

## 10. WAINONI ROAD - AVONSIDE DRIVE TO HAMPSHIRE STREET

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The purpose of this report is to inform the Board of the results of community consultation and seek approval to proceed to final design, tender and construction of the new kerb and channel in Wainoni Road from Avonside Drive to Hampshire Street.

### BACKGROUND

Wainoni Road is a minor arterial road and runs from Kerrs Road to New Brighton Road. In 2004/05 and 2005/06 the kerb and channel on the section of Wainoni Road from Avonside Drive (northern side of Porritt Park) to Hampshire Street is to be renewed.

At the northern end of the project the new kerb and channel will be mating into the completed work at Bexley Road/Anzac Drive.

As Wainoni Road is a minor arterial and part of the designated cycle network, it is proposed to install cycle lanes and a flush median throughout the entire length of the project. Where there is a demand, and to create a consistent traffic environment, pedestrian refuges have been placed in the flush median throughout the length of the project. This will result in a loss of parking in some areas.

### CONSULTATION

Because this project covered a long length of street, the proposal was distributed in three sections. Avonside Drive to Breezes Road (Sheet 1), Breezes Road to Colac Street (Sheet 2), and Colac Street to Hampshire Street (Sheet 3). One of the publicity leaflets was distributed to all property owners and residents along the length of Wainoni Road and adjoining streets.

Thirty-nine replies were received (see attached list). The main issues raised are:

- Positioning of the bus stops - The residents at Nos. 184 and 184A Wainoni Road are opposed to the positioning of this new stop. The residents between Breezes Road and Portsmouth Street expressed concerns that a pair of bus stops has been removed from outside Nos. 222 and 231 and the stop at No. 202 has been repositioned to outside No. 184. Their concerns were that there are a number of elderly in the area and it increases the distances these residents will have to walk.
- Pedestrian refuge islands - There are some replies that express a displeasure with the idea of pedestrian refuge islands regardless of where they are positioned. However, other residents have expressed concerns with positioning but not the need for the islands.

The question has been asked as to why a pedestrian refuge island has been placed very close to the traffic signal control intersection at Breezes Road and whether this is required.

- Access to two businesses in Wainoni Road - Nos. 237 and 315 have both expressed concerns with the loss of parking with the kerb build outs and access for business vehicles.
- Breezes Road intersection - Some residents have asked that a right turn arrow be part of the signal phasing at the Breezes Road traffic signals to allow better turning facilities at the intersection. There are positive responses to the re-laning and dedicated right turn lanes. Some responses have asked whether it is possible to place three lanes on the approaches to the intersection to allow for better flows at peak times.
- Landscaping, trees or grass berms - Several replies have expressed concern about the enhancement proposed. At least four residents expressed dismay that there will be no grass berms and feel that Wainoni Road will be grey and drab. There is also concern that the proposed trees will get vandalised. Others are complimentary about the proposed planting.

## ADJUSTMENTS TO PROPOSAL

The following adjustments have been made to address the concerns raised in the consultation:

- Bus stops - The removal of the bus stops at Nos. 222 and 231 is part of a rationalisation of the stops along this arterial route to speed up the service. There is a pair of stops either side of the Portsmouth Street intersection. Bus stops are best placed on the departure side of an intersection and this is the reasoning for the repositioning of the stop outside No. 202 to outside No. 184. The stop has been placed outside No. 184 because the ideal position would be outside the fish shop at the Breezes Road intersection but this would remove parking for the business.
- Pedestrian refuge islands - The islands have been placed in the median to provide safe crossing places for pedestrians, offer a shadow effect for those who choose to cross the road in other places, eliminate some overtaking manoeuvres, and provide a safe right turning manoeuvring spaces. The kerb build outs increase safety for pedestrians by allowing pedestrians to move out to beyond the parked cars and have good visibility of vehicles on the road. They also provide motorists with visibility of those crossing the road.

The refuge island within six properties of the Breezes Road intersection is to provide a crossing facility in the vicinity of where people are crossing the road now.

