

1. CENTAURUS ROAD AND ST MARTINS ROAD - COLOMBO STREET TO GAMBLINS ROAD

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The purpose of this report is to inform the Council of the responses from the consultation on the above project, the project team's responses to the community's concerns and to seek approval to proceed to final design, tender and construction with the altered concept plan. This report was also presented to the Spreydon Heathcote Community Board and their comments are included at the end of the report.

BACKGROUND

Kerb and channel renewal work was previously planned for sections of Centaurus Road and St Martins Road in 2002/03 and 2003/04. The budgets for this work have now been carried forward to 2003/04 and 2004/05 as follows:

- Centaurus Road - Austin Kirk Lane to St Martins Road 2003/04
- St Martins Road - Centaurus Road to Gamblins Road 2004/05

Also in the 2003/04 financial year there is a budget for traffic management for Centaurus Road from Colombo Street to St Martins Road.

Council officers have identified a need for an overall plan to manage traffic through the whole of this route from Colombo Street to Gamblins Road. This included investigating pedestrian and cyclist safety, crossing facilities, provision of safe school crossing points and better access to local shops and businesses.

Centaurus Road is a minor arterial road and St Martins Road is a collector road. Minor arterial roads are designated to carry between 3,000 and 15,000 vehicles per day, have no access restrictions and where possible parking is retained. Collector roads are designated to carry 1,000 to 6,000 vehicles per day. Centaurus Road at Colombo Street carries about 10,000 vehicles per day and in the area where the kerb and channel is to be renewed this volume drops to about 6,000.

Centaurus Road is part of the designated cycle network route and is used as part of an informal cycle training circuit.

The proposal affects approximately 240 properties of which about 70 are rented. At present on-street parking is available along 85% of the route and the proposal will affect a large proportion of this.

The project has been divided into five sections for consultation management because there are issues that are more specific to some sections than others.

- Section 1 - St Martins Road - Gamblins Road to Centaurus Road.
- Section 2 - Centaurus Road - St Martins Road to Austin Kirk Lane.
- Section 3 - Centaurus Road - Austin Kirk Lane to Major Aitken Drive.
- Section 4 - Centaurus Road - Major Aitken Drive to Hollis Avenue.
- Section 5 - Centaurus Road - Hollis Avenue to Colombo Street.

CONSULTATION

Publicity leaflets were delivered to all properties in St Martins Road from Gamblins Road to Centaurus Road and Centaurus Road from Colombo Street to St Martins Road as well as 6-8 properties down side streets. The leaflet was posted to absentee land owners and two public meetings were held to hear residents' concerns.

Approximately 400 pamphlets were distributed and seventy-two (72) responses were received. The concerns raised have been addressed where possible in the same sections as above.

The attached plans show the original concept.

Section 1 - St Martins Road – Gamblins Road to Centaurus Road

Concerns:

- Opposed to the removal of parking on the west side of St Martins Road.
- Need for parking for business at No 11 (Garden Bug) and No 17 (Pre-school).
- Wish to remove the parking bay outside No 4.
- Wish to shorten the parking bay outside No 5 and create parking outside No 1.
- Would like a crossing facility between Centaurus Road and Koromiko Street.
- Bus stops to be shown/re-established.

Addressed by:

- It is not possible to retain the parking from No's 2-12 (west side of St Martins Road) by placing the kerb on a similar alignment to that from No 14 to Gamblins Road. It would result in the removal of trees and would not provide the same safety for cyclists and pedestrians.
- Both No's 11 and 17 have off-street parking.
- Parking to be addressed by removing parking outside No 5 and creating a single parking space outside No's 1 and 3. (This has been communicated to these residents and received favourably).
- Parking bay outside No 4 is to be removed and replaced by a parking bay outside No's 6 and 8. This will require the removal of a tree. (This has been communicated to these residents and received favourably).
- Because the parking is being removed between Koromiko Street and Centaurus Road, the crossing will be safer than at present. There is insufficient room to provide a separate pedestrian crossing facility.
- Provision has been made to rationalise the bus stops through this stretch of road and the ones in this section will be replaced by two new ones in Gamblins Road. (Residents in Gamblins Road have been approached and a solution has been reached).

Additional costs for these alterations:

- The cost of these changes is cost neutral to the project.

Section 2 - Centaurus Road - St Martins Road to Austin Kirk Lane

Concerns:

- The bus stop should be retained outside No 172.
- The grass berm be retained against the fence outside No's 143 and 149 and the footpath be against the kerb.
- Could the kerb build out and pedestrian island at the park be relocated as there are five properties up the driveway at No 122.
- Concerns about the proposed bus stop position and access at No 115.
- Protected elm tree outside No 133 in causing problems for the footpath and to the adjoining property.
- Pedestrian facility at walkway by No 154.

Addressed by:

- Shortening up the Chevron marking for the right turn lane into Centaurus Road, it has been possible to shorten the no-stopping restriction and leave the bus stop in its present position (outside No 172).
- The grass berm will be against the boundary outside No's 143 and 149 as requested.
- The kerb build-outs have been removed at the park and the bus stops have been retained in the same positions as they are at present. Because of the walkway and bus stops a pedestrian refuge will be placed in this area.
- A resource consent is required to work near the protected elm tree and this will need to be applied for.
- It is not possible to provide a pedestrian facility in this area because of the shape of the road.

Additional costs for these alterations:

- The cost of these changes is cost neutral to the project.

Section 3 - Centaurus Road - Austin Kirk Lane to Major Aitken Drive

Concerns:

- The resident at No 92 would like to retain parking outside the property for at least one car.
- The resident at No 1 Whaka Terrace has indicated that there is a problem with the road surface outside the Scout hall, especially during wet weather.
- Concerned about no parking along road frontage for properties at No 86A etc.

