

12. PAPANUI CLUSTER KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & City Streets Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Papanui Cluster (Proctor, Wyndham, Loftus, Horner and Gambia Streets) kerb and channel renewal to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. There are eight streets in east Papanui, referred to for the purposes of the project as "the Papanui Cluster". In addition to the five streets listed above, Mary Street, Frank Street, and Grants Road form the Papanui Cluster. Mary Street, Frank Street and Grants Road have already proceeded through the consultation and Board approval process and are being constructed at present. The remaining five streets are all local roads, located on the east side of Papanui Road at the intersection of Papanui Road and Main North Road. The Cluster's streets are mostly residential that have a Living 2 (L2) and Living 3 (L3) zoning in the City Plan. Due to the age and condition of the existing kerbs, dish channels and footpaths, the remaining five streets have been scheduled for renewal in the next three years, with completion programmed for the 2007/2008 year.
3. A significant portion of the consultation process was completed in 2002. Extensive consultation was undertaken with the Papanui Cluster community based on the Living Streets philosophy (involving people with interests in the streets to create a balance between on-street activities, pedestrians, bicycles, general traffic and adjacent land uses). The consultation process involved residents, businesses and community groups and took an overall approach to the whole cluster. Key elements of the consultation process included a number of workshops with the local community to identify issues, agree to objectives and develop options.
3. A seminar was presented to the Board on 14 September 2005 on the background to the project and the proposed consultation to be undertaken in relation to the recommended concept plans.
4. The Concept Plans in the "Papanui Cluster Update" booklet were distributed to stakeholders (approximately 1000) for consultation in October 2005. Feedback was received from 39 people. Of these, 19 expressed support for the proposal, 3 objected to the proposal generally, and 17 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements. An overview of the key issues raised is included in Attachment 3.
5. The feedback received on the consultation plan was given consideration by the project team. The majority of suggestions received were on changing aspects of the landscaping for the various streets such as reducing the number of trees on the north side of Loftus Street or changing the choice in landscaping plantings. A final decision on these amendments will be made at design time.
6. Attachment 3 also includes an explanation of changes proposed as a result of feedback, and an explanation of why changes are not proposed where considered inappropriate or not practicable. Letters summarising the feedback and the project team responses were mailed to those who responded in October 2005.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The estimated total costs for the five streets in the Cluster is \$3,318,000 inclusive of all consultation, design, and project management. The estimated total costs for each of the streets is as follows:
- Proctor Street \$946, 900
 - Wyndham Street \$987, 500
 - Loftus Street \$729, 000
 - Horner Street \$294, 900
 - Gambia Street \$359, 700
8. The Papanui Cluster is part of the Street Renewal Programme and is programmed for construction in the 2006/2007 year. Design costs are provided for in the 2005/2006 budget and the 2006/2007 draft budget provides sufficient funding to construct this project.
9. Aside from the resolutions relating to new traffic restrictions set out below, there are no legal implications arising from this project.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Papanui Cluster kerb and channel renewal, as detailed in Attachment 2, to proceed to final design, tender and construction.
- (b) Approve the following new traffic restrictions:

Proctor Street:

New no stopping
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at its intersection with Main North Road and extending 16.5 metres in an easterly direction; and that the existing no stopping be rescinded at this location.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 63 metres of its intersection with Main North Road and extending 23 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 10 metres from the common boundary of No's 74 and 78 Proctor Street and extending 35 metres in an easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 4 metres from the common boundary of No.'s 64 and 66 Proctor Street and extending 84 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 15 metres from the common boundary of No.'s 36 and 38 Proctor Street and extending 52 metres in an easterly direction.
- vi. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at its intersection with Grants Road and extending 27 metres in a westerly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Grants Road and extending 21 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Frank Street and extending 25 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Frank Street and extending 29 metres in a westerly direction.
- iv. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Wyndham Street and extending 13 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Wyndham Street and extending 62 metres in a westerly direction.
- vi. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Horner Street and extending 16 metres in an easterly direction.
- vii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Horner Street and extending 17 metres in a westerly direction.
- viii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at a point 63 metres of its intersection with Main North Road and extending 26 metres in a easterly direction.
- ix. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Main North Road and extending 13.5 metres in an easterly direction.

