

16. HENDON STREET KERB AND CHANNEL RENEWAL

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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 Hendon Street kerb and channel renewal project.

BACKGROUND

An initial consultation letter was sent to the residents and/or owners of Hendon Street property's in August/September 2003 advising them that the Council was proposing to reconstruct their street in the 2004/2005 financial year and seeking their feedback on what they would like to see in their reconstructed street. Fourteen written submissions were received from the initial consultation and where possible these were included in the concept plan along with the Council's aims and objectives for the project.

The concept plan was delivered to residents and/or owners in February 2004. Nineteen written submissions were received on the concept plan and while the majority of the residents wanted to see the reconstruction of Hendon Street, many were a little uncomfortable at elements of the plan, specifically those elements that reduced the amount of on street parking.

Consequently, staff acknowledged the concern about the loss of on street car parks and addressed this by reinstating approximately 7 car parks. This required the removal of the mid block slow point as illustrated in plan one, which allowed the reinstatement of 4 car parks, along with adjustments to the kerb line on the north/west side of the Hendon Street/Cleveland Street intersection, reinstating 1 car park, and also along the kerb line opposite on the south/west side of the Hendon Street/Cleveland Street intersection, reinstating 1 car park. A further adjustment was also made to the kerb line on the north side of Hendon Street on the eastern approach to the Henson Street/Hills Road intersection, reinstating 1 further car park.

DISCUSSION

Hendon Street is a local road and the existing carriageway is 11.5 metres wide. Local roads are designed to carry very little through traffic and their main function is to provide vehicle access to properties and to any local facilities.

That is the reasoning behind the narrowing of the carriageway on local roads or the installation of slow points during reconstruction and why the entrances into local roads from a collector or an arterial road are narrowed. The overall aim of this type of treatment is to reduce the number of motorists short cutting and/or speeding through, thereby preserving the character of the local road and making it a safer and more attractive environment to live in.

Often residents and or owners want to see as much on street parking retained as possible and while this is more difficult and sometimes impossible to do on a collector or an arterial road, within the local roading environment it is possible to be a little more flexible, although not always desirable, to retain on street parking.

An adapted plan, showing the changes, along with an explanatory letter was delivered to residents and posted to absentee owners on Thursday April 29. To date, the changed plan appears to have been more widely accepted, there hasn't been any negative feed back, and it is this plan that staff are recommending to that Community Board that approval to proceed is given.

RECOMMENDED OPTION

The recommended plan is to form a cul-de-sac head at the western end of Hendon Street, currently a cul-de-sac head 'of sort's is in place stemming from when Hendon Street was first constructed approximately 80 years ago. The current configuration isn't consistent with roading standards required today. Board members may be aware that some residents at the western end (unformed cul-de-sac end) of Hendon Street are frequently illegally parking on the footpath. It is proposed to install within the landscaping areas at this end, 'art features'. The art features are wooden bollards with shaped tops, essentially they will be installed to prevent residents parking on the shrubs within the landscaped areas. The understanding is that these 'art' features are pretty innocuous and will not create any hot debate. However, should any debate arise from the decision to install shaped bollards as opposed to ordinary bollards, this will be reported back to the Community Board.

A no stopping area will be installed within the cul-de-sac head to ensure that the turning circle is maintained for vehicles, such as the recycling truck.

The carriageway width will be reduced to 8.5 metres and the majority of on street parking will be retained. The standard exceptions to the availability of on street parking will be on the approaches and departures to intersections such as the Hendon Street/Cleveland Street intersection, where a paved threshold encompassing the entire intersection will be installed, and at the Hendon Street/Hills Road intersection where a standard paved threshold will be installed and the carriageway width further reduced to 7 metres.

Due to the location of the water main and the telecom underground services along the north side of Hendon Street it isn't possible to install grass berms and street trees along this side. However, with the proposed landscaped area and grass berms along the south side, at the cul-de-sac end and at the Hendon Street/Cleveland Street intersection, along with the established Pin Oak trees at the entrance to Hendon Street from Hills Road and existing mature trees within property boundaries, staff are satisfied that the overall landscape will be balanced.

Additional changes to the plan to accommodate residents wishes will see the footpath outside property no 19 currently shown adjacent to the property boundary, shifted to the back of the new kerb and a grass berm installed adjacent to the property boundary. The property owner of 32 Hendon Street has requested that instead of a grass berm outside his tenanted property that the Council consider installing another tree with landscaping underneath. The project team has agreed to make these changes.

CONSTRUCTION

The reconstruction of Hendon Street may take 3 – 4 months to complete and it is anticipated that the work would be completed by July 2005.

PROJECT COSTS

The current project costs for the civil engineering work in Hendon Street is \$392,000.

Staff

- Recommendation:**
1. That the Shirley/Papanui community Board approve the Hendon Street reconstruction project for final design, tender and construction.
 2. That the parking of vehicles be prohibited, at all times, in the following areas
 - (i) Within the cul-de-sac head of Hendon Street commencing at a point 25 metres from the intersection with Cleveland Street, along both sides.
 - (ii) On the north side of Hendon Street commencing at its intersection with Hills Road and extending in a westerly direction for 18 metres.
 - (iii) On the south side of Hendon Street commencing at its intersection with Hills Road and extending in a westerly direction for 16 metres.

Chairperson's

Recommendation: That the staff recommendations be adopted.