

7. HAWFORD ROAD KERB AND CHANNEL RENEWAL (OPAWA ROAD TO BUTLER STREET)

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The purpose of this report is to seek the Board's approval to proceed with the Hawford Road kerb and channel renewal project to final design, tender and construction.

BACKGROUND

Hawford Road is a 14 metre wide local road in the Heathcote Ward with an average daily traffic volume of approximately 1,600 vehicles per day.

Hawford Road runs between Opawa Road and Butler Street. The street is primarily residential, however, a number of community facilities such as a school, kindergarten, sports field, community centre and a rest home are located throughout. A strip shopping centre is located at the corner of Opawa Road and Hawford Road and extends south/east along Opawa Road.

The Council is intending to replace the kerb and channel in the road as part of its asset management programme. In addition to the kerb and channel replacement, the major engineering work offers the opportunities to incorporate other design features to meet the requirements of the local community, such as traffic calming and improved streetscape.

The aims and objectives for this project are:

- To replace the existing of dish guttering with kerb and flat channel
- To reduce the speed of motorist travelling along Hawford Road
- To reduce the number of motorist short-cutting along Hawford Road
- To improve safety for pedestrians, cyclist and motorists.
- To enhance the 'streetscape' by installing grass berms and landscaping
- To complete the project within budget and on time

PROPOSED ROAD DESIGN

The proposed road design offers the following features:

- A 9 metre wide carriageway which is consistent with city-wide local roads
- Two road narrowings
- An enlarged and realigned roundabout at the Hawford Road/Ford Road intersection
- A kerb build-out on the south/east side of the Opawa Road/Hawford Road intersection
- A 'Give Way' control against Hawford Road at its intersection with Beckford Road ***(to be reviewed)**
- The installation of a pedestrian refuge within a flush median on Beckford Road just west from its intersection with Hawford Road, with the flush median extending north along Hawford Road
- The installation of a flush median on Hawford Road just south of its intersection with Beckford Road and extending in a southerly direction to its intersection with Butler Street

CONSULTATION TO DATE

The Hawford Road project has been on the budget for a number of years. Letters and telephone calls were received from residents and the Residents' Association advising the then area engineer of speed issues and the fact that some commercial vehicles were short cutting along Hawford Road. Residents requested that action be taken to address these concerns when the road was reconstructed. **Please Note:** A seven-day speed vehicle speed and volume count undertaken in early April 2001 indicated that a total of **12,381** vehicles were counted with the highest speed recorded at **98km/h** and the lowest **at 1 km/h**. However, a total of 32% of all vehicles recorded were travelling at between **53km/h** and **80km/h**.

This information received from the public plus the City Streets usual objectives for a project of this nature were combined to provide the initial project objectives.

The area engineer worked on concept drawings for Hawford Road that included some traffic calming measures. These designs were then put through the City Street internal review process with the aim to ensure technical integrity and safety. After this peer review some minor changes were made and the plan was made available to residents of Hawford Road and the wider community by a publicity leaflet distributed in April 2002.

Submissions were invited with a closing date of June 2002. Seventy written submissions were received with approximately half supporting the proposal and half against. The majority of the supporting submissions came from Hawford Road residents, and most of the opposing submissions came from residents in surrounding streets.

In September and October 2002, a number of meetings were held where the submissions were discussed with either individuals or groups of residents. The aim of these meetings was to discuss the proposed plan in more detail and to incorporate any suggested changes from residents.

A new design was publicised in a publicity leaflet distributed in early December 2002. This leaflet was distributed even more widely than the earlier leaflet with approximately 900 leaflets distributed. Submissions were invited with a closing date of 31 January 2003.

In January 2003 staff visited or spoke with every household next to the proposed slow points on Hawford Road. These residents overwhelmingly supported the proposed plan for Hawford Road and specifically the proposed slow points.

