

11. **CORONATION STREET (BETWEEN SIMEON STREET AND SELWYN STREET) KERB AND CHANNEL RENEWAL, INCLUDING TRAFFIC CALMING AT CORONATION STREET/SIMEON STREET AND CORONATION STREET/SELWYN STREET**

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The purpose of this report is to seek the Board's approval to publicise the plan for the kerb and channel renewal project for Coronation Street, including the engineering remedial work at the intersections at Coronation/Simeon Streets and Coronation/Selwyn Streets.

This report was originally submitted to the May 2003 Community Board meeting. The report is being resubmitted to include some additional information that was requested, together with more detailed design plans.

BACKGROUND

Coronation Street is designated as a collector road. It has a 14 metre wide carriageway and carries approximately 4,000 vehicles per day. It is also a bus route.

The adjacent properties are residential in nature, however, there is a strip shopping centre that starts at the intersection of Coronation/Selwyn Streets and extends north along Selwyn Street.

AIMS OF THE PROJECT

- To renew the old dish guttering in Coronation Street
- To address the collision problem at Coronation/Simeon Streets
- To provide a new intersection control at Coronation/Selwyn Streets

Objectives of the Project

- To renew the old dish guttering with kerb and flat channel
- To improve the intersections of Coronation/Simeon Streets and Coronation/Selwyn Streets
- To provide continuity along this section of Coronation Street with the section south of Simeon Street
- To improve pedestrian and cycle safety
- To improve drainage in the vicinity of No. 42 Coronation Street
- To maintain accessibility for public transport
- To provide some landscaping
- To reinforce the function of Coronation Street as a collector road
- To complete the work within budget
- To complete construction by June 2004

In September 2002 a leaflet was distributed to residents and business owners on Coronation/Selwyn Streets and to the wider community around Coronation Street, advising that the Council would be renewing the kerb and channel in Coronation Street, between Simeon and Selwyn Streets. The leaflet sought feedback from the community on any concerns that they may have had in relation to traffic safety issues and, further, sought suggested changes from the community that they believed would improve the present situation.

Approximately 30 written submissions were received and generally these were all in favour of the kerb and channel work. The community requested, however, that the speed of traffic along Coronation Street be reduced; that the width of Coronation Street not be reduced; that the 'poached egg' roundabout at the intersection of Coronation/Selwyn Streets be replaced with another type of control; that the intersection of Coronation/Simeon Streets be improved.

This report, together with the original concept plans, was submitted to the May 2003 Community Board meeting. At that meeting the Board requested that more detailed plans be produced on the Coronation Street project, to be circulated with the publicity leaflet. These plans are now available and are attached to this report.

What will need to be determined, however, is whether or not the cost of producing more detailed plans is justified. Currently plans produced for publicity and consultation cost within the region of \$200, including printing. The new plans for Coronation Street have, to date, cost \$2,600, excluding the printing costs.

VEHICLE VOLUMES

During the May 2003 Board meeting a question was asked in relation to the volume of traffic along both Coronation Street and Selwyn Street and why the 'Give Way' control was placed against Selwyn Street.

Both Coronation Street and Selwyn Street are collector roads. Coronation Street currently carries 4,500 vehicles per day and Selwyn Street (south of the Coronation Street intersection) carries 4,000 vehicles per day.

The decision to place the 'Give Way' control against Selwyn Street at its intersection with Coronation Street was based on the greater volume of traffic moving along Coronation Street; also, more simply, because Coronation Street was the original priority route before the 'poached egg' roundabout was installed.

PROPOSED PLAN

A crash reduction study was carried out at the Coronation/Simeon Streets intersection in 1997 and as a result 'splitter' islands were installed. This work resulted in a decrease of crash occurrence. However, there have still been six non-injury crashes reported in the last five years, and this is considered to be high. Consequently, it is recommended that further crash reduction work should be undertaken at this intersection and the preferred option is as follows.

It is recommended that the 'splitter' islands be removed and that the intersection be off-set. This would be achieved by installing a large kerb build-out on the east side of Simeon Street on the north approach to Coronation Street, and a large kerb build-out on the west side of Simeon Street on the south approach to the Coronation Street intersection.

This would reduce the current capacity of the intersection because it converts what is essentially double-lane approaches to Coronation Street to single lane. However, due to the low traffic volumes, the negative impact is considered to be minor.

The width of Coronation Street would remain at 14 metres, apart from a small section mid-block, but the introduction of cycle lanes would visually reduce the width of the traffic lanes and therefore encourage slower speeds.

The 'poached egg' roundabout at the intersection of Coronation/Selwyn Streets would be removed and a 'Give Way' control place against Selwyn Street on the north approach to Coronation Street.

A pedestrian refuge is proposed on Selwyn Street just east of its intersection with Coronation Street. The pedestrian refuge would be installed within a flush median. The flush median would start at a point just north of the island on Selwyn Street and extend in a south-westerly direction into Coronation Street. The flush median will also provide road space for those vehicles wishing to turn right into Selwyn Street from Coronation Street, while still allowing room to pass for vehicles travelling straight through.

It is also proposed to install kerb build-outs on Coronation Street, mid-block, adjacent to property numbers 72, 75 and 85. New grass berms on both sides of Coronation Street would be installed, together with street trees on the south side of Coronation Street for the length of the street. Landscaping is proposed on the kerb build-out adjacent to the proposed 'Give Way' control on Selwyn Street; trees and landscaping are proposed on the kerb build-outs mid-block and grass berms, and trees are proposed on the build-outs proposed at the Coronation/Simeon Streets intersection.

TREE, SHRUBS AND GROUNDCOVERS OPTIONS

Trees (a selection of these depending on availability)

- Cornus controversa (Dogwood)
- Magnolia kobus (Deciduous Magnolia)
- Prunus amanogawa (Fastigate flowering Cherry)
- Prunus x yedoensis (Yoshino Cherry)

Shrubs and Groundcovers:

Berberis species (Barbery)
Erica species (Heath)
Hemerocallis species (Daylily)
Rhododendron species (Deciduous Azalea)
Rosa 'Flower Carpet' (Groundcover Rose)

CONSULTATION AREA

The publicity leaflet for Coronations Street will be delivered to all shopkeepers on Selwyn Street and to local schools. The delivery area will include all streets within the area bordered by Brougham Street, Barrington Street, Milton Street and up to the western boundary of Sydenham Park.

Project Budget: \$502,356.00.

Project time-frame: It is anticipated that construction would be completed by the end of June 2004.

Staff

Recommendation: That the Board approve the Coronation Street kerb and channel renewal project and the engineering remedial work for consultation.

Chairman's

Recommendation: That the officer's recommendation be supported.