

## 6. CENTAURUS ROAD AND ST MARTINS ROAD – COLOMBO STREET TO GAMBLINS ROAD

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The purpose of this report is to inform the Board of the consultation responses to the above project, the project team's responses to the community's concerns, and to seek the Board's recommendation to proceed to final design, tender and construction with the altered concept plan. This report will also be presented to the Sustainable Transport and Utilities Committee, as it involves a change in the level of service on Centaurus Road and St Martins Road.

### BACKGROUND

There was kerb and channel renewal work planned for sections of Centaurus Road and St Martins Road in 2002/03 and 2003/04. The budgets for this work have now been carried forward to 2003/04 and 2004/05.

Centaurus Road – Austin Kirk Lane to St Martins Road	2003/04
St Martins Road – Centaurus Road to Gamblins Road	2004/05

Also in 2003/04 there is budget for traffic management 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 an informal cycle training circuit.

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.

The project was divided into five sections for consultation management, as there are issues that are more specific to some of these sections than others:

- Section 1            St Martins Road – Gamblins Road to Centaurus Road.
- Section 2            Centaurus Road – St Martins Road to Austin Kirk Lane
- Section 3            Centaurus Road – Austin Kirk Road to Major Aitken Drive
- Section 4            Centaurus Road - Major Aitken Drive to Holliss Avenue
- Section 5            Centaurus Road – Holliss Avenue to Colombo Street

### CONSULTATION

Publicity leaflets were delivered to all properties in St Martins Road from Gamblins Road to Centaurus Road and Centaurus Road from Colombo Street to St Martins Road, as well as six to eight properties down side streets. The leaflet was posted to absentee landowners and two public meetings were held to hear residents' concerns.

Approximately 400 pamphlets were distributed and seventy two (72) responses were received. The concerns raised have been addressed where possible in the same sections as above.

The plans (circulated separately) show the original concept in black and the alterations are marked in red.

## **Section 1 - St Martins Road – Gamblins Road to Centaurus Road.**

### *Concerns*

- Oppose parking removal on west side of St Martins Road.
- Need for parking for business at No. 11 (Garden Bug) and No. 17 (Pre-school).
- Want to remove parking bay outside No. 4.
- Want to shorten parking bay outside No. 5 and create parking outside No. 1.
- Want a crossing facility between Centaurus Road and Koromiko Street.
- Bus stops to be shown/re-established.

### *Addressed by*

- Unable to retain the parking from Nos. 2 –12 (west side of St Martins Road) by placing the kerb on a similar alignment to that from No. 14 to Gamblins Road. It would result in the removal of trees and would not provide the same safety for cyclists and pedestrians.
- Both Nos. 11 and 17 have off-street parking.
- Parking to be addressed by removing parking outside No. 5 and creating a single parking space outside Nos. 1 and 3 (*this has been communicated to these residents and received favourably*).
- Parking bay outside No. 4 is to be removed and replaced by a parking bay outside Nos. 6 and 8. This will require the removal of a tree (*this has been communicated to these residents and received favourably*).
- Because the parking is being removed between Koromiko Street and Centaurus Road, crossing will be safer than at present. There is insufficient room to provide a separate pedestrian crossing facility.
- Provision has been made to rationalise the bus stops through this stretch of road and the ones in this section will be replaced by two new ones in Gamblins Road (*residents in Gamblins Road have been approached and a solution has been reached*).

### *Additional costs for these alterations*

The cost of these changes is cost neutral to the project.

## **Section 2 - Centaurus Road - St Martins Road to Austin Kirk Lane.**

### *Concerns*

- Leave bus stop outside No. 172.
- That the grass berm be retained against the fence outside Nos. 143 and 149 and the footpath be against the kerb.
- Could the kerb build-out and pedestrian island at the park be relocated, as there are five properties up the driveway at No. 122.
- Concerns about the proposed bus stop position and access at No. 115.
- Protected Elm outside No. 133 causing problems for footpath and adjoining property.
- Pedestrian facility at walkway by No. 154.

### *Addressed by*

- By shortening up the chevron marking for the right turn lane into Centaurus Road, it has been possible to shorten the no stopping restriction and leave the bus stop in its present position (outside No. 172).
- The grass berm will be against the boundary outside Nos. 143 and 149 as requested.
- The kerb build-outs have been removed at the Park and the bus stops have been retained in the same positions as they are at present. Because of the walkway and bus stops a pedestrian refuge will be placed in this area.
- A resource consent is required to work near the protected Elm and this will need to be applied for.
- It is not possible to provide a pedestrian facility in this area because of the shape of the road.

### *Additional costs for these alterations*

The cost of these changes is cost neutral to the project.

## **Section 3 - Centaurus Road - Austin Kirk Lane to Major Aitken Drive**

### *Concerns*

- Resident at No. 92 would like to retain parking outside the property for at least one car.
- Resident at No.1 Whaka Terrace has indicated there is a problem with the road surface outside the scout den, especially during wet weather.
- Concerned about no parking along road frontage for properties at No. 86A, etc.