Thirty-six written submissions were received with approximately 20 supporting or conditionally supporting the proposal and 16 against. All objectors to the proposal came from residents in surrounding streets and most were from people who had objected during the earlier round of submissions. All objectors, who left contact details, were spoken with by telephone. Many objectors were concerned that the slowing of Hawford Road would push more vehicles down their street, however, once the overall 'big picture' traffic calming plan for the Opawa Area (LATMS) was explained most were satisfied. Some objectors from Butler Street were unhappy that approximately 200 metres of the old dish guttering in their street had not been replaced with kerb and flat channel and based their objections on this rather than any definite view of the traffic calming proposed for Hawford Road. These residents were advised the background as to how this anomaly came to be and were also advised that a staff member was currently working on a project that would see streets like Butler Street identified and a budget prepared to address the issue. It was not possible, however, to provide at this stage, a time frame for when the work might be completed.

The latest round of consultation has seen the proposed road humps incorporated within the slow points removed and the size of the kerb build-out at the Opawa/Hawford Roads intersection reduced to enable an extra car park to be retained. It was not possible to remove the kerb build-out altogether as it is required to provide those motorists exiting from Hawford Road into Opawa Road adequate 'sight' distances. (See attachment)

Finally, a public meeting was held at the request of the Board at the Risingholme Community Centre on Tuesday 18 February 2003. The purpose of the meeting was for officers to provide feedback to the public on the consultation process, and to receive any new information.

This meeting was positive and staff believe that there was a clear mandate for the project to proceed albeit with consideration given to one or two further suggested changes to the current plan.

These suggested changes are:

- **That the proposed change of priority at the Hawford Road/Beckford Road intersection whereby a 'Give Way' control is proposed against Hawford Road on its north approach to the Beckford Road intersection, be reviewed. It was requested that the priority be maintained for Hawford Road.**
- **That a centre line through the proposed 'slow points' be considered so that the 'slow points' are reinforced as two way.**

Staff are currently working on options to the first suggested change. Whilst staff acknowledge that it is general practice to change the priority of a road when it concludes at a no exit, in the situation of Hawford Road with the traffic demands placed on it at its intersection with Beckford Road/Ombersley Terrace and Butler Street, it would be prudent to rethink the current design.

Based on traffic counts obtained during the first week of the school term in 2003 it was accepted that the proposed plan, with the change of road priority, would work safely and efficiently for 22 out of every 24 hour day. However, at the peak demand time (i.e., drop-off and pick-up times) the amount of traffic generated in and out of Hansen's Park on a Saturday would significantly reduce efficiency.

While the new options currently being worked on for the Hawford/Beckford Roads intersection are not available for attachment to this report, they will be tabled at the Board meeting on 1 April 2003. Any 'stopping' restrictions in relation to the final recommended design for the Hawford/Beckford Roads intersection will also be tabled at the Board meeting.

The installation of some delineation in regards to the slow points so that it clearly reflects that they are 'two way' has merit and an option/s for this will also be tabled at the Board meeting.

CONSTRUCTION

It is anticipated that work will not now commence until early July 2003. This is to allow final design drawings to be undertaken and the work tendered. Hawford Road will take approximately 20 weeks to complete with completion date being approximately November/December 2003.

PROJECT COSTS

Pre-Design estimate: \$710,000.00

Staff

- Recommendation:**
1. That the Board approve the proposed kerb and channel renewal project to final design, tender and construction.
 2. That the stopping of vehicles be prohibited at any time:
 - (a) On the south side of Opawa Road commencing at its intersection with Hawford Road and extending in an easterly direction for a distance of 12 metres.
 - (b) On the west side and the east side of Hawford Road commencing at its intersection with Opawa Road and extending in a southerly direction for a distance of 58 metres.
 - (c) On the west side and the east side of Hawford Road commencing at its intersection with Ford Road and extending in a northerly direction for distance of 30 metres.
 - (d) On the west side and the east side of Hawford Road commencing at its intersection with Ford Road and extending in a southerly direction for a distance of 12 metres.
 - (e) On the north side and the south side of Ford Road at its intersection with Hawford Road and extending in an easterly direction for a distance of 15 metres.
 - (f) On the north side and the south side of Ford Road at its intersection with Hawford Road and extending in a westerly direction for a distance of 15 metres.

Chairman's

- Recommendation:**
1. That the above recommendations be supported.
 2. That a review of the consultation process for this project be undertaken with a view to improving the process and identifying problem issues at an earlier stage.