

9. WINCHESTER STREET – KERB AND CHANNEL RENEWAL

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The purpose of this report is to request that the Fendalton/Waimairi Community Board approve for construction the renewal of the kerb and channel in Winchester Street between Merivale Lane and Andover Street.

BACKGROUND

This project is budgeted in the capital works kerb and channel renewal budget in the 2003/04 year. The Community Board approved the work for consultation, as shown on the concept plan, at its 25 November meeting. Two hundred and eighty publicity pamphlets were distributed to residents, schools, and property owners in Winchester Street and the adjoining streets. The Council has received 25 responses. A summary of those responses relevant to the project is as follows: -

General

- I think this is an excellent project. Street enhancement really improves the wellbeing of the neighbourhood. The Council is to be commended on this initiative.
- The plan design is excellent (*nine people expressed this or similar views*).
- Well done. The proposals are excellent and will greatly enhance the street, particularly the removal of the overhead telephone lines!
- Seal up to fence from corner to St Margaret's entrance.
- My wife and I are opposed to the proposed alterations.
- There is already a huge amount of traffic related to St Margaret's & Selwyn House schools (around the corner in Merivale Lane), which cause traffic problems at certain times of the day.

Carriageway Design

- Are there enough islands? - Remove the traffic island at Andover St - too tight for buses.
- Do something to force the traffic on Merivale Lane to slow/stop and look at the roundabout? This is a huge problem between 8.20 am and 8.30 am and 3.15 pm - 3.45 pm on school days. There are lots of children walking to school at this time and it gets very difficult to cross the road. Maybe some raised tiling like the Office Rd corner would help. - There used to be a stop control on Merivale Lane. Now the traffic travels faster across Winchester Street as it only has a give way. - The Winchester/Merivale Lane roundabout needs stop signs, as visibility is so poor. - The existing red asphalt should be made higher at the roundabout.
- Please put speed bumps in Winchester St as many cars and trucks exceed the speed limit. - The installation of "judder bars" or similar raised portions of roadway would surely be more effective in this area (it would also discourage use of the road as a high-speed alternative to Papanui Rd).
- Winchester St is too wide. - Leave the road its present width. Widen the road would be more sensible. Vehicles (including buses) are double parked on both sides of the road and it is our belief that any reduction in road width would only further exacerbate this situation. - How would the narrowing of the road discourage speeding vehicles? Traffic needs full 14m width opposite Nos. 40 – 12 (parents often double park here).
- Make berm from Nos. 40 to 12 "P5" a temporary drop off zone for school (extra lane?).
- Shift bus stop away from corner and create a drop off zone back to Nos. 49 and 50.
- The change of grade is too great over channel and slope on path needs reducing on this corner, to prevent wheelchairs becoming stuck. Pedestrian access should be wider through the pedestrian island at the roundabout with handrail in the centre so it can be used on either side.
- Pedestrian crossing points need to be improved and the red bar on the pedestrian island be located in the middle of the pedestrian way.
- Shift bus seat clear of P.E. - Keep the bus stop in existing location, it works better away from school gates.

Landscaping

- Beautifying the street by planting street trees, replacing the deep gutters, and renewing the footpath are excellent ideas. - Thanks for the landscape plan – looks great.
- Put in a few ornamental shrubs not trees.
- Don't put flowerbeds on corners - they are a pain!
- Don't put grass outside St Margaret's College - the existing grass is already in a bad state where the girls sit on it. Pave it please.

- The proposed grass berms will undoubtedly improve the aesthetics, as will the proposed plantings; however, traditionally the responsibility for the up keep of these areas falls on the residents. Though this may not be a good idea here with the increasing trend towards townhouses with courtyards, the number of residents with mowers is decreasing rapidly. - Put in a wider meandering footpath and have aggregate at both sides. No maintenance (to speak of), no mess & more user friendly. Who do you think is going to mow this extra grass? Lots of these properties are tenanted and/or back sections. Today people don't want to mow other people's lawn and often don't have a mower.

Parking

- If street is narrowed – possible problem with school traffic parking during the day & morning & afternoon peak times. Suggest limited time parking except residents, or wider area for parents stopping around school gate region. - During the day I find it very difficult to find a car park on the street. I understand the school is planning to build off street parking and I support them doing so. There is also a problem with residents parking trailers on the road. - Loosing parking close to the intersections will be an inconvenience for the parents who pick up children 3.00-3.30 pm as well as residents.

In answer to these concerns: -

1. It has been noted that there is a need for on street parking close to St Margarets College. The proposal will still allow full use of on street parking near to the College with two-way traffic movement. It will also discourage double parking, which is illegal.
2. All traffic islands allow buses to complete normal left and right turn turning movements.

In response to feedback

1. The footpath will be widened and sealed up to the property boundaries from the school entrance to the bus stop at No. 2 (shown as 39 Andover St.).
2. The change of grade from the footpath to the carriageway will be checked at pedestrian cutdowns that it is wheelchair friendly.
3. The bus stop seat will be kept clear of No. 39 Andover Street's pedestrian entrance.
4. The red bar on the pedestrian islands will be located in the middle of the pedestrian way.

The estimated cost of this work as shown on the **attached** plan is \$354,000. It is hoped that work will start in September 2004. Having met all significant issues raised by the feedback, the project is ready for the preparation of the construction plans.

Staff

- Recommendations:**
1. That the plan of the proposed kerb and channel and associated works in Winchester Street be approved for construction.
 2. That the stopping of vehicles be prohibited on the east side of Winchester Street commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 38 metres.
 3. That the stopping of vehicles be prohibited on the east side of Winchester Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 16 metres.
 4. That the stopping of vehicles be prohibited on the west side of Winchester Street commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 22 metres.
 5. That the stopping of vehicles be prohibited on the west side of Winchester Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 25 metres.

Chairman's

- Recommendation:** That the above recommendations be adopted.