

12. SOMERSET CRESCENT, AT BROUGHAM STREET, MINOR KERB AND CHANNEL RECONSTRUCTION

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The purpose of this report is to seek the Board's approval to some minor kerb and channel reconstruction work that will be required once the road stopping procedure for Somerset Crescent has been approved by Council (see clause 11 - Somerset Crescent, at Brougham Street, Road Stopping) to proceed to final design, tender and construction (see attached).

BACKGROUND

As outlined in the previous report, approximately five years ago the residents of Somerset Crescent, on that section between Brougham Street and Selwyn Street, approached the Spreydon/Heathcote Community Board to seek their support to address the traffic safety issues they were experiencing.

The residents' safety concerns encompassed the use of that section of Somerset Crescent as a short cut by a significant number of motorists who wanted to avoid the traffic signals at the Brougham Street/Selwyn Street intersection. These motorists are often exiting Brougham Street at high speed and are continuing along the street at speed thereby making it less safe for residents to enter or exit their properties either in a vehicle or on foot. This section of Somerset Crescent is also used as a route to and from school by pupils attending the local schools.

Many of these motorists are then failing to obey the 'stop' control on Somerset Crescent at its intersection with Selwyn Street.

The area engineer at that time, Jeff Owen, developed a scheme plan for closing Somerset Crescent at the Brougham Street intersection. This plan was well received by the residents and also accepted by the Board and was then put into the Annual Plan process to ensure the necessary funding to complete the project was obtained.

CURRENT SITUATION

Funding is now available for the road stopping and associated works to proceed in the 2004/2005 financial year. As part of the capital works team planning for the implementation of this work an additional consultation process was undertaken to ensure that residents and the local business were still supportive of the project. Residents were interviewed on a one-to-one basis and fully support the project. In addition to the verbal support residents organised a petition requesting that the Council implement the road stopping as soon as possible.

A formal publicity plan was produced and this was delivered to residents and absentee owners as well as all the businesses in the Addington shopping area on Selwyn Street, between Brougham Street and Coronation Street. The publicity was also delivered to local schools and emergency services. To date, there have been no objectors to the project.

The road stopping, once implemented, will also provide an opportunity to install additional planting and landscaping. The additional landscaping will then provide a 'green' buffer between Brougham Street and Somerset Crescent, albeit a small one. Motorists who currently use this section of Somerset Crescent as a short cut are able to access Selwyn Street via the Brougham Street/Selwyn Street signalised intersection and therefore are not unduly inconvenienced.

Staff

- Recommendation:**
1. That the Board approve the minor kerb and channel reconstruction work to proceed to final design, tender and construction.
 2. That the Board approve that the stopping of vehicles be prohibited at any time in the following area:

Within the cul-de-sac head of Somerset Crescent commencing at a point 7.5 metres west of the property boundaries of numbers 60 and 62 Somerset Crescent, along both sides.

Chairman's

Recommendation: That the staff recommendation be supported.