Main North Road

- i. That the stopping of vehicles be prohibited at any time on the east side of Main North Road, commencing at its intersection with Proctor Street extending 10 metres in a north-easterly direction; and that the existing no stopping be rescinded at this location.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Main North Road, commencing at its intersection with Proctor Street extending 26 metres in a south-westerly direction and; that the existing no stopping be rescinded at this location.

Frank Street

- i. That the stopping of vehicles be prohibited at any time on the west side of Frank Street, commencing at its intersection with Proctor Street and extending 40 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Frank Street, commencing at its intersection with Proctor Street and extending 31 metres in a south-westerly direction.

Grants Road

- i. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Proctor Street and extending 8 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Proctor Street and extending 8 metres in a south-westerly direction.

New bus stop:

Grants Road

- i. That a bus stop be installed on the east side of Grants Road commencing at a point 12 metres from its intersection with Proctor Street and extending in a north-easterly direction for a distance of 12 metres.

- (c) The new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

Wyndham Street:

New no stopping

North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at a point 58 metres of its intersection with Main North Road and extending 20 metres in an easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Loftus Street and extending 9 metres in a westerly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Loftus Street and extending 14 metres in an easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at a point 32 metres of its intersection with Loftus Street and extending 29 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at a point 29 metres of its intersection with Gambia Street and extending 11 metres in an easterly direction.
- vi. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Mary Street and extending 30 metres in a westerly direction.
- vii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Mary Street and extending 11 metres in an easterly direction.
- viii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Proctor Street and extending 8 metres in a westerly direction.

Loftus Street:

New no stopping
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing at its intersection with Main North Road and extending 14 metres in an easterly direction; and that the existing no stopping be rescinded at this location.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing at its intersection with Horner Street and extending 23.5 metres in a westerly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing from its intersection with Horner Street and extending 14 metres in an easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing at its intersection with Wyndham Street and extending 19.5 metres in a westerly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Loftus Street, commencing at its intersection with Wyndham Street and extending 37.5 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Loftus Street, commencing at its intersection with Horner Street and extending 12.5 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Loftus Street, commencing at its intersection with Horner Street and extending 20 metres in a westerly direction.

Main North Road

- i. That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Loftus Street and extending 12 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Main North Road, commencing at its intersection with Loftus Street and extending 3.5 metres in a south-westerly direction.

Horner Street

New no stopping
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Loftus Street and extending 10 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Loftus Street and extending 11 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Mary Street and extending 25 metres in a westerly direction.

- iv. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Mary Street and extending 20 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Proctor Street and extending 18 metres in a westerly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Proctor Street and extending 30 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Mary Street and extending 17 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Mary Street and extending 26 metres in a westerly direction.
- iv. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Loftus Street and extending 19 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Loftus Street and extending 11 metres in a westerly direction.

Mary Street

East side

- i. That the stopping of vehicles be prohibited at any time on the east side of Mary Street, commencing at its intersection with Horner Street and extending 35 metres in a north-westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Mary Street, commencing at its intersection with Horner Street and extending 29 metres in a south-easterly direction.

West side

- i. That the stopping of vehicles be prohibited at any time on the west side of Mary Street, commencing at its intersection with Horner Street and extending 21 metres in a north-westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the west side of Mary Street, commencing at its intersection with Horner Street, and extending 33.5 metres in a south-easterly direction.

New Parking restriction

- i. That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Horner Street, commencing at a point 94 metres from its intersection with Loftus Street and extending in a westerly direction for a distance of 5.5 metres and; that the existing no stopping be rescinded at this location.

