

542/925

Opawa Road Stage 2

COSTS (Costs net of thirds-party contributions in brackets)

Total	Renewal	Backlog	Unallocated	Growth
\$2,958,981	\$591,796	\$1,017,890	0	\$1,349,295
(\$2,658,981)	(\$531,796)	(\$914,690)		(\$1,212,495)

(Note costs in DCP changed due to increased receipts on sale of surplus land)

COST ALLOCATION

Primary Driver:	Would soon result in decreased Level of Service for both road users and locals Continued noise and vibration effects of increasing heavy traffic component.
Secondary Driver:	
Capacity discussion:	
References:	

ATTRIBUTES

Project Manager:	Jeanette Ward
Work Planned:	New two lane road adjacent to the old road with landscaped buffer island between them. (2 x 3.5 metre traffic lanes with flush median and 1.7 metre cycle lanes) The old road then becomes a series of service lanes for the residential properties.
Location:	Opawa Road between Garlands Road and Curries Road
Special features being addressed:	Limited access status creates improved network efficiency and safety Buffer for the residential side of the street Provision for cyclists on-road Improved landscaping

<p>A statement of the outcomes being addressed (LoS, Community Outcomes):</p>	<p>Improved network efficiency and capacity</p> <p>Reduction in adverse effects on residents (noise, vibration)</p> <p>Improved Level of Service</p>
<p>Options considered:</p>	<p>Do nothing</p> <p>Move road to the east away from residential properties (Chosen Option)</p> <p>(Note: TNZ did not consider 4 laning as current traffic volumes not meeting their criteria, projections show 4 lanes will not be justified for at least another 20 years).</p>
<p>Implications of not doing the project:</p>	<p>Would soon result in decreased Level of Service for both road users and locals</p> <p>Continued noise and vibration effects of increasing heavy traffic component.</p>
<p>Linkages with other projects:</p>	<p>Stage 1- Garlands Road signalisation undertaken by TNZ in 2001</p> <p>Stage 3 – Potential improvements to Port Hills Road – uncertain if the CCC or TNZ will progress this.</p>
<p>Location of other relevant supporting information:</p>	<p>Final plan 10/08/04</p> <p>Press Release 4 July 2005</p> <p>Report of the Sustainable Transport and Utilities Committee to the Council meeting of 26 August 2004.</p> <p>Letter to Residents after consultation – 2004</p> <p>Summary of consultation submissions.</p>

Project Cost Allocation Summary

Background

Project No	542/925	Activity	Transport and City Streets
Project Name	Opawa Road Stage 2		
Project Manager	Jeanette Ward		
Year first spend on the project	2000	Project Scope	New two lane road adjacent to the old road with landscaped buffer island between them. (2 x 3.5 metre traffic lanes with flush median and 1.7 metre cycle lanes) The old road then becomes a series of service lanes for the residential properties.
Year of first cost allocation	2006		
Year of current cost allocation	2006		
Project cost	\$298,981		

Level of Service Definitions

Measure	Ratio	Primary Driver	Would soon result in decreased Level of Service for both road users and locals Continued noise and vibration effects of increasing heavy traffic component
Existing Capacity	100.0		
Existing Demand	143.0		
Total Capacity	200.0	Secondary Driver	
Design Capacity Year	2030		
End of Life Year	2045		
Backlog Capacity	43	Capacity Discussion	
Growth Capacity	57		
New Work Capacity	100		
% Backlog of New Work	43	References	
% Growth of New Work	57		

Localities:

locality	percentage	comment
Opawa	100	

Operations and Maintenance

O&M Cost Share	\$0
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Renewal

Stand Alone Renewal Cost	\$55,311	Renewal Scope	Standard assumption for renewal component of Road Network Improvements
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New Works

Stand Alone New Works Cost	\$2,958,981	New Works Scope	Standard assumption for new work component of Road Network Improvement.
Renewal Cost Share	\$55,311		
New Work Cost Share	\$2,958,981		

Preliminary Cost Shares

Backlog Cost Share	\$104,778
Growth Cost Share	\$138,892

Growth project

Stand Alone Growth Cost	\$2,958,981	Growth Project Scope	Standard assumption for growth component of Road Network Improvements.
Growth Cap	\$298,981		

