

11. NAYLAND STREET/LOWER RICHMOND HILL ROAD – KERB AND CHANNEL

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Corporate Plan Output: Kerb and Channel Renewal	

The purpose of this report is to advise the Board of the outcomes of the proposals to renew the kerb and channels in Nayland Street and Lower Richmond Hill Road and address the issues raised in the petition to the Board received at the meeting on 6 June from Marilyn Marshall.

BACKGROUND

In the middle of November 2000 over 500 leaflets were distributed to residents in the Sumner area notifying them of a community workshop on Richmond Hill Waterway and Roading issues. The A4 leaflet set out the purpose of the workshop, the issues to be addressed and stated that it would be held on Thursday 30 November at 7.30pm at the Community Centre. (Appendix A)

The workshop was attended by 17 residents, Community Board members, Councillors and Council Officers from both City Streets and Parks and Waterways Units. The workshop was chaired by independent facilitator, Richard Budd.

The directive from the workshop was that a meeting be held with the City Council Arborculturalist to discuss the removal of the plane trees in Richmond Hill Road and Nayland Street and that Council Officers draw up two or three scheme plans and return to the meeting in February 2001.

A meeting was arranged with those, from the meeting, who left contact information with Council Officers, residents in Richmond Hill Road and Nayland Street, and Walter Fielding-Cotterell, Arborculturalist on 20 December 2001, to discuss the state of and inspect, the plane trees that are to be removed. (Appendix B)

A second public meeting was held on 1 March 2001 to discuss and decide on the scheme plans for Richmond Hill Road and Nayland Street. A notice of this meeting, and a set of scheme plans was distributed to those residents who attended the first meeting and residents in both Richmond Hill Road and Nayland Street who were directly effected by the proposed work.(Appendix C). There were others who rang requesting access to the meeting and plans and this was given.

The directive from the second meeting was to proceed with the schemes that were delivered to residents as a publicity leaflet for Richmond Hill Road and Nayland Street (Appendix D). There were 400 pamphlets delivered and as some households did not receive both pamphlets and should have, a second delivery was made three days later.

PROPOSALS

The proposal is to replace the kerb and channel, footpaths and berm areas in Nayland Street and Lower Richmond Hill Road.

The project creates an opportunity to provide extra parking in the commercial area of Nayland Street West which has been a request from businesses in the Sumner Village for some time. A threshold at the Wakefield Avenue intersection with Nayland Street will slow traffic entering the parking precinct and a narrowing at the western end of this precinct will indicate to motorists that they are leaving the parking area and entering a residential area.

There is also an opportunity to alter the Wakefield Avenue/ Nayland Street East intersection . The turn into Nayland Street East has been tightened up to slow traffic entering the street and this will also shorten up the crossing distance for pedestrians. The intersection into east and west Nayland Street have been offset to eliminate the confusion that occurs with right turning traffic. These alterations will make it safer for all road users.

Because of the potential for extra traffic from the hill suburb of Richmond Hill and the observation that the majority of peak hour traffic turns left out of Richmond Hill Road, the priority has been changed at the intersection of Richmond Hill Road and Nayland Street. This change does not prohibit any turning movement at the intersection.

In Richmond Hill Road the renewing of the kerb and channel has allowed for the creation of an enhanced waterway on the street and improvement to the stormwater disposal. The drainage improvements include increasing the piped stormwater intake structure at Nayland Street intersection, creating storm debris trapping facilities and increasing storm overflow capture facilities.

COMMUNITY RESPONSE

53 responses and a petition were received from the Sumner community in response to the publicity leaflets that were distributed.

Many of the responses have expressed concerns about the drainage problems that occurred in October last year as a result of the storm, and the traffic flows in and around the Sumner Village.

There were 16 responses that are totally in favour of the work going ahead and only four that totally oppose the proposal. The other responses asked for clarification or were issues that are beyond the brief of this project.

RESPONSES TO COMMUNITY CONCERNS

Several responses expressed concern that the stormwater problems that occurred in October 2000 were not being addressed . As explained in the report to the Board this month from Ken Couling, City Solutions, the Richmond Hill Waterway and pipeline intake is being improved, and roadside sumps and pipeline connections from Wakefield Avenue along Nayland Street to the Richmond Hill pipeline and road side gratings and sumps of generous capacity in Nayland Street and Marriner Street are included in the work that will be carried out as part of this project.

Parking in Nayland Street has caused some concerns. Many responses expressed concern that parking would not be available in Nayland Street where the road is 9 metres wide. This assumption is incorrect, local roads like Nayland Street west are usually reconstructed to 9 metres wide and this allows parking on both sides of the road and two lane traffic. Because of the amount of on street parking in the section of Nayland Street from the Zig Zag to Marriner Street the road width has been increased from 8.5 metres to 10 metres.

Requests have been made that the narrowing at the western end of the parking precinct be increased from a single lane to two lanes. It was felt by the community that this would deter traffic from coming from Richmond Hill Road to the Village. This issue will be investigated further as it will need to be addressed in terms of the safety audit of the proposal.

Traffic flows through the Sumner Village has been the other main issue raised. Several responses have suggested that the area of proposed work becomes one way into the city and that Marriner Street form the one way from the city. This option along with several others were investigated some years ago and all the pros and cons examined. The conclusion was that Wakefield Avenue / Marriner Street stay as the arterial road as designated in the City Plan but improvements be made to the intersection of Wakefield Avenue and Nayland Street. As part of the work in this project some improvements will be made to this intersection.

One waying Nayland Street West would remove a lot of the through local traffic from the Sumner Village and could encourage Sumner residents to shop else where which is why the business community had concerns about the narrowing in Nayland Street. It would also create problems for many residents wishing to access village facilities like the post boxes and library.

It needs to be noted that Wakefield Avenue and Marriner Street are the oversized route to the port. To deviate this type of traffic through a residential street is not an option.

The issues raised in the petition have all been addressed. The drainage issues are addressed in Ken Couling's report, the proposed project has involved all appropriate Units of Council, a traffic flow investigation has been carried out and some of the work in this project is a result of that investigation, and information of the meetings and proposals were circulated to affected parties.

Council officers have since met with a representatives from the Bowling Club and the Sumner Businesses Association.

- Recommendation:**
1. That the information be received.
 2. That the Board support the Nayland Street and Lower Richmond Hill Road proposed kerb and channel / waterway project.

Chairman's Recommendation: For discussion