Addressed by:

- Narrowing the flush median along the edge of the existing pedestrian refuge means it has been possible to reduce the amount of no stopping and retain one parking space outside No 92.
- The road surface outside the Scout hall will be repaired as part of this work.
- It is not possible to retain parking on the east side of Centaurus Road below the properties up the drive at 86A. However, there is plenty of off-street parking across the road by the Scout hall.

Additional cost for these alterations:

- The cost of reconstructing the section of road outside the Scout hall is estimated at \$31,000.

Section 4 - Centaurus Road - Major Aitkens Drive to Holliss Avenue

Concerns

- The number of pedestrians that cross from Bowenvale and Major Aitken Drive to the river.
- The speed of traffic - particularly the Orbitor bus through this area.
- Bowenvale Avenue intersection:
 - Speed of traffic coming from further up Bowenvale Avenue.
 - The bus bay should be moved to the other side of the intersection to give better visibility.
 - Water mains in the area are always collapsing and causing leaks.
 - Difficulty exiting Bowenvale Avenue and the bridge.
 - Not enough space to queue to turn right with proposed pedestrian island to the east of intersection.
- Three residents raised concerns about the lack of on-street parking.

Addressed by:

- The addition of a second pedestrian island to the east of Major Aitken Drive. It cannot go west of the intersection as it will impede right turning traffic. This island will better define the roads, stop corner cutting and also slow the traffic through the bend.
- Bowenvale Avenue intersection - A splitter island at the intersection will be installed as part of the work undertaken in Bowenvale Avenue Neighbourhood Improvement work in 2004/05. There is not enough road space to move the bus bay to the west of the intersection. The right turn bay and the pedestrian island will provide better turning facilities at the bridge. Water Services have been advised of the leaking issues and they have advised they will undertake the necessary water main upgrading works in conjunction with the traffic management roadworks.
- There is not enough road space to provide on-street parking and a parking survey of the area did not indicate a demand for parking.

Additional costs for these alterations:

- The cost of providing an additional pedestrian refuge at Major Aitken Drive is \$5,000.

Section 5 - Centaurus Road – Hollis Avenue to Colombo Street

Concerns:

- Lack of parking - This is a concern for residents for the whole of this stretch of the road – to connect the parking bays between No's 35 and 53, remove grass berms and provide parking bays, the need for a parking bay between Torvill and Dean Lane and Holliss Avenue and also a pedestrian refuge, could the road be widened to 14 metres or parking bays installed both sides of the road, could the parking bay at Torvill and Dean Lane be joined to the bus bay to provide more parking.
- The resident does not want parking bay outside No 3 because it will reduce her visibility when exiting.
- A right turn bay to turn into Sloan Terrace.
- Should move pedestrian crossing to the east of Sloan Terrace and make it safer and more visible.
- Speed of vehicles through this section - could the speed limit be reduced.

Addressed by:

- Several options were considered for providing additional parking along this section but in most case were cost prohibitive. The cost of an additional parking bay outside No's 16-20 was \$22,000 and required the removal of two trees. This was therefore rejected. The possibility of extending the parking bay at Torvill and Dean Lane to the bus stop was explored but was not possible because of the cost (approximately \$50,000) and the presence of services in this area. Enlarging the parking area on Rossmore Terrace was also explored together with an indented parking bay just east of the entrance opposite No 21.
- An additional parking bay has been added by Rossmore Terrace together with a pedestrian refuge island.
- The parking bay at No's 3 and 5 has been realigned to eliminate the visibility issue raised by the resident at No 3 and will still cater for three vehicles.
- There is insufficient road space to have a right turn bay into Sloan Terrace. It was also noted that we do not want to encourage traffic into this local road.
- The crossing is positioned west of Sloan Terrace. The kerblines have been extended to better meet the pedestrian crossing which has been relocated towards Sloan Terrace. The crossing is now directly in line with the pedestrian desired crossing line.
- The speed of vehicles will be reduced by the edge lines and cycles lanes proposed in this concept.

Additional costs for these alterations:

- The cost of providing an additional parking bay and pedestrian island at Rossmore Terrace is \$16,000.

CONCLUSION

The Project Team has looked at all the concerns that were raised and where possible have addressed them. The additional cost for some requests were prohibitive to the project.

The budget for this proposal has been exceeded by a substantial amount. The estimated cost for the kerb and channel sections is \$624,150 and this exceeds the allocated budget by \$221,940. This can be managed through the kerb and channel budget. The traffic management has exceeded budget by \$40,395. It is proposed to find funding for this in 2003/04, carry the budget forward and top it up in 2004/05, or complete sections of the work over the two years. The additional work that has been added to the project to mitigate the residents concerns have been included in these estimates. The whole project is \$262,335 over budget.

The proposed work will increase safety for pedestrians and cyclists, by providing cycle route facilities, better crossing facilities and safer school crossings. Where it is appropriate, provision will be made for improved access to shops, businesses and adjoining streets; on-street parking and enhanced landscaping.

COMMENTS FROM SPREYDON/HEATHCOTE COMMUNITY BOARD MEETING - 1 JULY 2003

The Community Board at its meeting on 1 July 2003 resolved that *'the altered concept plan as described in the report above and shown on the plans attached proceed to final design, tender and construction'*. They did express concern about the amount of on-street parking that will be lost between Colombo Street and Bowenvale Avenue.

Recommendation: That the amended concept plan as described above and shown on the plans attached proceed to final design, tender and construction.