

6. HAYTON ROAD (SYMES ROAD - DAKOTA CRESCENT) KERB AND CHANNEL RENEWAL PROJECT

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8656
Officer responsible:	Michael Aitken, Unit Manager, Transport & Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to proceed to final design, tender and construction of the Hayton Road (Symes Road - Dakota Crescent) Kerb and Channel Renewal Project, as shown in **Attachment 1** - Plan for Board Approval.

EXECUTIVE SUMMARY

2. Hayton Road (Symes Road - Dakota Crescent) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2007/08 financial year.
3. The initiating aim of the project is to renew the existing kerb and dish channel and carriageway on Hayton Road from Symes Road to Dakota Crescent. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway;
 - (b) Improve safety for pedestrians, cyclists and motorists;
 - (c) Ensure adequate drainage;
 - (d) Upgrade street lighting;
 - (e) Reflect the collector road status of Hayton Road;
 - (f) Ensure the design meets demand for on-street parking where possible; and
 - (g) Provide landscape enhancement where possible.
4. Initial issues consultation was undertaken in December 2006 and January 2007, from which the Council recorded 40 written responses. The key issues raised by the community included traffic volume, speed, shortcutting, corner cutting - in particular at the bends, landscaping, pedestrian concerns at Washbournes Road and at the railway footbridge, cyclists, drainage, lighting, and the parking needs of the food bar.
5. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the project were confirmed, and a preferred Consultation Plan was developed. This was presented in a seminar to the Riccarton/Wigram Transport & Roading Committee on 27 April 2007.
6. Consultation on the Plan was undertaken in May 2007 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included phone calls, attending Wigram Park Community Association meetings, emails, and the Council's 'Have Your Say' website.
7. Approximately 700 Consultation Newsletters were distributed, of which 42 written responses were received. Some comments were also received verbally. Of the written responses received 30 (71%) were in general support of the Plan.

8. A summary of consultation can be found in the Consultation Fulfilment section of this report.
9. The Plan for Board Approval shows alterations made following consultation (see Attachment 1).
10. The key features of the Plan include:
 - (a) New kerb and flat channel on the southern side of Hayton Road;
 - (b) New kerb and flat channel and unsealed shoulder on the northern side of Hayton Road;
 - (c) Full carriageway reconstruction;
 - (d) 12 metre wide carriageway;
 - (e) 9 metre wide carriageway at the bends due to constraints such as structures, underground services and property boundaries;
 - (f) 14 metre wide carriageway at the Symes Road/Main South Road intersection due to turning movements;
 - (g) Vickerys Road intersection has a 7 metre wide entrance, cobbled threshold, landscape planting, and a Give Way control against Vickerys Road;
 - (h) Washbournes Road has the existing 14.8 metre wide entrance retained to allow truck access, and a Give Way control against Washbournes Road;
 - (i) Kerb build-outs at railway footbridge to assist pedestrians crossing;
 - (j) Formalised parking area opposite the food bar and opposite 3 Symes Road;
 - (k) No stopping lines on bends, at intersections and along the northern side of Hayton Road (excluding the designated parking areas).

FINANCIAL IMPLICATIONS

11. Hayton Road (Symes Road - Dakota Crescent) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2007/08 financial year.
12. This project has a budget of \$623,946. The project cost is estimated at \$1,425,000 including fees and contingencies (May 2007).
13. The balance will need to be reprogrammed into the 2007/08 financial year in November 2007 as part of the revision of the overall kerb and channel renewal programme.
14. Once this revision has been carried out, the total budget will be \$1,423,345.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

15. Yes. See above.

LEGAL CONSIDERATIONS

16. There are some land ownership issues associated with this project. There are properties which occupy legal road, but no road resumptions as part of this project, as this land is not required for the kerb and channel renewal project.
17. There are no Notable or Heritage trees shown in the City Plan.