Unallocated costs

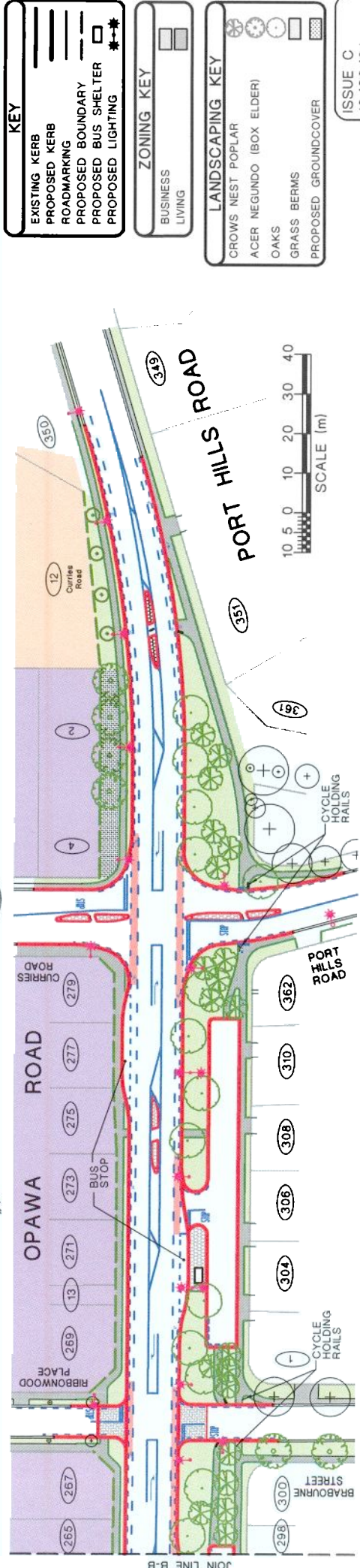
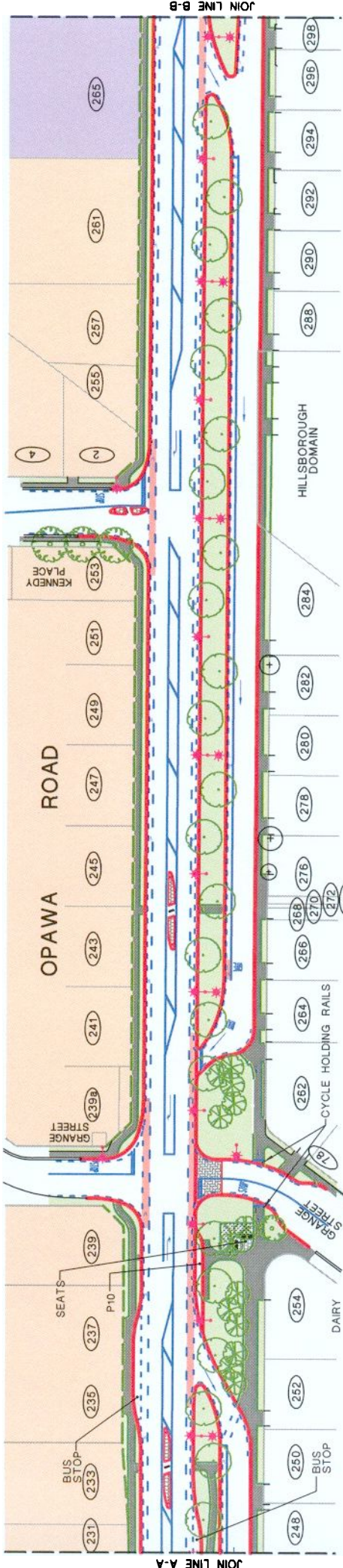
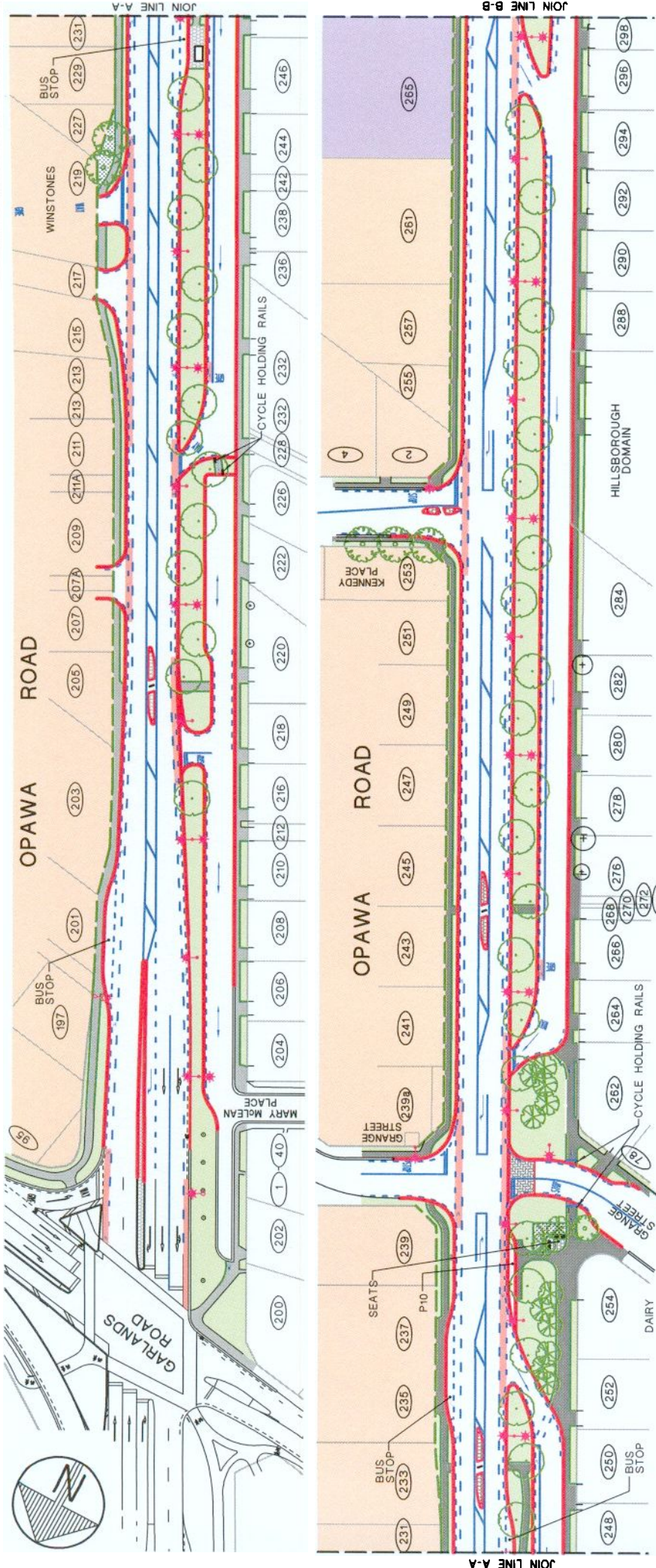
Unallocated Cost Share	\$0
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Project funding

