

5. OPAWA ROAD (GARLANDS ROAD TO CURRIES ROAD)

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The purpose of this report is to inform the Committee of the consultation outcome for the upgrade of Opawa Road (Garlands Road to Curries Road) and to seek approval to proceed with final design and tender.

BACKGROUND

Opawa Road from Garlands Road towards the Port is part of the State Highway Network in Christchurch. Transit New Zealand is the road controlling authority responsible for improvements to this network. However, some years ago the residents of Opawa Road raised concerns with the Council about the increasing volume of traffic on the road with the adverse effects being: increased traffic noise, vibration, local air pollution and lack of safe accessibility to and from their properties. This is particularly relevant to this section of Opawa Road with a high percentage of heavy vehicles, 12.5% recorded in 2003. Realignment of the road was considered necessary to overcome all of these effects.

CONSULTATION

An "inform" consultation process was undertaken with local residents of the area bordered by Aynsley Terrace, Centaurus Road, Port Hills Road, Curries Road, Chapman Road and Garlands Road, including the residents of Port Hills Road to Tunnel Road, and other relevant stakeholders. The "inform" consultation was in the form of a publicity leaflet that outlined the proposed plan along with an explanation of the aims and objectives for the project. Approximately 1,000 leaflets were distributed.

Feedback was required by the end of June 2004. A total of 40 submissions were received, 33 submissions related to the Stage 2 project, three submissions related to general property issues and the remaining four were enquires of the Stage 3 project.

The majority of submissions expressed support for the project but either queried some points or suggested changes to the plan.

The queries and/or suggested changes to the proposed plan will be addressed with residents by way of a letter (see attachment). The letter will be sent to residents and other stakeholders along with the updated plan (also attached).

The main concern raised was the provision of off-street cycle facilities. Detailed submissions were received from both the Road Transport Association and SPOKES.

RECOMMENDED PLAN

The recommended plan provides a new two-lane road to the north of the existing road. The existing road will be used to provide a buffer zone and service lane for residential properties on the south side of the road. Some land was required on the north side of the road within the 30m designation that exists in the Transitional Plan. The land has been purchased with negotiations being finalised before construction starts.

The new two-lane road extends from the Garlands Road Intersection to just past Curries Road. A flush median is provided the entire length with four pedestrian refuge islands available for crossing the road. Recessed bus bays allow the cyclists using the cycle lanes to pass the stopped buses without entering the traffic lanes. The service lane accessing the southern properties is divided into four sections, the longest two have separate entrance and exit points while the shorter two have one dual access point. A recessed parking bay with a 10 minute parking restriction is proposed outside the dairy on the corner of Grange Street.

The buffer zone allows the inclusion of street trees the entire length. Clumps of smaller trees are proposed within the open spaces on the south side of the intersections with seating provided outside the dairy.

The project team, which includes Transit NZ staff, have made the following changes to address concerns raised during the submission period, the changes are fully explained in the letter to residents (attached).

- Cycle linkages between the service roads to allow an alternative to the main road cycle lanes.
- Thresholds at the intersections of Grange Street, Brabourne Street and Ribbonwood Place.
- The footpath/berm arrangement on the west side will be left as per the existing situation.
- Landscaping changes including, removing the Flowering Cherries and have less trees outside the dairy and No. 262 Opawa Road.

Transit NZ have agreed to these changes.

CURRENT STATUS

The Spreydon/Heathcote Community Board also considered the information relating to the consultation outcome for the upgrade on 27 July 2004. The Community Board decided to recommend to the Sustainable Transport and Utilities Committee that officers resolve the issues to enhance the service lanes and off road paths for cyclists and pedestrians, prior to work commencing.

Staff

Recommendation: That the Committee receive the information and support the revised plan of Opawa Road (Garlands Road to Curries Road) to final design, tender and construction.

Chairman's

Recommendation: That the above recommendation be adopted.