

## 6. 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.

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 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 determined for the project are:

- To replace the existing old dish guttering with kerb and flat channel
- To reduce the speed of motorists travelling along Hawford Road
- To reduce the number of motorist short-cutting along Hawford Road
- To improve safety for pedestrians, cyclists 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 9m wide carriageway is consistent with city-wide local roads. The 9m makes the road narrower than at present, and will subsequently reduce current vehicle speeds.
- Two road narrowings will reduce average vehicle speeds further, and will also offer disincentives to use the road for a short-cut. They are wide enough for two cars to pass.
- General speed reductions are the most appropriate treatments to aid cycle and pedestrian safety.
- The traffic island and median adjacent to the Beckford/Hawford and Butler Street intersections will further slow and guide traffic, and improve pedestrian safety.

### CONSULTATION PROCESS

The first publicity plan for Hawford Road was delivered to residents and the community, including businesses, in early 2002.

This leaflet included a concept plan that had been drawn up after earlier consultation work had been undertaken with the residents of Hawford Road. Along with the proposed kerb and channel work it showed traffic calming features that could be incorporated into the reconstructed street. The publicity leaflet provided an opportunity for residents and the wider community to make further comments, etc.

Seventy written submissions were received on the proposal and generally these submissions reflected support for the proposed work. A number of recommendations were made to Council through these submissions and these were incorporated into the new plan that was publicised in December 2002.

The new publicity plan has attracted approximately 36 written submissions. The results will be outlined in this report under "Consultation Results" (below).

## CONSULTATION RESULTS

Thirty-six written submissions were received during this latest round of consultation. These are précised below.

- I think it is an absolutely stupid idea. No name address or contact details.
- Why isn't there going to be underground wiring?. An address in Opawa Road.
- Reinstate platforms; refurbish shop pavement area; ask shop keepers to park off road and not in shoppers car parking area. No address or contact details
- Where do motorists short cut from and to?; it will slow traffic too much: will increase volume of traffic along Beckford Road; the changes will not prevent short-cutting. Beckford Road resident, contact details supplied
- Current plan is unusable; speed bumps are a good way of reducing speed; slow points are inconsiderate to drivers. No contact details supplied.
- I feel trees without grass berms would be more suitable; a large number of elderly people get their berms mowed by a contractor and then claim costs from WINZ, this is an unnecessary expense to tax payers. No contact details supplied.
- Plan doesn't take into account a holistic view of traffic movements. Fifield Tce resident, contact details supplied.
- The slow points on Hawford Rd will deflect traffic down Fifield Tce. Fifield Tce resident, contact details supplied.
- I think this (plan) looks great, I have had many concerns regarding the speed of vehicles, I am concerned for my rest-home residents. Hawford Road resident, contact details supplied.
- Will deflect traffic down Ford Rd; narrow road too dangerous for cyclists; footpaths too close to private properties therefore making it difficult for walkers/cyclists; strongly believe status quo is better. Fifield Tec resident, contact details supplied.
- Why has the council stopped the kerb and channel renewal at Butler Street. Butler St requires new kerb and channel as well. Butler St resident, contact details supplied.
- An excellent plan. Ford Rd resident
- Would it be possible to include bicycle lanes? Beckford Rd resident
- It doesn't matter what comments you get, it will still go ahead; a big waste of money; doesn't need to be done at all; you should lose your job. No name and contact details supplied
- Hawford Rd is not only used by residents; the road must remain straight with two way access; grass berms are a waste of space; right of way must be given to traffic on Hawford Road through to Hansens Park; parking needs to be retained at corner of Opawa Rd/Hawford Rd for shops. Ombersley Terrace resident.
- Dumb, dumb, dumb idea, it will take me another 10 minutes a day, I will therefore deduct \$600 per year from my rates; it's a perfectly good road, waste of money; why doesn't Council deal with the idiot driving from Rudolf Steiner parents. Butler St resident, contact details supplied.
- Will proposed kerb and channel renewal work affect existing stormwater outflow pipes from our property? Hawford Road resident
- We support the proposal. Could the overhead wires be undergrounded? Hawford Rd resident.
- Every motorist needs to have unrestricted use of Hawford Road; narrowing a road does not help; cul-de-sac roundings are a waste of money; will the Council mow the lawns? Butler St resident
- Would like to see platform outside 132 Hawford Road reinstated, this will prevent the 'hoons' 'screaming' into and out of vehicle entrance opposite 132 Hawford Road; would like to see carpet roses planted beside the aforementioned vehicle entrance; apart from this I think the plan is absolutely wonderful, thank you. Hawford Road resident.
- Is short cutting really a problem?; motorist will use Fifield Terrace; angled slow points are an over kill; speed humps and planting would be enough; deterring trucks would be an improvement. Fifield Tce resident, contact details supplied.
- Hawford Road is a main thoroughfare for Tekapo Place residents; questionable objectives, how many accidents have there been; it would have been prudent to consult the residents. Tekapo Place resident, contact details supplied.
- I am concerned with the intersection of Hawford Road/Ombersley Terrace; motorist 'cut' the corner and there have been many near misses; I would prefer to see a pedestrian island on Beckford Road corner to prevent collisions, slow traffic and allow children to cross safely. Ombersley Tce resident, contact details supplied.
- Is there sufficient space for a car to pass a cyclist at the roundabout? Drivers will get frustrated waiting behind cyclists. Hawford Road resident, contact details supplied.
- Don't like the weaving slow points, we believe that these type of constraints cause more problems then they solve.
- Concerned about the proposed width of road at Opawa Rd/Hawford Rd, not enough room to turn a truck into Hawford Rd without crossing centre line; concerned about proposed width of Hawford Rd/Beckford Rd (writer confused the level markings on road and thought they indicated the kerb line; please remove the 'humps'. Tekapo Place resident, contact details supplied.