External Funding	\$300,000
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Summary of Cost Allocation

	%	Total Cost	Net Cost
O&M		\$0	\$0
Renewal	18.5%	\$55,311	\$-189
Backlog	35%	\$104,778	\$-357
Growth	46.5%	\$138,892	\$-473
Unallocated	0%	\$0	\$0
External Funding			\$300,000
Project Total	100%	\$298,981	\$-1,019



KEY

- EXISTING KERB
- PROPOSED KERB
- ROADMARKING
- PROPOSED BOUNDARY
- PROPOSED BUS SHELTER
- PROPOSED LIGHTING

ZONING KEY

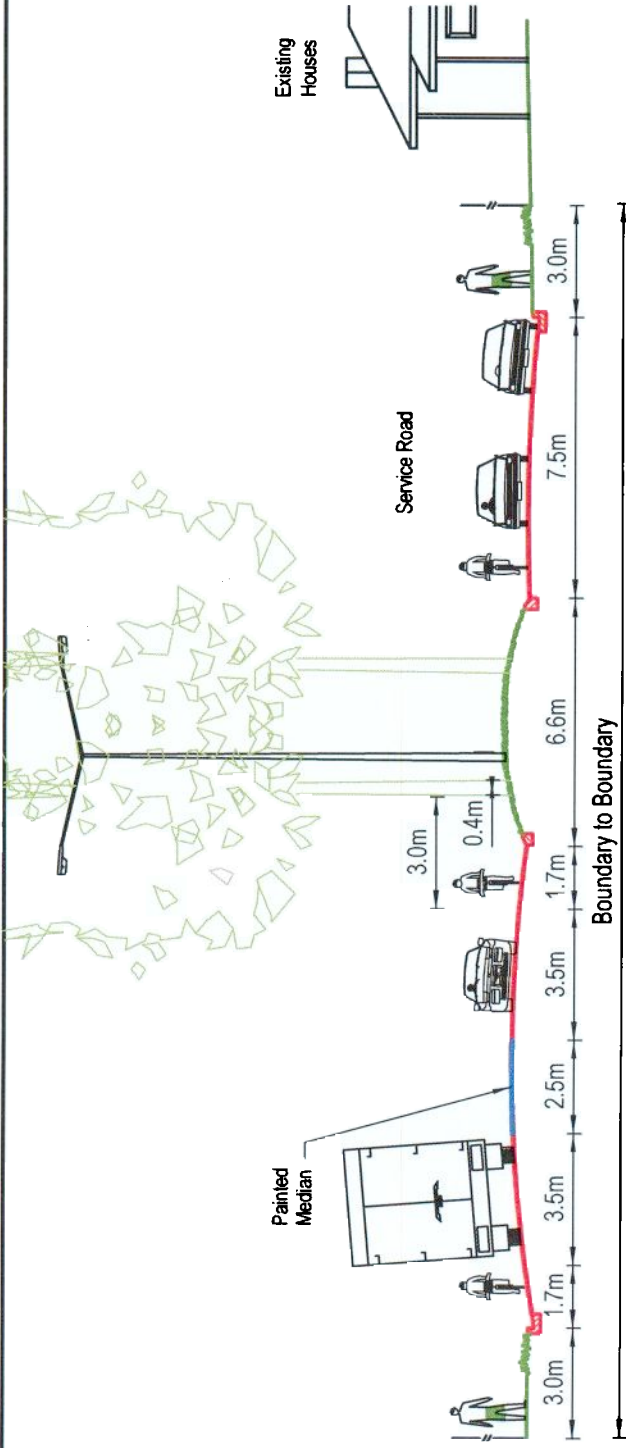
- BUSINESS
- LIVING

LANDSCAPING KEY

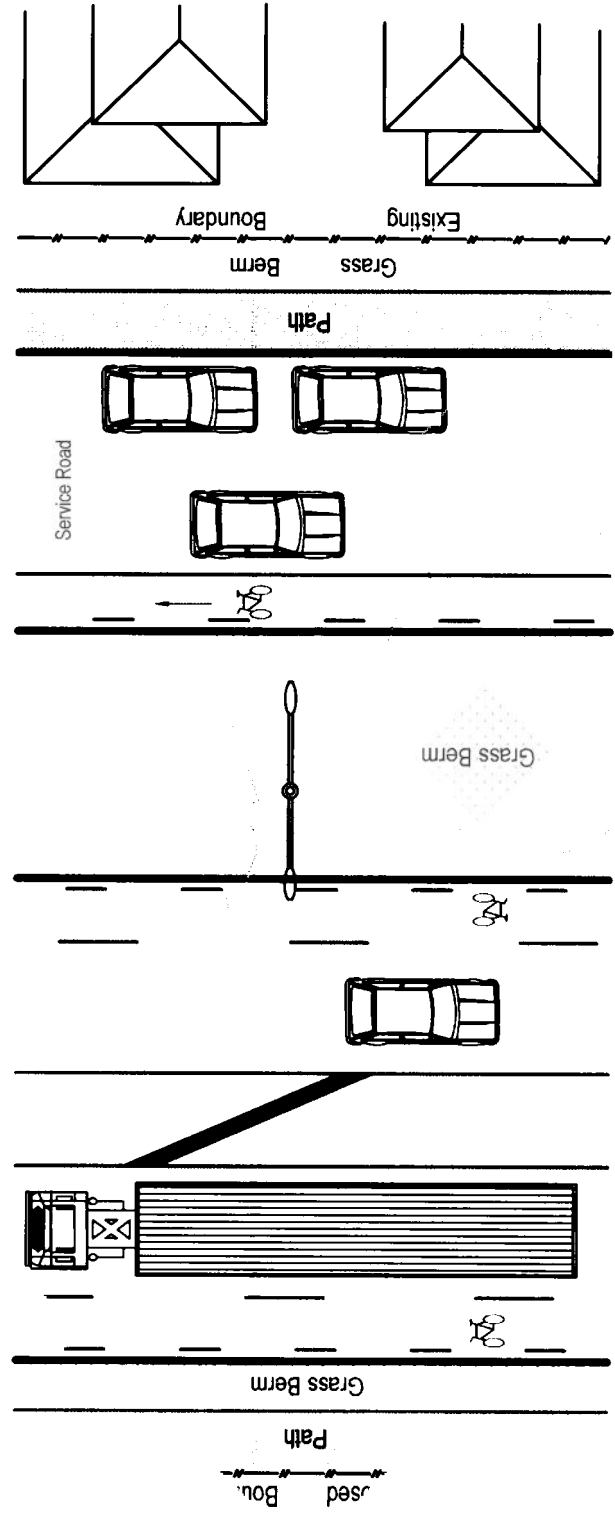
- CROWS NEST POPLAR
- ACER NEGUNDO (BOX ELDER)
- OAKS
- GRASS BERMS
- PROPOSED GROUNDCOVER

ISSUE C
10/08/04
TP162405 MJR
542/925

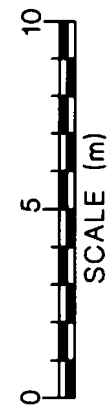
OPAWA ROAD IMPROVEMENTS (STAGE 2) FINAL PLAN



PROPOSED SCHEME - TYPICAL CROSS SECTION



SCALE 1:200



ISSUE B
09/08/04
TP1624X1 MJR

OPAWA ROAD STAGE 2 ALIGNMENT

Press Release

State Highway 73-Opawa Road construction underway

4 July 2005

A new two-lane road from the Opawa-Garlands roads intersection to the south of Opawa-Curries roads intersection is being built, turning the old roadway into a service lane which reduces access points onto the new road

This service lane will be separated from the main roadway by a median island much like parts of Blenheim Road. The City Council and Transit New Zealand, joint partners in the project, say current and predicted traffic volumes do not justify turning the stretch into a four-lane roadway for about 20 years.

