

7. FENDALTON ROAD DESIGN

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Corporate Plan Output: Transport Planning	

The purpose of this report is to update the Council regarding the design process for Fendalton Road and also to obtain a decision regarding the design option to be used for public consultation. This report was presented to the February meeting of the Fendalton/Waimairi Community Board which supports the recommendation.

INTRODUCTION

A combined presentation to the City Services Committee and Fendalton/Waimairi Community Board was delivered on 26 November 1999 to consider the two main design options for the proposed upgrading of Fendalton Road. The options presented were based on meeting the objectives which had been developed and agreed to earlier in conjunction with the two committees.

The members present at the meeting favoured the option of the wider median but decided that the option to be adopted should be confirmed after a walk through had been undertaken.

The residents along Fendalton Road were invited to join the walk through and discuss any issues with the staff or elected representatives present. There has also been some feedback received subsequently from residents who could not take part on the day. A copy of the list of issues identified is attached.

PUBLIC RESPONSE

The main issues identified from the walk through, letters and phone calls are: the protection of substantial trees; property access and; the availability of on-street parking. Most residents accept the need for the widening of the road as well as the construction of a solid median to improve the safety of the widened road. Most residents were also satisfied with the provision of turning facilities within the median.

DESIGN OBJECTIVES

The development of the design for Fendalton Road directed by the objectives has resulted in options which are very similar, other than the width of the central median. The narrower median of 2 metres requires the loss of less existing trees and shrubs, but has few other advantages when compared to the wider median of 3.4 metres. The wider median provides for the planting of more substantial trees within the median, the construction of turning facilities at safe locations and the provision of safer pedestrian/cycle facilities.

Although the option of the wider median does require the removal of more existing landscaping it should be looked at in the context of the whole project. It was emphasised by elected members at the presentation that people need to be looking at what the whole route will look like in 10 years rather than focussing on the short term removal of some existing planting.

DESIGN PROGRESS

The provision of on-street parking bays is currently being addressed: either where residents have requested them; where surveys have identified consistent demand or; where the adjacent property does not facilitate on-site parking. The detailed design of these areas is also being considered by the landscape architects to ensure that they fit in with the overall design concept for the road.

Once the decision has been made regarding the proposed width for the median along Fendalton Road more detailed work can be undertaken regarding the alignment of the road.

PROPERTY PURCHASE

The purchase of the road widening has almost been completed with negotiations continuing with the owners of 126 Fendalton Road and the Church being the only properties which have not been purchased. Due to the complexity of the design issues involved in the vicinity of the St Barnabas it was considered that the church representatives should not be approached until a design was available for discussion and the exact area required for the work was available.

BENEFIT/COST ANALYSIS

Work is continuing regarding the calculation of the benefit/cost ratio (B/C) for the project. The tangible B/C currently stands at 2.92 for construction in the 2000/01 financial year, rising to 3.27 in 01/02, 3.62 in 02/03, 3.99 in 03/04 and 4.40 in 04/05.

An economist has been employed to look at the intangible benefits. Initial discussions suggest that some limited intangible benefits could be available. A registered land valuer has also been employed to assess the land values being used to decide whether the assumed market property values are realistic and whether they can be justifiably lowered.

Transfund NZ are currently accepting projects between 3.0 & 4.0 for possible funding as they have more money available than in previous years. Discussions to date with Transfund staff suggest that deferred funding may be available from Transfund for the project to be built next year. This will be subject to the B/C achieved (ie needs to around 3 or greater) and would also be subject to negotiation and discussion with Transfund.

PUBLIC CONSULTATION

It is anticipated that full public consultation will be initiated in April with the residents and other affected parties given the opportunity to provide feedback on the design option supported by Council. The Fendalton/Waimairi Community Board has expressed its enthusiasm to be involved in the consultation process, particularly in regard to the matters of landscaping and on-street parking provision. Where matters regarding the philosophy of the design are raised it is seen that City Services is the more appropriate Committee to discuss any proposed changes to the design as the project does have city wide implications.

CONCLUSIONS

Work is continuing regarding the design of landscaping and the parking bays which are to be included in the design of the road for public consultation.

The benefit/cost analysis for the project is currently being refined and it has been suggested by Transfund that deferred funding may be available subject to further discussion.

Property purchase is almost completed other than negotiations regarding the purchase of land from the St Barnabas Church.

The options presented to the combined meeting of City Services and Community Board members each have advantages. The advantages of the design which utilises the wider median of 3.4 metres, however outweigh the disadvantage of the impact on the existing planting.

- Recommendation:**
1. That subject to the design and engineering requirements and provision for cyclists, the Council endorse the proposal for the construction of the 3.4 metre solid median for Fendalton Road.
 2. That the design ensure the maximum retention of significant trees.