- Progress has been made in making a sensible plan for upgrading this area; still unhappy with the proposed slow points; the new plan for Hawford Rd/Ford Rd intersection is good. Ford Rd resident, contact details supplied.
- Would like to see undergrounding of aerial wiring undertaken at the same time as roading work. Hawford Road resident, contact details supplied.
- Retain the kerb and channel renewal work; retain the proposed roundabout; remove the two cul-de-sacs and replace with 'speed bumps' and road narrowing; consider a 40km/h zone. Beckford Rd resident, contact details supplied.
- The original plan was much more satisfactory; concerned with visibility at roundabout.
- Doesn't want road humps; doesn't want Beckford made the priority over Hawford Rd at intersection; both my husband and I use Hawford Road and don't see any commercial vehicles. Contact details not supplied.
- It seems that vehicles from Hansens Park are being encouraged to turn into Beckford Rd; there should be a 'Give-Way' sign at the exit to the park. Beckford Rd resident, contact details supplied.
- Support trees planted along Hawford Rd; if platform removed a different paving should be used to provide a threshold to slow vehicles down, otherwise excellent. Name and contact details not supplied.
- Why not the shortest way, diversification surely helps avoid congestion and excess strain on a few roads. Name and contact details not supplied.
- The whole concept looks wonderful, we are 80 years old and like to walk for our health; could you also include some seating half way along Hawford Road? Ombersley Tce residents, contact details supplied.
- Please act on these plans as soon as possible, excessive speed is a chronic problem on Hawford Road; because of the current width of Hawford Road motorists actually overtake other vehicles; Hawford Road is also popular with speeding teenagers. Hawford Road resident, name and contact details supplied.

## SUMMARY

It can be seen that there are a range of comments, both for and against different sections of the plan. The project's consultation leader has individually visited each property adjacent to the Hawford Road slow-points. From these visits, and analysis of the written and phone consultation, the following conclusions have been drawn:

- Hawford Road residents adjacent to the road narrowings are fully supportive of the concept, and wish it to proceed.
- Hawford Road residents generally, are supportive of the 9m road width and measures to control vehicle speed.
- Residents who do not live on Hawford Road are less supportive of the concept, fearing a change in vehicle numbers on their streets, and less utility of Hawford Road. The main exception to this is from the Risingholme Community Group, their main concern has been that the slow points will prove too difficult for some of their clients to negotiate.

Late objections to the proposed kerb build-out at the corner of Opawa Road/ Hawford Road have been received from three business operators located in the local shopping centre. The objections are:

- That the kerb build-out proposed will result in the loss of one car park on Opawa Road and one car park on Hawford Road.
- That the build-out will reduce the safety of all road users at the intersection of Opawa Road and Hawford Road.
- Two business operators spoken to advised that they did not receive any publicity on the proposed project.