The refuge at No. 237 will not limit access to this business and parking is available outside the adjoining property and on the opposite side of the road.

The refuge outside No. 315 will be repositioned to outside Nos. 323/310. The owners of these properties have been notified of this change. This alteration has been made to accommodate the access needs of the business at No. 315.

- Breezes Road intersection - There is not enough road space to provide three lanes in each direction. The proposed right turn lane will eliminate some of the present congestion with the removal of those waiting to right turn blocking the through lane.
- A right turn arrow is usually included in the phasing of the traffic signals if the volume of turning traffic is high and there is a crash history. This is not the case at this intersection so it is not proposed to include a right turn arrow into the traffic signal phasing at this time.
- Landscaping - The landscape architect advises that the trees will have a better greening effect than grass. There are not many properties throughout the street that have large trees. The visual effect and enhancement will be more substantial with trees and groundcover. There is always an issue with possible vandalism.

## CONCLUSION

As the issues raised in the consultation have been addressed by the Project Team, Council Officers recommend that the Wainoni Road kerb and channel proposal from Avonside Drive to Hampshire Street proceed to final design, tender and construction. As the proposal is to go to final design, the Board is asked to approve the following parking restrictions and bus stop installations:

### *Sheet 1*

1. That the parking of vehicles be prohibited on the west side of Wainoni Road commencing at a point 20 metres from its intersection with Avonside Drive and extending in a northerly direction for a distance of 16 metres.
2. That the parking of vehicles be prohibited on the west side of Wainoni Road commencing at the intersection of Newport Street and extending in a southerly direction for a distance of 30 metres.
3. That the parking of vehicles be prohibited on the west side of Wainoni Road commencing at the intersection of Newport Street and extending in a northerly direction for a distance of 8 metres.
4. That the parking of vehicles be prohibited on the west side of Wainoni Road commencing at a point 37 metres from the intersection of Newport Street and extending in a northerly direction for a distance of 16 metres.
5. That the parking of vehicles be prohibited on the west side of Wainoni Road commencing at a point 283 metres from the intersection of Breezes Road and extending in a southerly direction for a distance of 112 metres.

6. That a bus stop be installed on the west side of Wainoni Road commencing at a point 271 metres from the intersection of Breezes Road and extending in a southerly direction for a distance of 12 metres.
7. That the parking of vehicles be prohibited on the west side of Wainoni Road commencing at a point 160 metres from the intersection of Breezes Road and extending in a southerly direction for a distance of 16 metres.
8. That the parking of vehicles be prohibited on the west side of Wainoni Road commencing at its intersection with Breezes Road and extending in a southerly direction for a distance of 48 metres.
9. That the parking of vehicles be prohibited on the east side of Wainoni Road commencing at the intersection of Avonside Drive and extending in a northerly direction for a distance of 55 metres.
10. That the parking of vehicles be prohibited on the east side of Wainoni Road commencing at a point 67 metres from the intersection of Avonside Drive and extending in a northerly direction for a distance of 215 metres.
11. That the parking of vehicles be prohibited on the east side of Wainoni Road commencing at the intersection of Shortland Street and extending in a southerly direction for a distance of 30 metres.
12. That the parking of vehicles be prohibited on the east side of Wainoni Road commencing at the intersection of Shortland Street and extending in a northerly direction for a distance of 55 metres.
13. That the parking of vehicles be prohibited on the east side of Wainoni Road commencing at a point 160 metres from the intersection of Breezes Road and extending in a southerly direction for a distance of 16 metres.
14. That a bus stop be installed on the east side of Wainoni Road commencing at a point 80 metres from the intersection of Breezes Road and extending in a southerly direction for a distance of 20 metres.