The new roadway to the east, alongside the existing road, will replace the old section of Opawa Road between these points. A painted flush median will run along the entire length of the new Opawa Road section with four pedestrian refuge islands to provide safer crossing.

The new two-lane part of the works will be open to traffic by the end of September, then work on the service lane will begin. Indented bus bays will ensure that buses do not stop in cycle and traffic lanes when picking up or dropping off passengers. A recessed parking bay with a 10-minute parking restriction will be installed outside the dairy at the corner of Grange Street.

The proposed service lane will be divided into four sections to allow access through intersections and provide entrance and exit points to existing properties.

Landscaping proposed for the new Opawa Road section includes a formal avenue of scarlet oaks along the grassed median island. In wide areas at the end of the service lanes will be groves of poplars, in keeping with existing planting from the Brougham Street upgrade.

Contractor City Care was awarded the \$2.44 million contract, which started in April, 2005. Work is progressing well and is hoped to be completed in December, 2005.

Background:

For some years, Opawa Road residents have voiced concerns about increasing traffic volumes, particularly heavy traffic, which causes congestion, greater vibration, increased noise and air pollution and difficulties in accessing their properties.

Over the years, the Council and Transit New Zealand have bought up properties on the east side of this section of Opawa Road as part of long-term plans:

to alleviate problems highlighted by residents and
to provide a purpose-built roadway to accommodate heavy vehicle demand on this State Highway route, providing access to industrial areas and to the Port of Lyttelton
to accommodate other road users such as cyclists, public transport and pedestrians.
Opawa Road is part of the State Highway network in Christchurch so this project is being jointly funded by the City Council and Transit New Zealand.

1. OPAWA ROAD (GARLANDS ROAD TO CURRIES ROAD)

Officer responsible Transport and City Streets Manager	Author, Jeanette Ward, Project Manager, Capital Programme Team, DDI 941-8951
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The purpose of this report is to inform the Council of the consultation outcome for the upgrade of Opawa Road (Garlands Road to Curries Road) and to seek approval to proceed with final design and tender.

BACKGROUND

Opawa Road from Garlands Road towards the Port is part of the State Highway Network in Christchurch. Transit New Zealand is the road controlling authority responsible for improvements to this network. However, some years ago the residents of Opawa Road raised concerns with the Council about the increasing volume of traffic on the road with the adverse effects being; increased traffic noise, vibration, local air pollution and lack of safe accessibility to and from their properties. This is particularly relevant to this section of Opawa Road which has a high percentage of heavy vehicles, 12.5% recorded in 2003. Realignment of the road was considered necessary to overcome all of these effects.

CONSULTATION

An 'inform' consultation process was undertaken with local residents of the area bordered by Aynsley Terrace, Centaurus Road, Port Hills Road, Curries Road, Chapman Road and Garlands Road, including the residents of Port Hills Road to Tunnel Road, and other relevant stakeholders. The 'inform' consultation was in the form of a publicity leaflet that outlined the proposed plan along with an explanation of the aims and objectives for the project. Approximately 1,000 leaflets were distributed.

Feedback was required by the end of June 2004. A total of 40 submissions were received, 33 submissions related to the Stage 2 project, three submissions related to general property issues and the remaining four were enquires of the Stage 3 project.

The majority of submissions expressed support for the project but either queried some points or suggested changes to the plan.

The queries and/or suggested changes to the proposed plan will be addressed with residents by way of a letter (see attachment). The letter will be sent to residents and other stakeholders along with the updated plan (also attached).

The main concern raised was the provision of off-street cycle facilities. Detailed submissions were received from both the Road Transport Association and SPOKES.

RECOMMENDED PLAN

The recommended plan provides a new two-lane road to the north of the existing road. The existing road will be used to provide a buffer zone and service lane for residential properties on the south side of the road. Some land was required on the north side of the road within the 30m designation that exists in the Transitional Plan. The land has been purchased with negotiations being finalised before construction starts.