Gambia Street

New no stopping
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at its intersection with Wyndham Street and extending 16 metres in an easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at a point 26 metres of its intersection with Frank Street and extending 43 metres in an easterly direction then north-easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at a point 21 metres of its intersection with Frank Street and extending 33 metres in a westerly direction then north-easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at its intersection with Grants Road and extending 25.5 metres in a westerly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at its intersection with Grants Road and extending 23 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at a point 6.5 metres from the common boundary of No 19 Gambia Street and No. 48 Frank Street and extending 58 metres in a westerly direction then south-westerly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at a point 16.5 metres from the common boundary of No. 27 and 33 Gambia Street and extending 36 metres in an easterly direction then south-westerly direction.
- iv. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at its intersection with Wyndham Street and extending 14.5 metres in an easterly direction.

Grants Road

East side

- i. That the stopping of vehicles be prohibited at any time on the east side of Grants Road, commencing at its intersection with Rayburn Street and extending 27 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Grants Road, commencing at its intersection with Rayburn Street and extending 13.5 metres in a south-westerly direction.

West side

- i. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Gambia Street and extending 15 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Gambia Street and extending 26 metres in a south-westerly direction.

Rayburn Street

North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Rayburn Road, commencing at its intersection with Grants Road and extending 13.5 metres in a south-easterly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Rayburn Road, commencing at its intersection with Grants Road and extending 13 metres in a south-easterly direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON PAPANUI CLUSTER KERB AND CHANNEL RENEWAL

10. There are eight streets in east Papanui, referred to for the purposes of the project as “the Papanui Cluster”. Together, Proctor, Wyndham, Loftus, Horner, Gambia, Mary and Frank Streets and Grants Road form a small residential area. Mary Street, Frank Street and Grants Road were earmarked as “Living Street” showcase streets and have already proceeded through the consultation and Board approval process. They are being constructed at present. The remaining five streets are all local roads, located on the east side of Papanui Road at the intersection of Papanui Road and Main North Road. Due to the age and condition of the existing kerbs, dish channels and footpaths, the remaining streets have been scheduled for renewal in the next three years, with completion programmed for the 2007/2008 year.
11. The Papanui Cluster is an older area of the city that is covered by several zones. Along the Papanui Road and Main North Road frontage to the cluster is a Business 1 (B1) zone. The zoning for the bulk of the Cluster is Living 3 (L3) and the rest has a Living 2 (L2) zoning. The Cluster’s streets are mostly residential, that is, have a Living 2 (L2) and Living 3 (L3) zoning in the City Plan. The area consists of a high proportion of character bungalows and some newer townhouses but is being rebuilt with high density housing.
12. A description of the streets is provided below:
 - a) Proctor Street is 10 metres wide with old kerb and dish channels and footpaths. There are berms and minimal planting. The kerb and old dish channel extends from Main North Road to Grants Road. At No’s 53 and 54 a boxed drain (Horner Branch Drain) crosses Proctor Street and is part of the Greenspace waterways enhancement proposal. At Grants Road intersection the section on the northern corner is a park and also forms part of the waterway (Papanui Drain). The street is zoned L2.
 - b) Wyndham Street is currently 10 metres wide with old kerb and channels. There are grass berms and minimal trees throughout the street. Wyndham Street falls within three zones. The Papanui Road end of the street is zoned B1 and there is a parking demand in this area. The section from the business zone to Mary Street is zoned L3 and the remainder of the street is zoned L2 in the City Plan
 - c) Loftus Street is divided into two sections and its carriageway is currently 10 metres wide with old kerb and channels. The majority of the section from the Main North Road to Horner Street is zoned B1 and has a high demand for parking. The section of Loftus Street from Horner Street to Wyndham Street is zoned L3, has grass berms and some street trees.
 - d) Horner Street is divided into two sections and is currently 10 metres wide with kerb and old dish channels. At Papanui Road the street is zoned B1 and there is a demand for on-street parking and access to car parking. The rest of Horner Street is zoned L3. There are minimal berms in Horner Street. Access at Papanui Road is restricted to in-coming traffic only. At this intersection of Horner Street and Papanui Road there is a taxi stand and a park.
 - e) Gambia Street is divided into two sections and is currently 10 to 12 metres wide with old kerb and channels. From Wyndham Street to Frank Street, Gambia Street is zoned L3 and from Frank Street to Grants Road it is zoned L2 in the City Plan. There are berms and street trees in the section between Frank Street and Wyndham Street and street trees in the carriageway between Wyndham Street and Grants Road. Gambia Street is a memorial street and there is a commemorative plaque on the power pole at the intersection with Wyndham Street and another at the intersection with Grants Road.

