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Corporate Plan Output: Waterways and Wetlands Asset Improvements	

The purpose of this report is to report on a proposed trial road edge treatment adjacent to the Heathcote River, in context with a visual presentation about issues and options for river corridor enhancement.

The Water Services and Parks Units are jointly responsible for maintenance and enhancement of the Heathcote River corridor. The Parks Unit typically cares for berm and tree planting and maintenance while the Water Services Unit maintains and enhances the river channel.

VISUAL PRESENTATION

A visual presentation of issues, principally from a Water Services Unit perspective, and options for enhancement will be made at this point. The presentation will cover:

Problems

- channelised, non-natural waterway form
- bank steepness and bank slumping
- instability of road edges near the waterway
- closeness of road to waterway – intrusion on river environment
- access to river not easy
- access along river not always easy
- traffic speed and density
- formal tree planting regime
- little in-stream habitat
- sedimentation and poor water quality
- utilitarian and ugly bridges, outfalls, other structures
- road edge creep and car parking

Opportunities

- landscape planting (for beauty, stability)
- making walkways safer, more tranquil
- river access
- habitat creation
- “street art” to bridges, structures
- road edge treatment

ROAD EDGE CREEP

“Road edge creep” is the tendency of the edge of the seal, where there is no kerb, to be advanced into the adjacent grass berm. It results from unplanned maintenance activity by road maintenance teams who prefer to repair road-edge potholes and muddy areas with asphalt.

Road edge damage is caused by cars which are turning or parking on the grass berm, especially when the berm is either particularly dry or particularly wet, or

by cars cutting corners and detouring around speed humps. As the repairs do not address the cause of damage the process tends to repeat, causing the edge of seal to encroach on the grass berms.

Some of the consequences of a wider carriageway are:

- a narrower and less visually pleasing river corridor
- less separation between vehicles and recreational walkers
- vehicles closer to steep river banks
- a tendency for greater vehicle speeds

TRIAL ROAD EDGE TREATMENT CONCEPT

The principle is to use landscaping treatments, including but minimising the use of concrete kerbs, to both:

- (a) encourage motorists to stay on the seal, and
- (b) discourage motorists from leaving the seal.

The stretch of road being considered for the trial is Eastern Terrace between Tennyson Street and Waltham Road. This piece of road was chosen because it has a typical mixture of curves, trees, speed humps and car parking issues.

The trial will use the following methods:

- short lengths of kerb, backed by planting, adjacent to speed humps to stop one-wheel excursions onto the grass
- locate “protected” speed humps on left-hand bends (i.e. in positions where motorists are most likely to want to leave the road)
- create additional car parking
- use of timber bollards and planting to restrict access to the berm
- harden road edges with flush stone or concrete strips

- Recommendation:**
1. That the Community Board notes the Heathcote River issues and options.
 2. That the Community Board endorse the trial road edge treatment concept.
 3. That the plan be refined to a final plan in consultation with the City Streets and Parks Units and that construction proceed in stages as funds permit.

Chairman’s

- Recommendation:** That the trial be undertaken on a section without any road humps, to see if speed reduction can also be achieved.