*Sheet 2*

15. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at the intersection of Breezes Road and extending in a north-easterly direction for a distance of 20 metres.
16. That a bus stop be installed on the north-west side of Wainoni Road commencing at point 20 metres from the intersection of Breezes Road and extending in a north-easterly direction for a distance of 35 metres.
17. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at a point 55 metres from the intersection of Breezes Road and extending in a north-easterly direction for a distance of 10 metres.
18. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at a point 120 metres from the intersection of Breezes Road and extending in a north-easterly direction for a distance of 16 metres.
19. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at a point 100 metres from the intersection of Portsmouth Street and extending in a south-westerly direction for a distance of 16 metres.
20. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at a point south-west of the intersection of Portsmouth Street and extending in a north-easterly direction for a distance of 47 metres.
21. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at the intersection of Colac Street and extending in a south-westerly direction for a distance of 15 metres.
22. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at the intersection of Colac Street and extending in a north-easterly direction for a distance of 18 metres.

23. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at the intersection of Breezes Road and extending in a north-easterly direction for a distance of 80 metres.
24. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at a point 120 metres from the intersection of Breezes Road and extending in a north-easterly direction for a distance of 16 metres.
25. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at a point 100 metres from the intersection of Portsmouth Street and extending in a south-westerly direction for a distance of 16 metres.
26. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at the intersection of Portsmouth Street and extending in a south-westerly direction for a distance of 15 metres.
27. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at the intersection of Portsmouth Street and extending in a north-easterly direction for a distance of 18 metres.
28. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at a point 132 metres from the intersection of Portsmouth Street and extending in a north-easterly direction for a distance of 16 metres.

*Sheet 3*

29. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at Orrick Crescent and extending in a south-westerly direction for a distance of 18 metres.
30. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at Orrick Crescent and extending in a north-easterly direction for a distance of 35 metres.
31. That a bus stop be installed on the north-west side of Wainoni Road commencing at a point 35 metres from its intersection with Orrick Crescent and extending in a north-easterly direction for a distance of 12 metres.
32. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at a point 37 metres from its intersection with Hampshire Street and extending in a south-westerly direction for a distance of 15 metres.
33. That the parking of vehicles be prohibited on the north-west side of Wainoni Road commencing at the intersection with Portsmouth Street and extending in a north-easterly direction for a distance of 55 metres.
34. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at a point 30 metres south-west of the intersection of Orrick Crescent and extending in a north-easterly direction for a distance of 70 metres.
35. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at a point 37 metres from its intersection of Hampshire Street and extending in a south-westerly direction for a distance of 15 metres.
36. That the parking of vehicles be prohibited on the south-east side of Wainoni Road commencing at the intersection of Hampshire Street and extending in a south-westerly direction for a distance of 8 metres.

*Bus Stop Removals*

37. That the bus stop on the north-west side of Wainoni Road commencing at a point 15 metres from Shortland Street and extending in a north-easterly direction for a distance of 12 metres be removed (outside 155).
38. That the bus stop on the south-east side of Wainoni Road commencing at a point 85 metres from Shortland Street and extending in a north-easterly direction for a distance of 12 metres be removed (outside 172).

39. That the bus stop on the south-east side of Wainoni Road commencing at a point 65 metres from Breezes Road and extending in a north-easterly direction for a distance of 15 metres be removed (outside 202).
40. That the bus stop on the north-west side of Wainoni Road commencing at a point 245 metres from Breezes Road and extending in a north-easterly direction for a distance of 12 metres be removed (outside 231).
41. That the bus stop on the south-east side of Wainoni Road commencing at a point 225 metres from Breezes Road and extending in a north-easterly direction for a distance of 12 metres be removed (outside 222).

**Staff**

- Recommendations:**
1. That the Wainoni Road kerb and channel renewal from Avonside Drive to Hampshire Street be approved for final design, tender and construction.
  2. That the parking restrictions set out in clauses 1 to 5, 7 to 13, 15, 17 to 30, 32 to 36 of the Consultation Leader's report be approved.
  3. That the installation of the bus stops set out in clauses 6, 14, 16, 31 of the Consultation Leader's report be approved.
  4. That the removal of the bus stops set out in clauses 37 to 41 of the Consultation Leader's report be approved.

**Chairperson's**

- Recommendations:**
1. That the abovementioned recommendations be adopted.
  2. That consideration be given to support structures to prevent vandalism of trees in the Wainoni Road landscaping.