

4. FARADAY STREET – KERB AND CHANNEL RENEWAL

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The purpose of this report is to seek the Board's approval for formal consultation to be undertaken relating to Faraday Street kerb and channel renewal project.

BACKGROUND

The project is kerb and channel renewal, carriageway renewal, berm and planting on the south side of Faraday Street. The new road will be reduced in width from 6.5m to 5.5m, with the installation of new nib kerb and channel, tree planting and grassed groundcover in place of the existing footpath.

OBJECTIVES

The primary objective of this project is to renew the kerb and channel on the south side of Faraday Street. Associated with this objective is the enhancement of amenity values between commercial activities and more industrial activities.

CONSULTATION PLAN

A consultation plan has been prepared which outlines the intended strategy to consult with affected and interested parties. In summary, this includes:

- Informal discussions and letters to gauge interest and ideas from the owner and occupiers of the shopping block within 289 Colombo Street.
- Formal consultation with:
 - The owner and occupiers of 289 Colombo Street
 - The occupier of 279 Milton Street

The two rounds of consultation will be achieved through personal visits to the owners and/or occupiers of the shopping block. The personal visits will include explanation of the improvements.

The second, more formal consultation, will involve another personal visit with a concept plan (attached) and, if necessary, correspondence to the owners and occupiers within the shopping block (289 Colombo Street) and the leaseholder of the City Council yard (City Care) at 279 Milton Street.

EVALUATION

The attached concept plan reduces a local street to 5.5m, with amenity enhancements in the form of cut plane leaf trees and a grassed area that will screen the yard contained within 279 Milton Street.

The form of the street will contain an existing footpath (north side), existing kerb and channel, a 5.5m carriageway, a new nib kerb and channel, and a grass berm that will be planted with five cut leaf plane trees. The 5.5m carriageway could be used for parking (on one side) and two-way traffic. The car parking will not be regulated or marked out and, on that basis, parking could occur on both sides, reducing the lane width to 1.9m (single lane). While this could be perceived to be a problem, given the low volumes and nature of traffic movements (slow) on Faraday Street, it is considered that the reduced carriageway width will allow safe traffic movements.

Currently Faraday Street is used for one or two car parks for "all-day parks", generally during work hours, but has limited use during times outside work hours, with the exception of the use of Pizza Hut.

No further restrictions, such as one-way systems, parking restrictions or no entry, are proposed. While such restrictions have been considered, it is understood they would not be supported by the adjoining occupiers and could possibly cause opposition to the project and confusion to the traffic movements to, from and through Faraday Street.

The minimum space has been provided for the tree planting, which is compromised by the location of services, the tree root barriers and the need to screen the industrial yard from the commercial activities on 289 Colombo Street.

Staff

Recommendation: That the Board approve the attached concept plan for consultation on the Faraday Street Improvements.