18. There are no Heritage or Historic buildings, places and objects shown in the City Plan.
19. The City Plan, Part 14, Appendix 5, also has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 12 metres and the requirement in the City Plan is 12 metres (for a collector road), therefore a consent is not required.
20. Where the kerb build-out has been introduced, the length of the roadway subject to a width less than 12 metres is less than 60 metres in length, which permits a waiver of the need to obtain a consent under clause 4.5.1 of Part 8 of the City Plan. Therefore a consent is not required.
21. The kerb alignment at the bends on Hayton Road results in a carriageway width of 9 metres. However, the kerb and channel is being replaced on the original alignment, and even though less than required by the City Plan, existing use rights apply and a consent is not required for the work.
22. Community Board resolutions are required to approve the proposed parking and traffic restrictions.

Have you considered the legal implications of the issue under consideration?

23. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

25. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

26. This project is consistent with the key Council strategies including the Parking Strategy, Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

27. As above.

CONSULTATION FULFILMENT

28. Initial issues consultation was undertaken in December 2006 and January 2007, from which the Council recorded 40 written responses. The key issues raised by the community included traffic volume, speed, shortcutting, corner cutting - in particular at the bends, landscaping, pedestrian concerns at Washbournes Road and at the railway footbridge, cyclists, drainage, lighting, and the parking needs of the food bar.
29. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the project were confirmed, and a preferred Consultation Plan was developed. This was presented in a seminar to the Riccarton/Wigram Transport & Roading Committee on 27 April 2007.
30. Consultation on the Plan was undertaken in May 2007 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included phone calls, attending Wigram Park Community Association meetings, emails, and the Council's 'Have Your Say' website.

31. Approximately 700 Consultation Newsletters were distributed, of which 42 written responses were received. Some comments were also received verbally. Of the written responses received 30 (71%) were in general support of the Plan.
32. A number of comments in relation to the Consultation Plan have resulted in changes to the Plan for Board Approval. These are identified in Attachment 1.
33. Key issues raised by respondents during the Consultation Plan phase of consultation included the following (Project Team responses in italics).

Washbournes Road Intersection:

34. Concern regarding the width of the intersection and access for 20 metre articulated trucks turning into the street.
35. Concern that if a vehicle is waiting to exit Washbournes Road there is not enough room for trucks to enter Washbournes Road.
 - (a) *The narrowing of the Washbournes Road intersection has been removed and the existing alignment of 14.8 metres has been retained to allow truck access.*
36. There is a need for a Give Way control at the intersection.
 - (a) *A Give Way control will be installed against Washbournes Road to allow traffic to exit the traffic lane in Hayton Road. This will also provide consistency along the route (see Vickerys Road Intersection (37a) below).*

Vickerys Road Intersection:

37. There is a need for a Give Way control at the intersection.
 - (a) *A Give Way control will be installed against Vickerys Road to allow traffic to exit the traffic lane in Hayton Road. This will also provide consistency along the route (see Washbournes Road Intersection (36b) above).*

Parking:

38. Concern that the parking area opposite the Food Bar (30A Hayton Road) is not sufficient for large trucks.
 - (a) *The recessed parking area opposite the Food Bar has been lengthened by three parking spaces to provide 41.5 metres of parking, and this can accommodate a large truck.*
39. Businesses on the bend (near Dakota Crescent) are losing on-street parking. Could they park opposite their businesses on the outside of the bend?
 - (a) *Parking on the outside of the bend is unsafe. The kerb around this bend will provide good definition for traffic. Parking surveys and observations indicate a low demand for on-street parking in this area.*
40. Could parking be provided for the business units at 40 Hayton Road?
 - (a) *The Resource Consent for 40 Hayton Road has parking allocated on-site. Some of the parking is within the units. There is on-street parking either side of the property. The recessed parking bay opposite the Food Bar has been lengthened to allow additional parking. Parking surveys and observations indicate a low demand for on-street parking in this area.*

Narrowing of the Road:

41. Disagree with narrowing the northern bend. How is traffic to flow around vehicles turning into Mainfreight?
- (a) *The road is not being narrowed as the existing 9 metre wide carriageway is being retained, and on-street parking is being removed. Access into the Mainfreight depot is where the road widens to a 14.8 metres wide carriageway allowing space for turning vehicles.*
42. Concern there is not enough space for vehicles and cycles on a blind narrow bend.
- (a) *The 9 metre wide carriageway allows for 4.5 metre wide traffic lanes, and there is no on-street parking in this section of the road.*

Pedestrian Facility:

43. Don't throttle Hayton Road with the build-outs, paint a zebra crossing.
- (a) *A zebra pedestrian crossing is not an appropriate treatment in this situation given the level of pedestrians and the large numbers of heavy vehicles.*
44. Pedestrian bridge once served the Sockburn Railway station - is it still needed?
- (a) *The pedestrian bridge is not a Council-owned asset, but the Council has an agreement to maintain this access. It is used and therefore considered warranted.*
45. Pedestrian facility will hinder access to property.
- (a) *The driveway at 28 Hayton Road has been amended to accommodate the development on this property.*

Speed & Traffic Flow:

46. Many people use Hayton Road as a short cut and many trucks use the area.
- (a) *Hayton Road is a collector road that acts as an arterial road, and it is not possible as a result of this project to reduce the number of vehicles or add any traffic calming. Hayton Road services a large industrial area.*
47. Suggestion that speed humps be installed in the 9 metre wide carriageway sections.
- (a) *This is not possible due to the collector road status and the number of vehicles using it. It will also cause unnecessary vibrations from the trucks.*

Construction Phase:

48. Concerns raised regarding dust during construction, hours of work and possible loss of business.
- (a) *These issues will be clarified in the design brief and with the construction supervisor. There will be a need for communication with the businesses along Hayton Road.*

Landscaping:

49. Is the hedge along the railway boundary being removed?
- (a) *The hedge and other vegetation along the railway boundary is not being altered.*

50. Did not want a tree planted outside 4A Hayton Road.

(a) *The proposed tree will not be planted.*

Lighting:

51. Improve lighting at the railway footbridge.

(a) *The lighting at the pedestrian facility will be checked and upgraded. The lighting on the footbridge will remain as it is at present.*

Cycling:

52. There has been very little thought given to cyclists.

(a) *This is not a recognised cycle route. The traffic lanes are wide enough to accommodate both vehicles and cyclists - in the narrowest sections there is a 4.5 metre wide lane and no on-street parking.*

Issues Outside Project Scope:

53. There were a number of additional issues raised. These included the Symes Road/Main South Road intersection, Symes Road/Vickers Road intersection and the adjoining park, speed, tagging and vandalism.

(a) *These issues are beyond the scope of this project, and where applicable have been referred to the appropriate handling officers within the Council for further investigation.*

STAFF RECOMMENDATIONS

It is recommended that the Committee recommend that the Board:

(a) Approve the Plan shown in Attachment 1 - Plan for Board Approval, to proceed to final design, tender and construction.

(b) Approve the following parking restrictions:

Hayton Road

(i) That all existing parking restrictions on Hayton Road between Symes Road and Dakota Crescent be revoked.

(ii) That the stopping of vehicles be prohibited at any time on the west side of Hayton Road commencing at its intersection with Symes Road and extending 15 metres in a northerly direction.

(iii) That the stopping of vehicles be prohibited at any time on the north west side of Hayton Road commencing at a point 41.5 metres from its intersection with Symes Road and extending 438 metres in a north easterly direction.

(iv) That the stopping of vehicles be prohibited at any time on the north side of Hayton Road commencing at a point 123 metres from its intersection with Dakota Crescent and extending 134 metres in a westerly direction

(v) That the stopping of vehicles be prohibited at any time on the south western side of Hayton Road commencing at a point 124 metres from its intersection with Dakota Crescent and extending 61 metres in a north westerly direction.