13. The principal aim of the project is to renew the dish kerb and channel in the streets in the Papanui Cluster and replace it with flat channel. The objectives of the project include:
- To bring together and reinforce the sense of community and character of the area.
 - To manage surface water in a manner that improves water quality and mitigates flooding.
 - Enhancement of the streetscape in a manner that reinforces the sense of community and character and reflect the zoning of the street.
 - To manage traffic on local roads in a manner that reduces traffic speed, short cutting, improves cycle and pedestrian safety and circulation, and enhances the streetscape.
 - To manage traffic on main roads in a manner that balances the current levels of service with improvement to access and egress, pedestrian and cycle crossability, and desire lines.
 - To improve pedestrian and cycle safety and accessibility.
 - To manage on-street parking in a manner that balances the demands of residents and local businesses.

CONSULTATION

14. A significant portion of the consultation process was completed in 2002. Extensive consultation was undertaken with the Papanui Cluster community based on the Living Streets philosophy (involving people with interests in the streets to create a balance between on street activities, pedestrians, bicycles, general traffic and adjacent land uses). The consultation process involved residents, businesses and community groups and took an overall approach to the whole cluster. Key elements of the consultation process was a number of workshops with the local community to identify issues, agree to objectives and develop options.
15. The results of the Living Street consultation process highlighted the following issues relating to the Papanui Cluster. Some of these are relative to all streets and some are applicable to parts of other streets:
- Traffic speed (Gambia and Proctor).
 - Streetscape – want to see some form of improvement.
 - Pedestrian safety especially in relationship to crossing Papanui and Main North Roads.
 - Parking – too close to driveways and overspill from businesses.
 - Turning into and out of the Main North and Papanui Roads.
 - Short cutting and rat running – Proctor Street.
 - Drainage /surface water management – flooding.
 - General issues raised in relation to street sweeping and rubbish.
 - Request for undergrounding services.
16. These issues (except for the undergrounding of services which was not part of the project) were taken into consideration in the development of concept plans for each of the five streets. The concept plans and information about landscaping, stormwater management, integrated art works and the plans for the extension for the Papanui Stream Esplanade Reserve were presented in the form of a publicity booklet entitled “Papanui Cluster Update”.
17. The Community Board was advised through a seminar (14 September 2005) of the background to the project and the proposed consultation to be undertaken in relation to the “Papanui Cluster Update” publicity booklet.
18. The “Papanui Cluster Update” was then distributed for consultation in September 2005. Concept plans and descriptions of Council’s proposal for each street were provided in the booklet. Descriptions and explanations of the choice in artworks, landscaping and stormwater management were also provided. A detailed plan and description of the proposed extension to the Papanui Stream Esplanade Reserve was also provided (refer to Attachment 1). The “Papanui Cluster Update” was distributed to stakeholders (approximately 1,000) for consultation, and feedback was received from 39 people. Of these, 19 expressed support for the proposal, three objected to the proposal generally, and 17 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements.

19. Following the project team's consideration of this feedback, minor amendments were made to the some of the concept plans as distributed in September 2005.
20. Changes to Loftus Street Concept Plan
 - As several Loftus Street residents objected to the number trees proposed along the north side of Loftus Street between Papanui Road and Horner Street, the Project Team has decided to reduce the number of trees along this part of the street.
 - At the request of the resident, the proposed footpath at 6 Loftus Street has been deviated to maintain a rare native tree broom located within the property which weeps over the property fence. The deviated footpath and subsequent change in landscaping aims to include the tree broom as part of the landscaping for the street.
 - Extra landscaping has been proposed in front of 2 Loftus Street as the resident requested not to have the footpath directly adjacent to the property fence.
21. Changes to Horner Street Concept Plan
 - Two restricted P30 parks have been proposed to replace the no stopping on the south side of Horner Street between Loftus Street and Papanui Road, as requested by the tenants and landlord of the commercial units at No. 2 Horner Street.
22. There have been some minor changes to the reserve extension. The footpath is to be moved slightly west to place more distance between the path and the adjacent property's fence. The art seat will include extra space next to it to allow for wheelchair access.
23. There were no changes requested for the other three streets and the concept plans for Proctor Street, Wyndham Street and Gambia Street remain the same.
24. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team responses (refer to Attachment 3). They were also informed of the changes to the plans. Specific queries/comments were dealt with individually.
25. The plans included as Attachment 2 have been identified as the preferred options for the streets in the Cluster as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plans). It is therefore recommended that the Plans detailed in Attachment 2 proceed to final design, tender and construction.