The new two-lane road extends from the Garlands Road Intersection to just past Curries Road. A flush median is provided the entire length with four pedestrian refuge islands available for crossing the road. Recessed bus bays allow the cyclists using the cycle lanes to pass the stopped buses without entering the traffic lanes. The service lane accessing the southern properties is divided into four sections, the longest two have separate entrance and exit points while the shorter two have one dual access point. A recessed parking bay with a 10 minute parking restriction is proposed outside the dairy on the corner of Grange Street.

The buffer zone allows the inclusion of street trees the entire length. Clumps of smaller trees are proposed within the open spaces on the south side of the intersections with seating provided outside the dairy.

The project team, which includes Transit NZ staff, have made the following changes to address concerns raised during the submission period, the changes are fully explained in the letter to residents (attached):

- Cycle linkages between the service roads to allow an alternative to the main road cycle lanes.
- Thresholds at the intersections of Grange Street, Brabourne Street and Ribbonwood Place.
- The footpath/berm arrangement on the west side will be left as per the existing situation.
- Landscaping changes including, removing the flowering cherries and have less trees outside the dairy and No. 262 Opawa Road.

Transit NZ have agreed to these changes.

CURRENT STATUS

The Spreydon/Heathcote Community Board also considered the information relating to the consultation outcome for the upgrade on 27 July 2004. The Community Board decided to recommend to the Sustainable Transport and Utilities Committee that officers resolve the issues to enhance the service lanes and off-road paths for cyclists and pedestrians, prior to work commencing.

Prior to consideration of the Chairman's recommendation Councillor Corbett moved by way of amendment *"That the Committee receive the information and support the revised plan of Opawa Road (Garlands Road to Curries Road) excluding marked cycle lanes on the 'roadway' to final design, tender and construction."*

The amendment was seconded by Councillor Ron Wright and upon being put to the meeting was declared **lost** by Division No 2 by six votes to four, the voting being as follows:

Against (6): Councillors Buck, Condon, M Evans, Stonhill, Williams and O'Rourke
For (4): Councillors Broughton, Corbett, C Evans and Wright.

Committee

Recommendation: That the Council receive the information and support the revised plan of Opawa Road (Garlands Road to Curries Road) to final design, tender and construction.

Opawa Road Upgrade (Garlands Road to Curries Road)

Dear Resident/Road User

The Council and Transit New Zealand would like to thank all those who provided feedback to the proposed upgrade plan for Opawa Road (Garlands Road to Curries Road).

This letter discusses some of the issues raised, explains the changes that have resulted and why some suggested changes could not be implemented.

Why isn't the road going to be four lanes?

This section of Opawa Road, as well as being a State Highway is classified as a Major Arterial. The City Plan requires that a major arterial in an urban area, with a traffic volume of more than 12,000 vehicles a day, be a minimum of four lanes. The current volume is 9,000 vehicles per day.

That aside, as this section of road is a State Highway under Transit New Zealand authority, they have their own criteria for providing four lanes and that is when daily volumes exceed 20,000. Projections of the traffic volume show that the necessity for four lanes is well over 20 years away.

What is the best way to cater for cyclists on this road?

The Road Transport Association (who represent the heavy truck drivers) asks why, given this is a 'strategic heavy vehicle route', (heavy traffic makes up approximately 13% of the current traffic volume) there are on-road cycle lanes. They suggest that a cycle lane be created either on the buffer island or service roads. Spokes (The Canterbury Cyclists Association) on the other hand commended the inclusion of on-road lanes however requested that a quieter alternative route also be provided for less confident cyclists along the service roads.

Both the Council and Transit believe that allowance for cyclists on the main road is necessary and the provision of the 1.7 m wide cycle lanes is a safe way to do so, given the available road width and traffic speed.

However, taking on board that some cyclists may feel more comfortable off the main road, separate cycle path linkages or wider footpaths for dual pedestrian/cyclist use will be provided between the service roads to allow use of this informal route.

When is Stage 3 (Curries Road to Tunnel Road) going to happen?

Council staff are currently reviewing the options and costs for this section of road. A report will be considered by Council later this year. The outcome will be reported to the residents when a decision has been made.

What happens to the surplus land on the eastern side?

The purchase of the land on the eastern side of Opawa Road has been going on for many years. The portion of land that isn't required for the road upgrade will be sold over the next few years. What happens to this land depends on the City Plan 'zoning'. The land from Garlands Road to a point midway between Kennedy Place and Ribbonwood Place is zoned 'Business 4' and the remainder to Curries Road is 'Living 1'. The City Plan outlines what can be built in these zones.

Direct access to the land will not be permitted from Opawa Road; 'right of ways' off the side streets will be created when development takes place.

How will the adverse effects be overcome with the new road?

