

9. ST ALBANS STREET (RUTLAND STREET – TRAFALGAR STREET)

Officer responsible Asset Management Team Leader	Author Stu McHugh, DDI 941-8665
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The purpose of this report is to gain the Board's support firstly for the plan for St Albans Street and secondly, a request to be made to the Sustainable Transport and Utilities Committee for approval to consult with the St Albans Street residents on the plan.

BACKGROUND

The following timeline summarises actions undertaken by the Transport and City Streets unit to date.

July 2003

- The Shirley/Papanui Community Board requested that a Living Streets process be used with the community to involve them in the design and decision making.

Sept 2003

- A consultation timeline and process was signed off by the Board and independent facilitator for public meetings appointed.
- A meeting was held with the Sustainable Transport and Utilities Committee and Shirley/Papanui Board representatives to discuss the process programmed.

Oct/Nov 2003

- Two public meetings were held. One for businesses, churches, St Albans School and community groups and another for residents of St Albans, Westminster and Courtenay Streets.

Dec 2003

- Attendees of the Oct/Nov meetings were advised of the feedback/results of meetings and that options would be presented during 2004 that incorporated the concerns raised in the earlier meetings.

Dec – March 2004

- Independent review of the status of St Albans and Courtenay Street to answer questions raised by the residents at the public meetings.

March 2004

- Transport and City Streets Unit finalised the transport network requirements.
- A meeting was held with STU representatives and the Shirley/Papanui Board about the proposed way forward for the project.

PUBLIC MEETING 5 APRIL 2004

A public meeting held on 5 April 2004 attended by 35 residents was called to discuss options for the road alignment and design for the length of St Albans Street from Rutland Street to Trafalgar Street and through Courtenay Street to Roosevelt Street.

The meeting was attended by several members of both the Board and the STU Committee and was chaired by an independent facilitator.

Written Comments

Four options (A–D) were presented and written comments to these were collected (**see table attached**). The comments include “do nothing” and some “do nothing in Courtenay Street”.

Support for Option C was given by one writer and support for “Option C – St Albans Street only” was given by two residents. Option C includes two roundabouts in St Albans Street, a narrow 9.4 m carriageway and indented parking bays.

Show of Hands

When the meeting was asked to indicate by hand if they agreed to a “do nothing” option the majority did.

The “do nothing” proposal **cannot** be recommended for St Albans Street because:

- Kerb and channel has already been delayed and is now well beyond its use by date.
- There is an urgent need to address the concern of vehicle speeds at the intersection of St Albans with both Rutland and Trafalgar Streets.

Further Meeting Poll

The results of a separate “if it was up to me I would like to see” exercise carried out at the meeting are also **attached**.

Of the 13 in the “prefer kerb and channel only” group, seven clearly indicated that they wish the work to proceed in St Albans Street.

EXISTING ROUNDABOUTS

The existing “poached eggs” type roundabouts at Rutland/St Albans and Trafalager/St Albans have proven to be unsuitable for the following reasons:

- The delineation is poor.
- Drivers drive across the surface of the “poached egg” rather than around, therefore speeds do not decrease.
- Some drivers will drive around the “wrong” side of the surface and create a huge potential risk for oncoming vehicles.
- The deflection angles are too low which allows high speed.
- Uncertainty is produced for both cyclists and motorists travelling through the roundabouts.

ST ALBANS STREET – POSITIVE ASPECTS OF OPTION C DESIGN

The present two roundabout design of St Albans Street presents several positive aspects as follows:

- The road width is reduced from 11.2 m to 9.4 m, creating a better sense of community.
- The new 9.4 m width fulfils the function of a Collector road while keeping the local road character and lowering speeds.
- There is ample opportunity for street trees and landscape planting in the reduced width, creating increased opportunities to improve/maximise street aesthetics.
- The design allows for indented parking bays which can be positioned in consultation with the street residents.
- The design could allow for midblock narrowing and the introduction of some vertical element to complement this narrowing, similar to a rural threshold. This narrowing would reinforce the residential nature of the environment, and reinforce the slower speed zone.
- The proposed roundabout at Trafalagar Street will not influence the future design of Courtenay Street.
- The Board of Trustees of St Albans School have highlighted safety issues of the existing traffic island at the Trafalgar Street/St Albans Street intersection. These issues are around school children trying to cross at the intersection being confronted with speeding vehicles and an uncertainty about which direction vehicles are travelling.

