

11. PAPAROA STREET KERB AND CHANNEL RENEWAL (PAPANUI ROAD TO RAYBURN STREET)

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The purpose of this report is to seek the approval of the Shirley/Papanui Community Board to proceed to final design, tender and construction of the Paparoa Street (Papanui Road to Rayburn Street) kerb and channel renewal project.

BACKGROUND

The Council is proposing to renew the old dish guttering in Paparoa Street (Papanui Road to Rayburn Street) in the 2004/2005 financial year. Paparoa Street is a local road and the existing carriageway in this section is 14 metres wide.

Paparoa Street from Rayburn Avenue to the end, adjacent to Paparoa Street school, has been reconstructed in recent years. The carriageway in this section was narrowed to 9 metres wide with new grass berms and street trees installed.

The Council distributed an initial consultation letter to residents in August/September 2003 outlining the proposal. This letter also sought feedback from residents on what they would like to see in their reconstructed street.

21 submissions were received and where possible residents requests along with the Council's aims and objectives for this project, were included in the concept plan delivered to residents and absentee property owners in February/March 2004.

15 submissions were received on the formal publicity plan and the project control group have met to discuss the submissions and to consider the suggested changes.

While generally residents are happy with the proposed plan, a number of submitters do perceive that the narrowing of the carriageway to 9 metres and the installation of kerb build-outs and thresholds create an unsafe roading environment.

From a technical perspective, in regards to the installation of thresholds and the narrowing of a carriageway, these treatments are adopted as a way to improve a residential amenity and to ensure the safety of all road users, particularly vulnerable roads users such as the elderly and the young.

One further concern highlighted by residents, is the placement of a pedestrian refuge island on Papanui Road just north of the Paparoa Street intersection.

The project group acknowledges that the existing location of this island, within a flush median very close to the intersection, may cause some difficulties for residents wishing to right turn out of Paparoa Street onto Papanui Road because of the lack of road space, particularly if the motorist is in a larger vehicle.

An investigation into shifting the island further to the north has been undertaken, and it is possible to do. The cost of shifting the island is not able to be accommodated within the Paparoa Street budget, however, it is recommended that funding be sought to resite the island.

The Board may recall in an earlier report and also from the formal publicity plan distributed, that the Council was proposing to 'open' up the Dudley Creek to pedestrians, by replacing the existing brick/wooden fence adjacent to the creek with a section of wrought iron fencing. It was also proposed to install additional landscaping and an exposed aggregate concrete pathway adjacent to the new wrought iron fence.

Staff were under the impression that the land and a section of Dudley Creek was owned by the Salvation Army as it meandered through the site of their Bethany Retirement Village property on Paparoa Street. However, since the plan was distributed it has come to light that the Salvation Army had in fact sold this land, including access to the Dudley Creek, to the owners of the neighbouring property.

Negotiations were undertaken with the new owner, however, the Council was unable to reach a satisfactory agreement for all parties and the project team decided to withdraw the proposal to 'open' up the Dudley Creek along with the additional landscaping and exposed aggregate path.

An explanatory letter along with the amended plan has been distributed to residents and owners in Paparoa Street. Residents and property owners have also been advised that this report will be submitted to the 9 June 2004 Board meeting seeking approval to proceed with the reconstruction.

The amended plan for Paparoa Street is as follows:

RECOMMENDED PLAN

The recommended plan for the last section of Paparoa Street is to reconstruct the carriageway to 'tie' in with the previously reconstructed section from Rayburn Street to the end. Therefore the proposal is to reduce the carriageway width to 9 metres with an avenue of street trees planted within wide kerbside grass berms. Footpaths will be reconstructed adjacent to the property boundaries.

A 7 metre wide paved threshold is proposed on Paparoa Street at its intersection with Papanui Road. The purpose of threshold treatments on a local road where it intersects with a collector or arterial road is to ensure that motorists entering the local road are aware of the changed road environment and to alert them to the expectation that there may be more pedestrians, particularly school children and elderly, walking or crossing in the vicinity. The threshold forces motorists to slow their approach into the local road and in conjunction with a narrowed carriageway encourages motorists to maintain a reduced speed along the local road.

As advised in an earlier report the slight 'kink' in the carriageway alignment to Paparoa Street just west of the Rayburn Avenue intersection is due to an existing underground flush tank structure.

LANDSCAPING

It is proposed to install 'Chinese lantern' trees within the grass berm along the north side of Paparoa Street and to install 'Scarlet oak' trees within the grass berm along the south side of Paparoa Street.

The 'Chinese lantern' tree has been selected for the north side of Paparoa Street as a smaller tree is required along this side because of the overhead power lines.

There are three notable or heritage trees within private properties in Paparoa Street. Two are 'English oak' trees and are located on the property boundary at Bethany Village, the third tree is situated on private property at number 25 Paparoa Street.

PROJECT COSTS

At the time of writing the report the project costs stand at \$428,000. This figure includes a contingency of 15% and will also cover the cost of a resort consent required because the proposed civil engineering work will come within 10 metres of the notable trees in Bethany Village.

Staff

- Recommendation:**
1. That the Shirley/Papanui Community Board approve the Paparoa Street kerb and channel renewal project for final design, tender and construction.
 2. That the Shirley/Papanui Community Board prohibit the parking of vehicles at any time in the following areas:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Paparoa Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 22 metres.
 - (ii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road commencing at its intersection with Paparoa Street and extending in a northerly direction for 10 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the south side of Paparoa Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 22 metres.

- (iv) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road commencing at its intersection with Paparoa Street and extending in a southerly direction for a distance of 10 metres.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Paparoa Street commencing at its intersection with Bennet Street and extending in a westerly direction for a distance of 18 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Bennett Street commencing at its intersection with Paparoa Street and extending in a southerly direction for a distance of 15 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Paparoa Street commencing at its intersection with Bennett Street and extending in an easterly direction for a distance of 18 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Bennett Street commencing at it intersection with Paparoa Street and extending in a southerly direction for a distance of 15 metres.

**Chairperson's
Recommendation:**

Staff recommendations 1 and 2 be adopted.