Traffic noise is generated from engines, brakes and vehicle tyres making contact with the road. By changing the alignment of the road and thereby moving vehicles further away from the houses, there should be a significant reduction in traffic noise. Further noise reduction can be achieved by laying a smoother surface on the road. Currently the surface is a mixture of rough and smooth materials; the new road will have a smooth asphaltic concrete surface which will aid noise reduction. The 500mm high mounding on the grassed buffer island will also help to muffle the tyre noise.

One resident commented that the noise from the railway was also a concern. However, this issue is outside the scope of this project.

Vibration from heavy traffic, particularly those with heavy loads, is generally experienced when the road surface is uneven. An uneven road surface is produced when areas of road have insufficient foundation for the amount of traffic using it. Rough joints in the surfacing materials and service features such as manholes that are not flush with the surface all create an uneven surface which contributes to vibration. All of these issues can be eliminated when a new, quality road is built.

Changes that have been made to the plan

Several submitters expressed concern that Grange Street and Brabourne Street are being used as shortcuts and that the speed of vehicles in these streets is too high. This is confirmed by the 1997 'Opawa Local Area Traffic Management Scheme' which identified the same issues. The scheme suggested the installation of a mild constraint at the Opawa Road intersections with moderate calming features along the length.

To help to overcome current and historical issues, part of this project will include trying to discourage unnecessary traffic on these local roads by narrowing the entrance to

Grange Street and Brabourne Street from Opawa Road. These treatments are known as thresholds.

On the residential side of the street we had planned to apply the standard footpath/berm configuration, that is the berm against the kerb and the path against the boundary. But as one resident pointed out there are a multitude of Telstra boxes against the boundary that would protrude onto the path, plus there is a number of hedges and overhanging trees that better suit being adjacent to a berm. On this basis the footpath/berm arrangement will be left as it is.

One result of this change is that the Flowering Cherries will not be able to be planted in the berm as there are underground services in the way. But as there is plenty of private property planting along the boundary it will not be detrimental to the plan.

Landscaping changes include five less trees outside the dairy, and three less outside No. 262 Opawa Road. In terms of visibility the landscape plantings will not exceed 600 mm in height at intersections. Trees have been repositioned at the Curries Road intersection to ensure visibility is not compromised.

Several residents commented on the use of deciduous trees as opposed to native trees. Deciduous trees have been used to compliment the existing landscape environment along Brougham Street from Ensors Road south. All trees shed leaves throughout the year, deciduous trees do it all at once, this is beneficial as it occurs during winter when the additional light and warmth is appreciated.

Suggestions that could not be implemented

Several residents of Opawa Road requested that the service road between Grange Street and Brabourne Street be provided with another connection to Opawa Road. The service road is 250 metres long and the residents were concerned at the extra distance required to enter their properties when approaching from the north. The Council and Transit believe that from a traffic engineering perspective the short length of the service road does not justify providing an additional connection. This would also conflict with the objective of minimising access onto Opawa Road.

A request was made to provide vehicular slip lanes between the service road and the side streets, namely Grange Street and Brabourne Street. This is not considered appropriate for the following reasons;

- the intersection of the slip lane would be too close to the intersection with Opawa Road
- the volume of traffic that would use the slip lanes is low
- the lanes would conflict with the new cycle path linkages
- the slip lanes would adversely affect the residents of the corner properties

The narrowing of the side streets entrances can not be applied in all cases, as for example the eastern side of Grange Street provides access to industrial areas so trucks need unimpeded access. This also applies to Curries Road, although there is a residential area at the start of the collector road, this also links to an industrial area.

Some submitters raised concerns with the operation of the Garlands Road/Opawa Road signals. The signals are outside the scope of this project; however, Transit New Zealand has undertaken to investigate the concerns raised.

Other queries about the new road

The current speed limit of 50 km/h will not be changed as part of this project and applies to both the main road and the service road.

A flush median provides refuge for those who wish to make right turns and eliminates the need to provide 'right turn bays' for the entrances to the service roads. Right turn bays are reserved for intersections where turning volumes are higher.

Parking will not be permitted on the main road except at the dairy where a 10 minute parking restriction will apply. Parking on the service roads is permitted at any time except at the entrance and exit points and at the dual entrance/exit point (near #218).

As part of this project the overhead power and phone wires will be placed underground. This means the old poles will be removed. New lighting poles will provide for both the main road and service roads (as shown on the cross section).

Opawa Road is split into two sections connected by the west end of Garlands Road. One submitter has suggested that the two parts could be renamed to make them distinct. This will form the basis of another project.

The attached plan shows the changes made. Design is underway and a contract for the work will be let later in 2004. A 'start work' notice will be issued prior to the reconstruction work starting. Some work by service authorities may start prior to the main roading contract.

Thank you again for your support and comments.