- (vi) That the parking of vehicles be restricted to a maximum period of ten minutes on the south side of Hayton Road commencing at a point 61 metres from its intersection with Washbournes Road and extending in an easterly direction for a distance of 12 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Washbournes Road and extending 30.5 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Washbournes Road and extending 16 metres in a easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Vickerys Road and extending 16 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at its intersection with Vickerys Road and extending 16 metres in a westerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south eastern side of Hayton Road commencing at a point 31 metres from its intersection with Symes Road and extending 84 metres in a north easterly direction.

Symes Road

- (i) That the stopping of vehicles be prohibited at any time on the west side of Symes Road commencing at its intersection with Hayton Road and extending 14 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Symes Road commencing at its intersection with Hayton Road and extending 15 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Symes Road commencing at its intersection with Hayton Road and extending 12 metres in an easterly direction.

Vickerys Road

- (i) That the stopping of vehicles be prohibited at any time on the west side of Vickerys Road commencing at its intersection with Hayton Road and extending 18.5 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Vickerys Road commencing at its intersection with Hayton Road and extending 19 metres in a southerly direction.
- (iii) That a Give Way control be placed against Vickerys Road at its intersection with Hayton Road.

Washbournes Road

- (i) That the stopping of vehicles be prohibited at any time on the west side of Washbournes Road commencing at its intersection with Hayton Road and extending 13 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Washbournes Road commencing at its intersection with Hayton Road and extending 13 metres in a southerly direction.
- (iii) That a Give Way control be placed against Washbournes Road at its intersection with Hayton Road.

BACKGROUND (THE ISSUES)

- 54. Hayton Road is located in the Riccarton/Wigram Ward, which falls within the jurisdiction of the Riccarton/Wigram Community Board.
- 55. Hayton Road is classified as a collector road in the Council's roading hierarchy. The section of Hayton Road from Symes Road to Dakota Crescents is part of the kerb and channel renewal programme and is currently programmed for construction in the 2007/08 financial year.
- 56. Hayton Road serves the Parkhouse Road industrial area and the land use surrounding the road is a mix of businesses and residential.
- 57. The Land Transport Safety Crash Analysis System shows there have been ten crashes recorded for the five year period between 2002 and 2007. Eight of the crashes were loss of control and involved either speed and/or alcohol. There were five injuries sustained - three were minor and two serious (one minor and the two serious were all the result of one crash).
- 58. Refer to the Consultation Fulfilment section of this report for consultation details.

THE OBJECTIVES

- 59. The initiating aim of the project is to renew the existing kerb and dish channel and carriageway on Hayton Road from Symes Road to Dakota Crescent. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway;
 - (b) Improve safety for pedestrians, cyclists and motorists;
 - (c) Ensure adequate drainage;
 - (d) Upgrade street lighting;
 - (e) Reflect the collector road status of Hayton Road;
 - (f) Ensure the design meets demand for on-street parking where possible; and
 - (g) Provide landscape enhancement where possible.

THE OPTIONS

- 60. Two options including the status quo were considered for comparison.

The Preferred Option

61. Option 2 (see Attachment 1 - Plan for Board Approval).
62. Option 2 includes:
 - (a) New kerb and flat channel on the southern side of Hayton Road;
 - (b) New kerb and flat channel and unsealed shoulder on the northern side of Hayton Road;
 - (c) Full carriageway reconstruction;
 - (d) 12 metre wide carriageway;
 - (e) 9 metre wide carriageway at the bends due to constraints such as structures, underground services and property boundaries;
 - (f) 14 metre wide carriageway at the Symes Road/Main South Road intersection due to turning movements;
 - (g) Vickerys Road intersection has a 7 metre wide entrance, cobbled threshold, landscape planting, and a Give Way control against Vickerys Road;
 - (h) Washbournes Road has the existing 14.8 metre wide entrance retained to allow truck access, and a Give Way control against Washbournes Road;
 - (i) Kerb build-outs at the railway footbridge to assist pedestrians crossing;
 - (j) Formalised parking area opposite the food bar and opposite 3 Symes Road;
 - (k) No stopping lines on bends, at intersections and along the northern side of Hayton Road (excluding the designated parking areas).

