

13. **CENTAURUS ROAD – COLOMBO STREET TO ST MARTINS ROAD
AND ST MARTINS ROAD – CENTAURUS ROAD TO GAMBLINS ROAD**

Officer responsible City Streets Manager	Author Lorraine Wilmshurst, DDI 941-8662
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The purpose of this report is to ask the Board to support the planned work for Centaurus Road and St Martins Road and that consultation be commenced.

BACKGROUND

The proposed kerb and channel renewal and traffic management in Centaurus Road between Colombo Street and St Martins Road will be consistent with other proposed work in Centaurus Road between Ramahana Road and Albert Terrace in 2003/04 and Glenelg Spur and Rapaki Road in 2004/05.

There is kerb and channel renewal work planned for sections of Centaurus Road and St Martins Road in 2002/03 and 2003/04.

Centaurus Road – Austin Kirk Lane to St Martins Road 2002/03
St Martins Road – Centaurus Road to Gamblins Road 2003/04

Also in 2002/03 there is budget for cycle facilities for Centaurus Road from Colombo Street to St Martins Road.

Council officers identified a need for an overall plan to manage traffic through the whole of this route from Colombo Street to Gamblins Road. This included investigating pedestrian and cyclist safety, crossing facilities, provision of safe school crossing points, and better access to local shops and businesses.

Centaurus Road is a minor arterial road and St Martins Road is a collector road. Minor arterial roads are designated to carry between 3,000 and 15,000 vehicles per day, have no access restrictions and where possible parking is retained. Collector roads are designated to carry 1,000 to 6,000 vehicles per day. Centaurus Road at Colombo Street carries about 10,000 vehicles per day and in the area where the kerb and channel is to be renewed this volume drops to about 6,000.

Centaurus Road is part of the designated cycle network route and is used as part of a cycle training circuit.

PROPOSAL

The proposal (to be tabled at the meeting) indicates a comprehensive traffic management plan for the whole of the route, including kerb and channel renewals, crossing facilities, indented parking and bus bays, on road cycle lanes, and flush medians.

The proposal affects approximately 240 properties of which about 70 are rented. At present on-street parking is available along 85% of the route and the proposal will affect a large proportion of this.

It is proposed to divide the project into five sections for consultation management because there are issues that are more specific to some of these sections than others.

Section 1 St Martins Road – Gamblins Road to Centaurus Road

Proposed new kerb and channel from Koromiko Street to Centaurus Road 2003/04, with cycle lanes and a reduction in on street parking.

Section 2 Centaurus Road – St Martins Road to Austin Kirk Lane

Proposed new kerb and channel on the west side Buxton Terrace to number 113 and on the eastern side from number 130 to Palatine Terrace 2002/03, with cycle lanes, turning bays at St Martins Road, pedestrian facility at the walkway at number 120 and a reduction in on-street parking.

Section 3 Centaurus Road – Austin Kirk Road to Major Aitken Drive

Some new kerb and channel opposite Whaka Terrace and at Major Aitken Drive to provide road space and parking, cycle lanes, a flush median to assist access to the shops and businesses, and a reduction in on street parking.

Section 4 Centaurus Road - Major Aitken Drive to Holliss Avenue

Some new kerb and channel at Bowenvale Avenue and Landsdowne Terrace to provide bus stops, cycle lanes, turning lanes at Major Aitken Drive, a pedestrian crossing facility at Bowenvale Avenue, a reduction in on street parking and the repositioning of the pedestrian crossing at Holliss Avenue.

Section 5 Centaurus Road – Holliss Avenue to Colombo Street

Three indented spaces for parking and a bus top on the western side, cycle lanes, and a reduction in on street parking.

The proposed work will increase safety for pedestrians and cyclists, and provide cycle route facilities, better crossing facilities and safer school crossing provisions. Where it is appropriate provision will be made for improved access to shops, businesses, and adjoining streets; on street parking, and enhanced landscaping.

CONSULTATION

The proposal has not yet been communicated to the wider community. The next stage will be to communicate these projects to all property owners and residents by the delivery or mailing of a letter and plan. Council officers intend to visit all properties that will have a reduction in on street parking to explain the proposals and this will be followed up with two public meetings which are proposed for Wednesday 30 October and Thursday 31 October 2002.

Staff

Recommendation: That the proposals be approved for public consultation.

Chairman's

- Recommendation:**
1. That public consultation take place.
 2. That costs of the project be included in the consultation document.