

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

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 the Board's approval to proceed to final design, tender and construction of the kerb and channel renewal project for Coronation Street including the engineering remedial work at the intersections of Coronation/Simeon Streets and Coronation/Selwyn Streets.

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 in 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 Street and Selwyn Street. 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 as to what would improve the present situation.

Approximately thirty 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.

A report, together with the original concept plans, was submitted to the May 2003 Community Board meeting seeking approval to consult with residents and the wider community. At that meeting the Board requested that more detailed plans be produced on the Coronation Street project.

The Coronation Street report was resubmitted to the 29 July 2003 Board meeting with more detailed plans attached and the Board approved the project for wider consultation.

CONSULTATION

A publicity leaflet was distributed to Coronation Street residents and an expanded community area encompassing Brougham Street, Barrington Street, Milton Street and up to the western boundary of Sydenham Park during August/September 2003. Publicity leaflets were also delivered to schools within the area.

Twenty-three written submissions were received. There is clear support for the proposal from the majority of submitters. One submitter suggested that the 'poached egg' roundabout would not need to be removed and replaced if drivers obeyed the road rules; one submitter was unhappy about the proposal to install street trees along Coronation Street, the concern was that trees should be in parks and to install them within streets was cruel; one submitter was concerned that the Council appeared to be spending vast amounts of money on beautification when it could/should be prioritising an upgrade of the sewage system; one or two submitters raised concerns in relation to the driver behaviour of motorists in the area.

RECOMMENDED 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, which 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 straight through vehicles room to pass.

It is also proposed to install kerb build-outs on Coronation Street, mid-block, adjacent to property no's 72, 75 & 85. New grass berms on both sides of Coronation Street would be installed along 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 is proposed on the kerb build-outs mid block and grass berms and trees are proposed on the buildouts proposed at the Coronation Street/Simeon Street intersection.

TREE, SHRUBS & 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 & Groundcovers:

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

Project Budget: \$502,356.

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 final design, tender and construction.

Chairperson's

Recommendation: I support the officer's recommendation.