

**11. AVALON STREET KERB AND CHANNEL RENEWAL (WHITMORE STREET TO MCLEOD STREET)**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
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**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the Avalon Street kerb and channel renewal project (Whitmore Street to McLeod Street) to proceed to final design, tender and construction.

**EXECUTIVE SUMMARY**

2. The Council has budgeted for the traffic calming and kerb and channel renewal project for Avalon Street in the 2005/06 financial year.
3. In 2004 the Council advised the residents and property owners in Avalon Street that the old dish guttering between Whitmore Street and McLeod Street was going to be replaced with kerb and flat channel.
4. Residents were advised of the Council's objectives for this project, namely to renew the asset, improve safety for all road users and to provide some additional landscape enhancement, and were asked to provide feedback on what they would like to see, or not see, in their reconstructed street.
5. Fifteen written submissions were received and residents were in general support of the project. Suggestions from the residents at that time were, amongst others, for the Council to create a "quiet zone" to discourage "boy/girl racers" and to install "speed humps" to address the issue of speeding motorists along the street.
6. A concept plan incorporating as many of the resident's suggestions as possible was produced. The formal consultation plan was then delivered to residents and property owners and also to a wider community area in July/August 2005.
7. Sixteen written submissions were received from the formal consultation. These submissions again supported the proposed plan for Avalon Street but also included other suggestions not raised during the initial consultation phase.
8. A number of on site meetings was undertaken to clarify issues with residents and also with the owner/operator of the commercial property on the corner of Whitmore Street and Avalon Street. In addition, discussions were also undertaken with the Richmond Residents' Association who were very helpful and supportive both for residents and the project team.
9. The amended plan (attachment 1) incorporates additional suggested changes from the community and the Richmond Residents' Association is the recommended option for Avalon Street. It is this plan that approval is sought to proceed to final design, tender and construction.

**FINANCIAL AND LEGAL CONSIDERATIONS**

10. The Avalon Street (Whitmore Street to McLeod Street) kerb and channel renewal project has been estimated at \$310,000.

Project expenditure will be managed through the routine capital project expenditure processes.

## **STAFF RECOMMENDATIONS**

1. (a) It is recommended that the Board approve the Avalon Street (Whitmore Street to McLeod

## **BACKGROUND ON THE AVALON STREET (WHITMORE STREET TO MCLEOD STREET) KERB AND CHANNEL RENEWAL PROJECT**

11. Initial consultation regarding the kerb and channel renewal project in Avalon Street started in September/October 2004. Submissions received supported the proposal but residents requested that the Council implement some form of traffic calming in the street at the same time to address the issue of the “boy/girl racers” and the generally high speeds along Avalon Street.
12. Three options were developed after the initial consultation to incorporate the Council’s objectives for the project and the suggestions from residents and property owners.

### **OPTIONS**

#### **Option 1**

13. This option proposes a 13 metre wide carriageway at the Avalon Street/Whitmore Street end of this section of Avalon Street to acknowledge the commercial requirements. The carriageway then reduces to a 7 metre width adjacent to 31 and 32 Avalon Street to a point just west of the Avalon Street/McLeod Street intersection. At this point the carriageway would be narrowed further to 7 metres wide. The majority of the existing kerb and flat channels at McLeod Street and west of 32 Avalon Street is to remain except where the new kerbs mate in with the existing kerbs. Pedestrian crossing locations are repositioned at the Avalon Street/McLeod Street intersection and on street parking would be banned within the intersection of Avalon Street and McLeod Street.

**This option was further developed to become the recommended option.**

#### **Option 2**

14. This option is similar to option 1; the carriageway width at the Avalon Street/McLeod Street intersection remains at 7 metres to reinforce the “residential threshold”. However, the kerb alignment on the north side is a straight extension of the kerb line from McLeod Street. The results in this section of Avalon Street being offset towards the south side, while keeping the 9 metre wide carriageway width. This would result in very wide grass berms on the north side and narrow grass berms on the south side.

**This option was rejected by staff as it was agreed that pedestrians may feel vulnerable and confined with the narrow grass berms next to the footpath. In addition, the grass berms on the north side were considered to be too wide for community acceptance.**

#### **Option 3**

15. This option proposes a 6 metre wide carriageway along Avalon Street and also at the threshold residential zone. The carriageway at the intersection of Avalon Street and McLeod Street would be 7 metres wide. The footpath would be located adjacent to the property boundary’s and the pedestrian crossing locations repositioned at the Avalon Street/McLeod Street intersection. This option proposes that indented parking bays be installed behind the newly aligned kerbs and the intersection of Avalon Street and Whitmore Street narrowed to provide additional room for landscaping. The “splitter” island on Avalon Street on the approach to Whitmore Street is “trimmed” back to allow easier egress and exits for petrol tankers to the Challenge Service Station.

**The project team agreed that this option would be too expensive compared with the other options because of the requirement to install parking bays behind the kerb of the newly realigned 7 metre wide carriageway. Keeping the carriageway width at 9 metres allowed for parallel on street parking.**

### **Recommended Option**

16. An amended Option 1 is the recommended option. This option best meets the Council’s aims and objectives for Avalon Street and the additional suggestions from residents and the community were able to be easily incorporated.

**The residents and communities additions to option 1 are:**

- To “trim” back the eastern end of the existing traffic island on Avalon Street on the approach to Whitmore Street to make it easier for petrol tankers to enter and exit the Challenge Service Station.
- To install a “Give Way” control on Avalon Street at its intersection with Whitmore Street to improve safety at the intersection.
- To replace the proposed grass berms adjacent to 31, 32 and 36 Avalon Street and replace it with trees and landscaping on the north side adjacent to 31 Avalon Street, and landscaping on the south side adjacent to 32 and 36 Avalon Street.
- To replace the “sweet gum” variety of tree proposed as the street tree to the “flowering cherry” variety and to ensure that the landscaping is of the “exotic” flowering variety rather than natives.