OPTIONS

26. The design of these streets was required to tie in with the latest street upgrades of Mary Street, Franks Road and Grants Road, as well as working around existing power poles which are to remain. The designs have also included the development of swales to help with stormwater issues in the area. On this basis only one option for each of the streets was fully developed. Each of the recommended options are discussed below along with a description of the Papanui Stream Esplanade Reserve on Proctor Street.
27. Option 1: Maintenance of the status quo in all five streets.
 - This option is not recommended, as it does not achieve the principal aim of the project of renewing the old kerb and dish channel, and does not address the other objectives of the project. Maintaining the status quo is also not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.

28. Proctor Street Recommended Option:

- Proctor Street will be narrowed at the intersection with Main North Road to 7 metres with a raised and paved threshold, and kerb build-out. It is proposed that two single lane sections be constructed along Proctor Street where the carriageway will be narrowed to 3.5 metres. One of these single lane points will be located outside No's 94 and 77 and will be paved and raised. The other will be adjacent to the proposed extension of the Papanui Stream Esplanade Reserve. The narrowing at the Reserve is flush and not paved.
- Paved and raised thresholds are proposed at the intersections of Proctor Street/Horner Street and Proctor Street/Frank Street where the street is proposed to be 6m. At the intersection of Proctor Street/Grants Road the road will be narrowed to 7.5m. The remaining carriageway will be reconstructed at 9m. There will be on-street parking along both sides of the street, except where the road narrows to less than 9 metres.
- Landscape planting on Proctor Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. Existing trees on Proctor Street will be supplemented with plantings of White Ash and Tulip Trees.
- New enhanced open waterway channels, landscaped with low growing native shrubs and groundcovers, are to be created between Horner's Branch Drain, Wyndham Street and the Reserve extension on the west side of Proctor Street.

29. Wyndham Street Recommended Option

- The Council proposes to provide a wider street, with kerb build-outs and angle parking in Wyndham Street where it meets Papanui Road, which is a Business zoned area. At the end of the Business zone the carriageway is narrowed to 6m and raised. The carriageway between this narrowed point and the intersection at Wyndham Street/Loftus Street will be reconstructed at 9.0 metres wide allowing for on-street parking along both sides of the street and two-way traffic. It is proposed to narrow the carriageway to 7 metres from this intersection to Gambia Street and 6 metres for the remainder to Proctor Street. This will allow two-way traffic and parking will be provided in paved parking bays. All the intersections at Wyndham Street/Loftus Street, Wyndham Street/Gambia Street, and Wyndham Street/Mary Street are proposed to be raised platforms.
- Landscape planting on Wyndham Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. A variety of native and exotic trees will be planted along both sides of the street to supplement existing trees. It is proposed to install swales with low growing native shrubs and groundcovers, and to include gravel beds to filter stormwater, as a key function of Wyndham Street's swales is to provide a flow path for heavy rain.
- Swale located on the south side of Wyndham Street between Gambia and Mary Streets and on the north side of Wyndham Street between Mary Street and Proctor Street. Parking bays to be located on the south side of the street.