Should the proposed kerb build-out go ahead and the corresponding no-stopping lines be installed, parking will be banned for a distance of 12 metres east along Opawa Road from the intersection of Opawa Road and Hawford Road and for a distance of 9 metres along Hawford Road from the intersection of Hawford Road/Opawa Road. Traffic regulations state that it is illegal to park within 6 metres of an intersection, and, currently, staff have delegated authority to install no-stopping lines up to 20 metres from an intersection to ensure safety.

In relation to the second concern of the business operators, the Board should be assured that all traffic design work proposed complies with all standards, procedures policies and practices of the City Council as required by a Road Controlling Authority. Kerb build-outs and roundings of this nature offer undoubted safety improvements to entering and exiting vehicles, and pedestrian movements.

## CONSULTATION RESULTS

As a result of the consultation process, both with the community and the Community Board, the following changes and comments are proposed:

- The staff recommendation in the report to the Spreydon/Heathcote Community Board on 19 November 2003 sought approval to acquire 77 square metres of property, legal description Part Lot 2 DP 10098 located at 99 Hawford (a need generated from the first consultation plan). This was approved, but the option will not be taken up as changes to the position of the slow points have eliminated the need for the land.
- A speed hump located within each of the two slow points, shown on the latest plan, has been eliminated from the plan. Given the nature of the slow points and the residents' concern over the speed humps, they can be removed without significant loss of effect.
- A suggestion was made from a Board member for a traffic study to be undertaken at the intersection of Hawford Road and Beckford Road. The concern was that the proposed pedestrian island on Beckford Road may create a congestion problem in relation to those vehicles travelling along Beckford Road and wanting to turn right into Hawford Road. A traffic study was undertaken during the first week of the new school term, using traffic volume, speed and waiting time information gathered on-site. The study determined that the number of vehicles right turning would not create a problem for either themselves or straight-through vehicles.

## PROJECT CONTROL GROUP RECOMMENDATION

The project control group met to discuss the concerns raised from the latest submissions received and to re-examine the project from a technical basis with the view to either supporting a recommendation to the Board to proceed, or not.

The project control group acknowledges the concerns raised, however, the plan for Hawford Road is technically sound and complies with the policies and practices of the City Council along with best practice for engineering design work. As well, all engineering roading changes and reconstruction works undertaken by the Council are independently safety audited.

Looking at the submissions overall, including those obtained during earlier consultations and from telephone submissions, along with a further site visit to Hawford Road to speak with those residents adjacent to the proposed slow points, the recommendation to the Board will be that the proposed work proceeds.

## CONSTRUCTION AND COSTS

Construction is planned to start in March 2003 and to be completed by August 2003. The project budget is \$715,176, and the estimate of the design to date is \$710,000.00.

### Staff

- Recommendation:**
1. That the Spreydon/Heathcote 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, from a point commencing at the Hawford Road intersection, and extending in an easterly direction for 12m.
    - (b) on the east and west side of Hawford Road from a point commencing 139m south of Opawa Road intersection, and extending in a southerly direction for 58m.
    - (c) on the east and west side of Hawford Road from a point commencing 127m north of the Beckford Road intersection, and extending in a northerly direction for 63m.
    - (d) on the east and west side of Hawford Road from a point commencing at the Ford Road intersection and extending in a northerly direction for 30m.
    - (e) on the east and west side of Hawford Road from a point commencing at the Ford Road intersection and extending in a southerly direction for 12m.
    - (f) on the north and south side of Ford Road from a point commencing at the Hawford Road intersection and extending in an easterly direction for 15m.

- (g) on the north and south side of Ford Road from a point commencing at the Hawford Road intersection and extending in a westerly direction for 15m.
- (h) on the east and west side of Hawford Road from a point commencing at the Beckford Road intersection and extending in a northerly direction for 30m.
- (i) on the east and west side of Hawford Road from a point commencing at the Beckford Road intersection and extending in a southerly direction for 24m.

**Chairperson's  
Comment:**

I am concerned that, from the consultation, the numbers of submitters opposing at least part of the plan is double those who support it. Although some changes have been made to the plan, I believe the concerns expressed by the residents should be taken more into account than is reflected in the current plan.

For discussion.