of improvements to walking and cycling are proposed to fit with the 2008 walking and cycling policies, and these are proposed to be incorporated into the wider Johnsonville transport network enhancements linked to the Johnsonville Shopping Centre redevelopment. These can be expected to add to the overall transport related benefits which the wider scheme will deliver.

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Supporting Information

1) Strategic Fit / Strategic Outcome

The proposals support the Council's Transport Strategy outcomes that Wellington will be pedestrian and cycle friendly, more sustainable and healthier

2) LTCCP/Annual Plan reference and long term financial impact

The cost of proposed actions will be expected to be met from project CX 377 in terms of any Council contribution to the cost of the Johnsonville transport network enhancements required as a condition of resource consent for the shopping centre redevelopment

3) Treaty of Waitangi considerations

N/A

4) Decision-Making

This is not a significant decision.

5) Consultation

a) General Consultation

There has been extensive public consultation through the resource consent process. No specific additional consultation is proposed for the cycling and walking measures which it is proposed will be integrated into the wider transport improvements.

b) Consultation with Maori

Mana whenua have not been consulted separately.

6) Legal Implications

N/A

7) Consistency with existing policy

This report is consistent with existing Council policies including the 2008 walking and cycling policies