30. Loftus Street Recommended Option:

- The Loftus Street/ Main North Road intersection will be raised and narrowed to 7m with a kerb build-out. The kerb build out on the east will be paved with cobblestones. Raised and paved thresholds will also be built at the intersections of Loftus Street/Horner Street and Loftus Street/Wyndham Street. The intersection west of Horner Street will be 6.5m wide and east of Horner Street will be 6m. The intersection at Loftus Street/Wyndham Street will be 6m. There will no parking allowed at the narrowed intersection. The remaining roadway will be reconstructed at 9.0m wide allowing for on-street parking along both sides of the street and two-way traffic.

- An integrated art feature in the form of a seat and a mosaic “rug” will be installed at the proposed landscaped area east of the Loftus Street/Horner Street intersection. Landscape planting at the intersection of Loftus Street/Horner Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. A filtration swale will be installed between Horner Street and Wyndham Street planted with a mix of low growing native shrubs and groundcovers, that will filter stormwater through their sand/gravel base before it drains into Papanui Stream via the new Wyndham Street pipeline.

31. Horner Street Recommended Option:

- Narrowed raised thresholds will be installed at the intersections of Horner Street/Loftus Street and Horner Street/Mary Street where the carriageway will be 7m. At the intersection of Horner Street/Proctor Street the carriageway will be narrowed to 6m. The remaining carriageway will be reconstructed at 9m. There will be on-street parking along both sides of the street except at the narrowed intersections.
- Landscape planting on Horner Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. Grass berms will be planted along both sides of the street and landscaping planted at the kerb build outs and intersections.

32. Gambia Street Recommended Option:

- The Gambia Street/Wyndham Street intersection will be raised and the carriageway narrowed to 6m. Kerb build outs at the intersection with Wyndham Street will be landscaped and planted with lancewood. At these narrowed carriageways there will no parking allowed. The remaining roadway will be reconstructed at 9m wide allowing for on-street parking along both sides of the street and two-way traffic. The memorial plaques at both ends of Gambia Street will be left in their original positions. The other two intersections have been landscaped and reconstructed as part of the work on Frank Street and Grants Road.
- Landscape planting on Gambia Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road, using a mix of exotic and native trees. Existing trees on Gambia Street will be supplemented with extra trees.

33. Reserve Extension – Greenspace Project (see Attachment 1):

- The option developed for the Reserve allowed for the maximum use of the area as a recreational space, as well as providing stormwater management. Stormwater from the streets discharging to Horner’s Branch Drain will be directed under Proctor Street and through the newly created Reserve before discharging into the Papanui Stream. The Reserve will be connected to the Papanui Stream walkway via a 2 metre wide asphalt path and bridge. The watercourse is designed to accommodate stormwater in flood conditions and therefore may not have water flowing through it permanently. Water quality will be enhanced by the use of appropriate plants as such carex species, to act as filters for stormwater run-off before it enters the watercourse and Papanui Stream. Short gravel riffles will allow for aeration of water as it passes along the water course.

- The existing Magnolia and New Zealand native beech trees are to be retained however, extra planting will provide a major component of this area of the Reserve. The old Horners' Drain box culvert will be filled in and the area between the boundary and watercourse will be planted with a combination of shrubs and low ground cover plants such as azaleas, rhododendrons, bergenia, renga renga and pittosporum. A similar combination of shrubs and low ground cover plants is to be planted along the southern boundary fence to enhance the footpath. A section of grass between the path and watercourse will provide an open area and opportunity to view and access the water. Kowhai trees will provide shade to the water course and a food source for native birds. This planting concept is to extend from the Reserve and across Proctor Street. The planting style is to be of a domestic nature to reflect the character of the surrounding gardens.
- A seat with mosaic detail is located alongside the footpath with an orientation looking across the Reserve. This seat can also be accessed by gravel path with stepping stones across the watercourse.

PREFERRED OPTION

34. The preferred option for the renewal of the Papanui Cluster remains the same as the recommended options discussed above and illustrated in Attachment 2. These options have been identified as the preferred options as they satisfy the aims and objectives of the project and have the support of some of the community (a majority of those who provided feedback on the plan). These options will enhance the streetscape through implementation of landscaping and improve the utility and level of service provided through the renewal of kerb and channel, and road and footpath surface. They are also consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.