*Addressed by*

- Narrowing the flush median along the edge of the existing pedestrian refuge means it has been possible to reduce the amount of no stopping and retain one parking space outside No. 92.
- The road surface outside the scout den will be repaired as part of this work.
- It is not possible to retain parking on the east side of Centaurus Road below the properties up the drive at No. 86A. However, there is plenty of off-street parking across the road by the scout den.

*Additional cost for these alterations*

The cost of reconstructing the section of road outside the scout den is estimated at \$31,000.

**Section 4 - Centaurus Road - Major Aitkens Drive to Holliss Avenue**

*Concerns*

- The number of pedestrians that cross from Bowenvale Avenue and Major Aitken Drive to the river.
- The speed of traffic, particularly the Orbiter bus through this area.
- Bowenvale Avenue intersection:
  - Speed of traffic coming from further up Bowenvale Avenue
  - Bus bay should be moved to other side of intersection to give better visibility
  - Water mains in the area are always collapsing and causing leaks
  - Difficulty exiting Bowenvale Avenue and the bridge
  - Not enough space to queue to turn right with proposed pedestrian island to the east of intersection
- Three residents raised concerns about the lack of on-street parking.

*Addressed by*

- The addition of a second pedestrian island to the east of Major Aitken Drive. It cannot go west of the intersection, as it will impede right-turning traffic. This island will better define the roads, stop corner cutting, and also slow traffic through the bend.
- Bowenvale Avenue intersection – a splitter island at the intersection will be installed as part of the work undertaken in Bowenvale Avenue Neighbourhood Improvement work in 2004/05. There is insufficient road space to move the bus bay to the west of the intersection. The right turn bay and the pedestrian island will provide better turning facilities at the bridge. Water Services have been advised of the leaking issues and they have advised they will undertake necessary water main upgrading works in conjunction with the traffic management road works.
- There is insufficient road space to provide on-street parking and a parking survey of the area did not indicate a demand for parking.

*Additional costs for these alterations*

The cost of providing an additional pedestrian refuge at Major Aitken Drive is \$5,000.

**Section 5 - Centaurus Road – Holliss Avenue to Colombo Street**

*Concerns*

- Lack of parking - this is a concern for residents for the whole of this stretch of the road - connect the parking bays between Nos. 35 and 53, remove grass berms and provide parking bays, need for a parking bay between Torvill and Dean Lane and Holliss Avenue and also a pedestrian refuge, could road be widened to 14 metres or parking bays installed both sides of the road, could the parking bay at Torvill and Dean Lane be joined to the bus bay to provide more parking.
- Resident does not want parking bay outside No. 3 because it will reduce her visibility when exiting.
- A right turn bay to turn into Sloan Terrace.
- Move pedestrian crossing to east of Sloan Terrace and it needs to be made safer and more visible.
- Speed of vehicles through this section – could the speed limit be reduced.

*Addressed by*

- Several options were considered for providing additional parking along this section, but in most cases were cost-prohibitive. The cost of an additional parking bay outside Nos. 16-20 was \$22,000 and required the removal of two trees. This was therefore rejected. The possibility of extending the parking bay at Torvill and Dean Lane to the bus stop was explored, but was not possible because of the cost (approximately \$50,000) and the present services in this area. Enlarging the parking area on Rossmore Terrace was also explored, together with an indented parking bay just east of the entrance opposite No. 21.
- An additional parking bay has been added by Rossmore Terrace, together with a pedestrian refuge island.

- The parking bay at Nos. 3 and 5 has been realigned to eliminate the visibility issue raised by the resident at No. 3 and will still cater for three vehicles.
- There is insufficient road space to have a right turn bay into Sloan Terrace. It was also noted that we do not want to encourage traffic into this local road.
- The crossing is positioned west of Sloan Terrace. The kerbline has been extended to better meet the pedestrian crossing, which has been relocated towards Sloan Terrace. The crossing is now directly in line with the pedestrian desired crossing line.
- The speed of vehicles will be reduced by the edge lines and cycle lanes proposed in this concept.

*Additional costs for these alterations*

The cost of providing additional parking bay and pedestrian island at Rossmore Terrace is \$16,000.

**CONCLUSION**

The Project Team has looked at all the concerns that were raised and, where possible, have addressed them. The additional costs for some requests were prohibitive to the project.

The budget for this project has been exceeded by a substantial amount and the proposed changes have resulted in some additional costs, but these can be managed within the overall budget for this type of work. It may mean that some of the traffic management improvements will be delayed to spread the cost over two financial years.

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

**Staff**

**Recommendation:** That the altered concept plan as described above and shown on the plans attached proceed to final design, tender and construction.

**Chairman's**

**Recommendation:** That the officer's recommendation be adopted.