

7. CENTAURUS ROAD SAFETY IMPROVEMENTS (AYNSLEY TERRACE TO EAST OF GLENELG SPUR ROAD)

Officer responsible City Streets Manager	Author Lee Kelly, Roading Projects Consultation Leader, DDI 941-8355
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The purpose of this report is to seek approval from the Board to proceed to final design, tender and construction of the Centaurus Road (Aynsley Terrace to east of Glenelg Spur Road) safety improvements work.

BACKGROUND

A publicity leaflet outlining a Council proposal to upgrade a section of Centaurus Road between Aynsley Terrace and Glenelg Spur Road was distributed in July 2002 to seek input from local residents and the wider community.

The proposal is to construct new kerb, channel and footpath on the north side, and to replace the existing kerb and channel on the south side of the road. It is also intended to underground the aerial wiring along this section and to upgrade the street lighting prior to commencing the kerb and channel work.

An analysis of the submissions made by residents indicated that they were generally supportive of the proposal. However, there appeared to be a perception that traffic speeds and the number of commercial vehicles using this section of Centaurus Road was high, and some residents just east of Glenelg Spur were unhappy about the removal of their existing on-street parking.

Indeed, the perception of the speed and type of vehicles using Centaurus Road was so high that some residents formed a residents' association, namely, the Centaurus Road Residents' Association, with a view to overturning the designation of Centaurus Road from a minor arterial to a local road. The reasoning behind this was that if Centaurus Road was downgraded within the roading hierarchy it is then possible to restrict the number and type of vehicles using the road by installing strong engineering treatments.

The Centaurus Road Residents' Association submitted a letter to Council with a number of questions. These questions were diverse and covered issues such as the designation of Centaurus Road and the possibility of having the designation overturned; the volume of traffic; the type of vehicles and the speed of vehicles using Centaurus Road.

A reply was sent to the Residents' Association on 15 January 2003 after traffic surveys were undertaken between August and October 2002, and this reply is tabled as attachment one.

It was decided to extend the consultation to include residents and property owners from the Port Hills Road area along with those residents who live in the vicinity of the Centaurus Road/Aynsley Terrace/Vernon Terrace/Rapaki Drive intersection to ensure that as many concerns as possible were addressed and the additional consultation was undertaken in January/February 2003.

Discussions have continued with a number of residents living on the north side of Centaurus Road just east of Glenelg Spur who are concerned that their on-street parking has been removed. Staff gave an undertaking to residents to investigate all options that would enable on-street parking to be retained on the north side of Centaurus Road. This work has been done and is outlined below.

The removal of on-street parking on this section of Centaurus Road is to address the crash problem that is occurring predominately between property numbers 351 and 373 by 'smoothing' out the bend. To achieve this 'smoothing' it is necessary to realign the traffic lanes slightly northwards (see attachment).

Residents requested that staff investigate the possibility of property purchase so that the realignment of this section could be to the south rather than the north and thereby eliminating the need to remove on-street parking.

Staff have investigated the possibility of property purchase. However, this option would only replicate the current alignment of the road and offer no safety improvement benefits at all. It would also add within the region of an additional \$80,000 to the cost of the proposed budget.

Further, if Centaurus Road in this section is realigned more to the south it would not be necessary to continue the undergrounding of the aerial wiring past property no. 359. This would then create an issue for those properties further east on Centaurus Road who have had an expectation of undergrounding since the proposed plan was first publicised.

This has been reported back to the resident who made the initial request and with whom the author has had a number of telephone conversations.

RECOMMENDED OPTION

In summary, the recommended option is to upgrade that section of Centaurus Road between Aynsley Terrace to just east of Glenelg Spur Road as publicised in July 2002 and again in January/February 2003. The proposal is to provide a new kerb, channel and footpath on the north side, and to replace the existing kerb and dish channel on the south side of the road. It is also intended to underground the aerial wiring along this section and to upgrade the street lighting prior to commencing kerb and channel work.

CONSTRUCTION

It is anticipated that construction would start in July 2004 it would take approximately nine months to construct with a completion date of April 2005.

PROJECT BUDGET

The budget for this project is \$905,552.00.

Staff

Recommendation: That the Spreydon/Heathcote Community Board approve the Centaurus Road (Aynsley Terrace to east of Glenelg Spur Road) kerb and channel renewal project for final design, tender and construction.

Chairman's

Recommendation: That the officer's recommendation be adopted.