Other Options

63. Option 1 - Maintain the Status Quo
 - (a) This option maintains the existing road layout.

ASSESSMENT OF OPTIONS

The Preferred Option: Option 2

64. Option 2 meets all the project objectives and is consistent with the Capital Programme in the 2006-2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
65. The existing kerb and dish channel will be replaced with kerb and flat channel on the existing alignment on the southern side of Hayton Road. With the exception of the formalised parking areas and corners / bends, no new kerb and channel is proposed for the northern side of Hayton Road.
66. This option also includes the full reconstruction of carriageway due to its failing condition, and the volume and type of traffic utilising Hayton Road.

67. The lengths of proposed carriageway which are narrowed to 9 metres are limited to the eastern and western bends/corners on Haytons Road, and is consistent with the existing carriageway widths at these locations.
68. The prevailing 9 metre wide carriageway is a result of physical constraints at these locations, namely the retaining wall adjacent to the Sockburn Over-bridge and services adjacent to the railway line. No stopping lines and centre lines have been proposed at locations where the carriageway width is 9 metres thus ensuring a 4.5 metre lane width exists at all times. In considering the high number of heavy and oversize vehicles which utilise Hayton Road, this lane width ensures a safer environment at these pinch points.
69. The intersection of Washbournes Road will remain on the existing alignment with a width of 14.8 metres. This allows heavy vehicle traffic access to the industrial sites in this Road. It will also encourage this heavy traffic to use Washbournes Road rather than Vickerys Road.
70. The intersection of Vickerys Road has been narrowed to 9 metres and re-aligned, thus slowing vehicles which turn into and out of the street, as well as providing a shorter crossing distance for pedestrians.
71. Both Washbournes Road and Vickerys Road intersections will have a Give Way control against them to give priority to traffic entering these local roads from Hayton Road.
72. Pedestrian facilities along Hayton Road will be improved by the introduction of the kerb build-out adjacent to the pedestrian footbridge, narrowing the crossing width to 8 metres at the intersections of Vickery's Road and Washbournes Road, and improving the street lighting.
73. Cycle safety has been considered and 4.5 metre lane widths have been retained through the implementation of no stopping parking restrictions at the bends/corners on Hayton Road.
74. Extensive drainage works will be undertaken as part of the works in order to upgrade the existing stormwater system for the length of the project.
75. A street lighting upgrade will be carried out as part of the works as required.
76. The collector road status of Hayton Road has been preserved by retaining the 12 metre carriageway width and lane configuration where applicable.
77. The 12 metre wide carriageway will accommodate parallel parking on the southern side of Hayton Road with the exception of the bends/corners where no stopping restrictions apply.
78. Some informal parking spaces have been lost on the northern side as a result of the proposed restrictions. With the exception of the two formalised parking areas that exist on the northern side of Hayton Road, no parking is permitted on that side. However, observations suggest that the on-street parking supply will still be sufficient to cater for both the current and expected parking demand.

79. The existing trees and shrubs adjacent to the railway line will be retained, and new landscape planting has been proposed at the Vickerys Road and Washbournes Road intersections, and at the kerb build-outs.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: \$1,425,000
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>Nil - no specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

MAINTAIN THE STATUS QUO

Option 1

80. This option does not meet any of the project objectives and does not meet the requirements of asset renewal. It has therefore not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction	
Cultural		
Environmental		
Economic	No outlay of capital cost	Increasing maintenance costs

Extent to which community outcomes are achieved:

N/A

Impact on the Council's capacity and responsibilities:

Increase in maintenance for deteriorating kerb and channel, and carriageway asset.

Effects on Maori:

Nil - no specific effects on Maori identified.

Consistency with existing Council policies:

Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.

Views and preferences of persons affected or likely to have an interest:

As detailed in the Consultation Fulfilment section.

Other relevant matters:

No other relevant matters identified.

Other Option

81. To meet the requirements of the collector road classification of Hayton Road, the nature and volume of the traffic utilising it, and the physical constraints, there was considered no other option.