

17. FENDALTON ROAD WIDENING

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The purpose of this report is to inform the Committee of the current status of the resource consent application for the proposed widening of Fendalton Road and associated proposed changes at the northern end of Tui Street.

FENDALTON ROAD RESOURCE CONSENT

A hearing was held before an independent commissioner at the Council Offices between 30 July and 3 August 2001 to determine the Council's application for resource consent to widen Fendalton Road.

The following summarises the works that are proposed as part of the project

- widening of the roadway to provide for four lanes of moving traffic. The width of the existing roadway will be increased from a minimum width of 12.6m to a minimum width of 17.6m.
- the provision of a 1.5m-wide cycle lane on each side of Fendalton Road. These lanes will link to the existing cycle lanes on Fendalton Road, the railway cycle way and to the off-road cycle/ pedestrian tracks in Hagley Park.
- The widths of the traffic lanes will be 3.1m (kerbside) and 3.2m. The roadway cross section width varies along its length (17.6m to 19m) due to the variation in median width from 2m to 3.4m. This variation is to accommodate the retention of existing significant trees and to accommodate the extra traffic lanes required at the intersections. The legal road width also varies between a minimum width of 25.15m and a maximum width of 31m. It will be noted that the proposed roadway and road widths will still be less (in sections) than those stated for major arterial roads in the Proposed City Plan of 24m and 30m respectively.
- the provision of 41 on-street parking spaces in 2.5m-wide parking bays.
- signalised control of the Fendalton Road/Glandovey Road intersection.
- the provision of a solid, landscaped median, except at the Straven/Iris Road intersection, the Glandovey Road intersection and at U turn areas. The width of the median will vary between 2m and 3.4m. A narrower median is proposed for areas where the roadway width is reduced to enable the retention of large existing street trees and the rock wall along the St Barnabas Church frontage.
- U-turn areas and associated turning bays will be located along the length of the road with provision for U-turns in each direction in each major block. The purpose of these areas is to allow vehicles to make U-turns away from the intersections, to safely clear and then merge with traffic flows. The turning bays are areas of localised widening that have been separated from side streets to minimise the risk of traffic turning from the side streets colliding with traffic making U-turns.
- the reconstruction of portions of the existing footpath on both sides of the road. The footpaths will be a minimum of 1.5m wide.
- Significant replacement planting at each side of the road reserve as well as in the solid median.

The actual resource consent application required to facilitate these works is, in summary, to undertake the following works within the application site in general accordance with plans that accompanied the application (that were approved by Council):

- Reconstruction of the road and footpaths including widening of the carriageway (but to a width less than prescribed in the Proposed City Plan for a major arterial road);
- Pruning and removal of a number of trees and shrubs in the road reserve, and replacement planting in general accordance with a description and schedule contained in the application;
- Pruning of notable or Heritage trees (as identified in the Proposed or Transitional Plans respectively), works within 10m of the base of notable trees (Proposed Plan) and within the crown periphery of trees listed in the Heritage Protection Register (Transitional Plan); and
- Works within 5m of a utility waterway.

The commissioner released an Interim Decision on 7 September and adjourned the process, to give the Council and other relevant parties the time to address several matters before he would issue a final determination. The Council has been advised that the hearing is likely to be reconvened on 18/19 December 2001.

The matters the commissioner sought to have further addressed were:

1. The design of the cycle facilities in proximity to bus stops;
2. The potential for a median gap opposite Waiwetu Street; and
3. The issue of parking in the vicinity of St Barnabas Church related to Church activities.

Bus Stops

In respect of issue 1, at the reconvened hearing the Council intends to present more detail of pedestrian and cycle facilities in proximity to bus stops that represent minor modifications of the layouts proposed in the consent application.

Waiwetu Street

In respect of issue 2, the City Streets Unit has very carefully considered the potential of a number of options for a median gap directly opposite Waiwetu Street and our proposed position will be to support the layout previously endorsed by Council and included in the consent application. This provides for Unit-turn gaps either side of Waiwetu Street but no direct right turns into or out of the street. This is for a number of reasons. Notwithstanding our belief that the proposed layout provides a reasonable ability for vehicles wishing to turn right into or out of Waiwetu Street to do so via the proposed protected Unit-turn facilities either side of the intersection, the reasons for not wishing to modify the application layout also include:

- the relatively adverse implications on safety and efficiency of the options that do provide for a gap (particularly for pedestrians crossing Fendalton Road in this vicinity);
- the opposition expressed to Council by a majority of residents of Waiwetu Street to the use of that street by vehicles dropping-off pupils to the School;
- technical advice that the proposed provision of traffic signals at the Fendalton Road/Glandovey Road intersection will facilitate reassignment of some traffic from Clyde Road and therefore improve the level of service for drop-off facilities at the School's main gate.

By this time, the Council believes it would be in a much better position to advise the Commissioner on the progress of the Church Trustee's application for car parking on their land.

Parking for St Barnabas Church

Related to the third issue, the last Council reached an agreement with the Trustees of St Barnabas Church to acquire the land required for the proposed road widening. This agreement was approved at the last Board meeting. The transfer of this land to Council has now occurred, although it has not yet been formally gazetted as legal road.

The Board is reminded that the agreement also provides for Council to pay for the construction of an off-street car park on Church land on the south-western corner of the Fendalton Road/Tui Street intersection. This car park would provide a further 17 off-street spaces for the use of visitors to the Church and associated facilities with a substantial amount of associated landscaping to screen the car park from adjacent residences.

A resource consent is required for construction of the proposed car park and will be lodged by the Church Property Trustees within the next week. Given the Council's association with the car park (and the assistance it has rendered to the Church Property Trustees in preparation of the resource consent application), if a hearing is required this would be held before an independent commissioner.

At this point in time we are not in a position to advise on how this consent might be processed and the commensurate time-scales. Whilst both the Church Property Trustees and the Council are hopeful of an expeditious approval, if the consent is notified and a hearing is required, it is possible that a decision may not be obtained until early - mid March 2002, and the appeal period will not close until late March/early April 2002.

Both the Church Property Trustees and the Council, however, recognise the mutual potential benefits of obtaining construction of this car park and are using their best endeavours to ensure its early completion. It should be noted that the proposal for the car park also provides for minor alterations to the kerb at the northern portion of Tui Street, as shown on the attached plan. These proposed alterations will maintain the current road width (and threshold), but shift some of the existing landscaping from the west side to the east side. The landscaping proposed here will incorporate several trees as well as camellias, magnolias and rhododendrons, the purpose of which is to offer consistency with the existing planting on St Barnabas Church and adjacent sections of Fendalton Road whilst also mitigating any potential impact of the car-park driveway.

Chairman's

Recommendation: That the information be received.