

4. CENTAURUS ROAD (AYNSLEY ROAD TO GLENELG SPUR) PROPOSED UPGRADING

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The purpose of this report is to seek the Council's approval for community consultation on a plan for the proposed reconstruction of Centaurus Road between Aynsley Terrace and the eastern side of the Glenelg Spur intersection. The Council is proposing to upgrade this section of Centaurus Road in the 2004/2005 period. The nature of these works is extensive and could involve property purchase. There are road-widening designations in the City Plan that have been objected to. The proposed scheme plan provides an appropriate solution to meet the Council's objectives to upgrade this section of road.

TRAFFIC ENVIRONMENT

Centaurus Road is classified as an arterial road in the City Plan. Traffic volumes along this section of Centaurus Road are in excess of 6,000 vehicles per day. The only intersection along this section of Centaurus Road is that with Glenelg Spur. This street is a local street servicing some 25 properties including the Glenelg Health Camp.

At present on the north side of this section of Centaurus Road there is no kerb and channel or footpath. On the south side along parts of Centaurus Road there is a narrow footpath and the older type of dish channel. The road is located in hill country and the topography has an adverse impact on the nature of the road. This is reflected in the proposed alignment and cross section of Centaurus Road.

The existing road alignment is substandard and there have been a number of accidents reported along this section of road. These accidents are generally single vehicle incidents associated with the road alignment and excessive speed for the conditions. One accident, however, has been reported at the Glenelg Spur intersection which can be attributed to the alignment, sight distance and inappropriate speed.

THE CITY PLAN

In the City Plan, apart from the designation of the road, there are two references that affect the upgrading of this section of Centaurus Road. One of these references concerns a road widening designation on the north side of the road and the other is a notable tree, within the existing road reserve, also on the north side. There is a conflict between these two references. If the tree were retained there would be a conflict with the proposals to widen the road at this location.

The two property owners, who are affected by the road widening designations, have objected to these references in the new City Plan. These designations were included in the 1986 City Plan and are the only remaining part of a more extensive widening designation in the 1986 Plan.

PROPOSED WORKS

The works proposed for this section of road include; new kerb, channels and footpaths on both sides of the road, the undergrounding of the power supply, new street lighting, carriageway reconstruction and minor improvements to the road alignment. A feature of the road alignment is the coordination of the three horizontal curves to a similar radius to maintain a consistent speed environment. A plan illustrating these proposals is attached to this report.

The standard width for a road of this nature is generally in the order of 14 metres. This width usually allows for kerb side parking on both sides of the road, cycle lanes and a single traffic lane in each direction. The topography of this section of Centaurus Road physically limits the Council's ability to provide a standard arterial road cross section within the existing road reserve.

The proposal is to provide for a 9 metre carriageway, with additional widening at a number of locations to accommodate parking bays and a turning area for vehicles at the intersection. The 9 metre carriageway provides for two minimum width traffic lanes and provision for a cycle lane on either side of the road. The proposal at present avoids property purchase. However, as the proposal avoids land purchase, there are features in the design that require the support of other property owners in the locality.

The proposal at present avoids property purchase and locates the roadway away from the notable tree. The proposal is one of the more cost effective solutions to improve the road and its alignment. It provides a consistent radii to the curves along this section of road. The on-street parking, which is provided on the north side of the road, has been relocated to the south side. The problem with the topography at the intersection with Glenelg Spur has been assisted by providing a limitation to the length of footpath along the south side of the road. The length of this footpath, east of Glenelg Spur, is relative short and as the footpath does not extend to the east, this is not out of character for this area.

THE WAY AHEAD

The works, which will meet the minimum requirement for this arterial road in the future, are programmed to commence in 2004. Before the Council considers a recommendation to withdraw the road widening designations a plan for this road needs to be approved. A step in the process to adopt the plan for this section of road is to seek input from the community. Approval is therefore sought to consult with the community on the proposed plan with the objective of obtaining an agreed outline plan for this project.

- Recommendation:**
1. That the proposal to build this arterial road at a carriageway width of 9 metres be approved.
 2. That issues relating to road realignment and carparking be referred to the Spreydon/Heathcote Community Board for implementation.