OPTIONS FOR ST ALBANS STREET

Two options for the renewal of St Albans Street from Rutland Street to Trafalgar Street have been developed and are attached.

The pros and cons for each option is shown below.

OPTION 1		OPTION 2	
Roundabouts at Rutland and Trafalgar		Roundabout at Rutland Only	
<i>Pros</i>	<i>Cons</i>	<i>Pros</i>	<i>Cons</i>
<ul style="list-style-type: none"> - Neatly joins Courtenay Street without influencing future design of Courtenay Street. - Will resolve safety issues related to existing "poached egg" roundabouts for pedestrians, cyclists, motorists. - Will provide safe crossing at Trafalgar Street for pedestrians. - Will better assist in keeping vehicle speeds down, due to deflections generated by the new roundabouts. - Allows opportunity for visual enhancement, eg planting at both intersections. - Undergrounding will reduce number of poles at Trafalgar Street and thereby lower the risk of vehicles colliding with poles. 	<ul style="list-style-type: none"> - May create the impression that decisions have been made on the final design of Courtenay Street. 	<ul style="list-style-type: none"> - Resolves the Rutland Street traffic issues. - Provides some landscaping enhancement opportunities. - Will provide correct vehicle deflections through the intersection and therefore lower speed. 	<ul style="list-style-type: none"> - Speeds may increase at Trafalgar Street. - The Trafalgar Street intersection will continue to have a substandard "poached egg" roundabout. - Power poles are likely to remain until a final layout for Courtenay Street is done. Cost will therefore be incurred to shift poles and cables at a later date.

PROPERTY ISSUES

- The road widening designation in Courtenay Street covers the properties at No.s 11, 17, 19, 21, 25, 30 and 32 Courtenay Street and No. 58 Westminster Street.
- The City Council owns the properties at No.s 7, 34 and 38 Courtenay Street and No 175 St Albans Street. No further land is required in either St Albans or at the Trafalgar Street intersection to allow either option for St Albans Street to proceed.
- An opportunity exists to dispose of the balances of No 7 Courtenay Street and No 175 St Albans Street regardless of whether the one or the two roundabout option for St Albans Street is chosen.
- The project team have recently met with the Board of Trustees of St Albans School to identify possible future access to the school at Nos 34 and 38 Courtenay Street.

CONSULTATION PLAN

It is proposed to consult with affected parties by means of the attached consultation plan.

CONCLUSIONS

- The work in St Albans Street should not be delayed further, due to the condition of the asset.
- There is some community support for proceeding with the work in St Albans Street.
- The existing roundabouts at St Albans/Trafalgar and St Albans/Rutland are not being used safely and are not lowering speeds. They should be replaced.

- There are many positive aspects of the Option C design for St Albans Street, including the narrowing of the street with the retention of the collector road status.
- There is a very strong technical preference for the two roundabout options for St Albans Street. If St Albans had been developed as a separate project to Courtenay Street, the two roundabouts would have been the recommended option due to the reasons outlined earlier in the report.
- A new roundabout at Trafalgar Street will not influence any future design of Courtenay Street.

Staff

Recommendation: That the Board support:

1. The two roundabout plan for St Albans Street.
2. A request be made to the Sustainable Transport and Utilities Committee for approval to consult with the St Albans Street residents
3. The deferral of any further work on Courtenay Street until after the October elections so they can be considered by a joint meeting of the Community Board and a relevant Committee of the new Council.

Chairman's

Recommendation: For discussion