Yours faithfully

Jeanette Ward
Project Manager

Opawa Road Stage 2 – Summary of consultation submissions

Sub No.	Comments made
1	Tactile pavers need to be considered as per RTS 14. Consider putting holding rail in the middle of the ped island gap, means wider gap.
2	Are we sure it is Scarlet Oak that we are proposing, hopes so as it is lovely specimen.
3	Trees in the median may cause damage to road and drainage system. Noise from railway line a problem, requested hedge or fence to reduce.
4	Why is the cycle lane on-road considering this a heavy vehicle route? Couldn't it be put in the buffer island or service lanes? Further letter received requesting that cycle lanes removed from the road. Also concerns at use of the road space, should be 4 lanes. Concern with over dimension route aspects.
5	Pleased project going ahead. Vibration – is it worth gibing now or wait until construction finished? - what will be the finished road surface?
6	Pleased that project is happening, will increase safety accessing their property. Concerned about number of trees outside their house in terms of shading and isolation.
7	Looks forward to finished project and hope noise and vibration will be lessened.
8	Thinks we should have 4 lanes now. Interested in zoning on east side and proposed access for these properties. Thinks we should provide for signals at Curries. Requests right turn slot for service lane. Requests slip lane from service lane to Grange St. More planting for buffer island to protect against effects of traffic. Why are we changing berm/path configuration on west side.
9	Speed and volume issue on Grange Street Maintenance issue on Grange Street, Anysley Terrace chicane issue
10	Concerned about speed and volume of traffic on Brabourne Street, particularly heavies.
11-15	Looks forward to reduction in noise. Requests another entrance in the service lane opposite Kennedys Place to reduce travel distance for him and neighbours (266,268,270,274 signed the letter). (note, this is counted as 5 submissions)
16	Appears to be a good solution, interested to know whether Opawa Road will be useable during upgrade.
17	Need to discourage Grange Street as a feeder as there is large volume of fast traffic cutting through. Garlands/Opawa intersection needs free left turn into Garlands, reports long waits here.
18	Would like to see cycleway moved off the main carriageway into either service road or buffer island
19	Local residents group concerned for safety at the signals with respect to turning left into Garlands from Brougham. Merging traffic here, request give way for turning traffic.
20	Not happy with trucks that go past her flat, has crack in the ceiling.

Sub No.	Comments made
21	Concerned for safety at the left turn from Opawa into Curries. Large trucks swing onto the footpath
22	Would like to see left turn from Opawa into Garlands be a give way as per the other legs of the intersection.
23	Thinks tree roots will damage footpath. Wouldn't want trees in front of her house When will Stage 3 occur?. Shall look forward to completion of work.
24	Generally pleased with the plan. Requests that another entrance be provided for their service lane. Asks about zoning on east side and what buildings are expected to be erected. Not keen on flowering cherries would like to see more natives. What parking restrictions will be imposed on service lane? What lighting is proposed ? What speed restrictions will be in place?
25	Will the two parts of Opawa Road be named as separate parts, i.e. north and south?
26	Please give consideration to sight lines for road users crossing Opawa Road at the Curries Road/Port Hills Road intersection.
27	Concerned to see painted median, believes this increases speed and brings vehicles closer to cyclists.
28	Generally supports the plan, like on-road cycle lanes, however believes there should be quieter route for less confident cyclists. Approach and departure lanes should have red surfacing, trusts bus bays are sufficiently indented, questions ped access to west side. Why don't service lanes access onto side roads
29	Sounds good! As soon as possible please.
30	Please put safety handrails for old people at crossings. Please put orange reflectors on tops, sides and bottom edges of concrete kerbs.
31	Plan appears to be very promising. Trucks continue to short cut through Curries Road. Noise and vibration nerve wrecking and damaging property. Requests partial blockage of Curries Rd.
32	Has heard that someone has requested slip lane into Grange St, strongly objects to this as has had problems exiting the property in the past, the plan as circulated helps their situation.
33	Ask for the removal of line of trees outside the shop to help visibility of business from the road.
34	Supports plan. Likes the open space feel to the planting, doesn't want bushy planting for stranger danger reasons
35	Wants to see better signage for Port Hills Road, both directions.
36	Concern over what will be built on adjacent land that we will be disposing of.
37	Concern about being surrounded by industry and what will happen to zoning in Curries Road. Concern over recent changes to neighbouring reserve.
38	What is proposed for Stage 3, concerned about increasing noise
39	Stage 2 will be a great improvement. Sent photos of accidents on bend between Vega Place and Avoca Valley Road. When will Stage 3 happen?
40	Doesn't use entrance on Port Hills Road but wants to ensure he can have one when/if Stage 3 is done. He doesn't support Stage 3.