

9. SPEIGHT STREET KERB AND CHANNEL RENEWAL AND ROAD STOPPING

Officer responsible Asset Management Team Leader	Author Lee Kelly, Roading Projects Consultation Leader DDI 941-8355
--	---

The purpose of this report is to seek the approval of the Shirley/Papanui Community Board to implement kerb and channel renewal in Speight Street, and, that the Board supports in principal the 'stopping' of Speight Street at Aylesford Street. Further to this it is requested that the Board recommends to Council that the formal process required to achieve road stopping, proceed.

A report will be submitted to the Council in June seeking approval to proceed with the formal process required under The Local Government Act to 'stop' Speight Street.

BACKGROUND

The Council is proposing to renew the old dish guttering in Speight Street in the 2004/2005 financial year.

Speight Street is a local road and the existing carriageway is 14 metres wide.

An initial consultation letter was sent to residents in August/September 2003 outlining the Council's aims and objectives for the street. Submitters approved the Council's proposed work and a majority of submitters requested that the Council consider the 'stopping' of Speight Street during the reconstruction.

The City Streets Unit has a number of streets within the same area as Speight Street due for reconstruction in the next 3-4 years and staff are working to ensure a coordinated outcome for all those streets in terms of traffic management, enhancement and construction. The streets include Carrick, Archer and Squire and also Aylesford Street and Flockton Street.

The request from residents to 'stop' Speight Street was considered in its own right but also in terms of the 'flow on' effect to other streets in the area.

The primary reason residents have requested such a strong engineering treatment was their concern of the number of motorists using Speight Street as a short cut and the perception that many of these motorists were also speeding.

The primary function of a local road is to provide access to properties and to ensure access to facilities in the area. Consequently the project team are comfortable in supporting the residents request to 'stop' the road. The stopping of Speight Street will also form the basis of the concept plans for Carrick, Archer and Squire Streets as planning to 'stop' these streets, albeit at alternative ends, is currently being considered. For instance, a future proposal may see a request to the Board to approve, for publicity, a plan to stop Squire Street at Aylesford Street, and both Archer Street and Carrick Street at Flockton Street. This would then provide opportunities to expand the 'green-space' area's at the ends of these streets into Aylesford Street and Flockton Street thereby also traffic calming these streets.

RECOMMENDED OPTION

The recommended option is to renew the old dish guttering with kerb and flat channel. The carriageway width would be reduced to 8 metres with 1.65 metre wide footpaths on both sides of the street adjacent to property boundaries. Vehicle access to no 33 Speight Street will be maintained by building a driveway directly off the cul-de-sac head provision for 1 car park will also be made within this area. The area directly in front of the boundary fence will be landscaped.

Legal property access to property no 37 Speight Street and 52 Aylesford Street is from Aylesford Street. A landscaped area will be installed adjacent to the boundary fence of 37 Speight Street and a 1.65 metre wide footpath installed adjacent to the landscaping. A narrower landscaped strip is proposed adjacent to the property boundary of 52 Aylesford Street and a 1.65 metre wide footpath installed adjacent to the landscaping.

In an earlier report to the Board on Speight Street it was proposed that during the reconstruction a pipe under the seal could be 'opened' up to form a 'natural' spring within the proposed green space. However, the cost of doing this is prohibitive and therefore this aspect of the previous concept plan has been set aside.

Enhanced landscaping including grassed areas and trees is proposed within the new cul-de-sac area

ANTICIPATED TIMELINE ON THE FORMAL ROAD STOPPING PROCESS

Support, in Principal, from the Shirley/Papanui Community Board		9 June 2004
Full council approval to begin road stopping process		21 June 2004
Complete survey work	(4 weeks)	end of July 2004
Land Information New Zealand	(4 weeks)	end of August 2004
Public Notification process Council hearings, if required	(40 Days)	mid October 2004

PROJECT COSTS

Current project costs stand at \$445,000.

Staff

- Recommendation:**
1. That the Shirley/Papanui Community Board approve the implementation of the kerb and channel renewal project in Speight Street, and that the Board support in principal the 'stopping' of Speight Street at Aylesford Street.
 2. Further to this it is requested that the Board recommends to Council that the formal process required to 'stop' Speight Street, proceed.

Chairperson's

- Recommendation:**
1. Staff recommendations be adopted, subject to the landscape plan meeting the crime prevention through environmental design strategy.
 2. That consideration be given to making Speight Street a 40kms speed zone.