

7. HALTON STREET KERB AND CHANNEL RENEWAL (PAPANUI ROAD TO WATFORD STREET)

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The purpose of this report is to seek the approval of the Fendalton/Waimairi Community Board to consult on the concept plan for the Halton Street kerb and channel (Papanui Road to Watford Street) project.

BACKGROUND

The Council is proposing to renew the old dish guttering in Halton Street (Papanui Road to Watford Street) in the 2004/2005 financial year.

Halton Street is a local road and the existing carriageway in this section is 10 metres wide.

A preliminary list of aims and objectives for this project was delivered to residents in this section of Halton Street in August/September 2003. The initial consultation letter also provided residents the opportunity to provide feedback on what they would like to see in their reconstructed street.

AIMS AND OBJECTIVES

- To replace the existing dish guttering with kerb and flat channel
- To improve safety for pedestrians, cyclists and motorists
- To enhance the landscaping
- To complete construction by July 2005

RESIDENTS SUBMISSIONS

Five written submissions have been received on the initial consultation for the Halton Street, Watford Road to Papanui Road, kerb and channel renewal project.

A précis of these submissions is as follows:

- Slow up the traffic from Papanui Road; I would like tree lined verges; alternating verges (build-outs) to slow traffic; on street parking; beautification landscaping; wider footpaths. I wouldn't like to see, traffic lights; roundabouts or anything that makes it easier to speed
- We would like to see landscaping and beautification of our street, groups of trees and shrubs, similar to Benchley St/College Avenue; narrowed areas that are landscaped; under-grounding of the aerial wiring please. Don't want to see a widened street that allows vehicles to travel faster
- Enhanced landscaping, trees if possible please; wider grass berms; narrowed carriageway; on street parking retained; road currently is very wide and difficult for children to cross, especially at the Watford Street intersection; Want to see the number of short-cutting vehicles reduced
- Trees please, in keeping with other local streets; I don't want to see the Halton St/Watford St intersection narrowed, there have already been incidents of vehicles overturning and a narrowed intersection would make this worse
- Grass berms with plenty of shrubs/trees; asphalt footpaths; footpaths that could perhaps 'meander' rather than be straight; I don't want to see aerial wiring; don't want the carriageway narrowed too much

CRASH HISTORY

Four crashes in the five years from 1997 to 2002 on the Land Transport Safety Authority Data base.

Two crashes at the intersection of Papanui Road and Halton Street and two crashes at the intersection of Halton Street and Watford Road.

NOTABLE TREE

There is a notable tree at number 80 Halton Street shown in the City Plan and as the proposed civil engineering works will be within 10 metres of this tree a resource consent will be required.

OPTIONS

Staff have produced two options for the Community Board to consider. The first option reduces the width of Halton Street to 6 metres wide with a 7 metre wide paved threshold at the Halton Street Papanui Road intersection. This was in response to those submitters who are concerned about the speed of traffic along Halton Street. Two indented parking bays are proposed on the north side and 2 indented parking are proposed on the south side of Halton Street.

Grass berms and street trees would be installed adjacent to the carriageway on both sides of Halton Street.

The second option is much more conservative. It consists of a 8.7m wide carriageway and a 8.7m wide paved threshold at the intersection of Halton Street and Papanui Road. On street parking is maintained on both sides of Halton Street with the exception of a small amount of no stopping installed on the approach to and from the Halton Street/Papanui Road intersection and the Halton Street/Watford Road intersection. This type of parking restriction is the usual treatment on the approaches and departures from intersections to ensure that pedestrians and motorists maintain good visibility of each other.

Grass berms and street trees would be installed adjacent to the carriageway on both sides of Halton Street.

RECOMMENDED OPTION

The second option is the recommended option. Although not as effective as a more radically narrowed street, reducing the carriageway to 9 metres will ensure some reduction in the speed of traffic along Halton Street.

PROJECT COSTS

The project costs are estimated to be \$210,000, this includes a contingency of 20%. A further \$1,000 has been included in the project costs to obtain a resource consent to allow the civil engineering work within 10 metres of the notable tree at number 80 Halton Street.

The **attached** recommended "Option 2" plan for consultation refers.

Staff

Recommendation: That the Board approve for public consultation, plan TP163901 for the Halton Street kerb and channel renewal project.

Chairman's

Recommendation:

1. That the above recommendation be adopted.
2. That the consultation document include reference to the Council's cost sharing policy for undergrounding and a mention of the proposed street tree options.