

7. NORTH PARADE (AVERILL STREET TO MEDWAY STREET) UNDERGROUNDING OF AERIAL WIRING & KERB AND CHANNEL RECONSTRUCTION

Officer responsible Transport & City Streets Manager	Author Lee Kelly, DDI 941-8355
--	--

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for the North Parade undergrounding and kerb and channel reconstruction project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Council has budgeted for the undergrounding of the aerial wiring in North Parade (Banks Avenue to Medway Street) and kerb and channel reconstruction (Averill Street to Medway Street) in the 2004/2005 financial year. The budget for the undergrounding of the aerial wiring is from the underground conversion budget and the kerb and channel reconstruction is from the Capital Works budget.
3. In August 2003 a preliminary consultation leaflet was sent to residents and property owners in North Parade advising them of the Council's proposal to underground the aerial wiring and to undertake a kerb and channel reconstruction project. Included in the initial consultation leaflet was a list of the Council's aims and objectives for the project and information on the volume of vehicles per day along North Parade. Residents and property owners were advised that the Council was seeking feedback from them on what they would like to see (or not see) in their reconstructed street. A concept plan based on the Council's objectives for the project and including as many of their suggested changes as possible would be distributed to them for further comment.
4. The concept plan was distributed in January 2005. The plan satisfies the aims and objectives of the project and supports North Parades' function as a collector road while improving safety for residents, and all road users.
5. Three suggested changes were received back from residents, and these changes were considered by the project team. However they were not practical (as outlined in the report under background) and therefore the concept plan was not changed to accommodate them. One change was made and that related to the proposal to install a seating area and additional landscaping within the grassed area between North Parade and Medway Street. Adjacent residents were overwhelmingly against this proposal based on social grounds, and the project team concurred with the residents.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The estimated cost of the undergrounding work is \$310,000 and the kerb and channel work is \$200,000.

STAFF RECOMMENDATIONS

It is recommended that:

- (i) The North Parade (Averill Street to Medway Street) undergrounding of aerial wiring and kerb and channel renewal project as illustrated in **Attachment 2** proceed to final design, tender and construction.
- (ii) That the seating area and additional landscaping proposed to be installed within the grassed area between North Parade and Medway Street be removed from the final design
- (iii) That all existing parking restrictions on North Parade between Averill Street and Medway Street be rescinded, and
 - (a) That the stopping of vehicles be prohibited at any time on the west side of North Parade commencing at its intersection with Averill Street and extending in a southerly direction for a distance of 146 metres.

- (b) That the stopping of vehicles be prohibited at any time on the west side of North Parade commencing at its intersection with the north boundary of Randall Street and extending in a northerly direction for a distance of 16 metres.
- (c) That the stopping of vehicles be prohibited at any time on the west side of North Parade commencing at its intersection with the south boundary of Randall Street and extending in a southerly direction for a distance of 21 metres.
- (4) That the stopping of vehicles be prohibited at any time on the east side of North Parade commencing at a point 12 metres south of its intersection with the south boundary of Randall Street and extending in a north/east direction for a distance of 133 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

BACKGROUND ON NORTH PARADE UNDERGROUNDING AND KERB AND CHANNEL RENEWAL

7. The Council is proposing to underground the aerial wiring on North Parade between Banks Avenue and Medway Street and to renew the kerb and channel between Averill Street and Medway Street in the 2004/2005 financial year. The kerb and channel work will commence once the undergrounding work is completed.
8. In August 2003 a preliminary consultation leaflet was sent to residents and property owners in North Parade advising them of the Council's proposed work and outlining to them the objectives of the project. Residents/property owners were advised that their feedback was sought on what they would like to see or not see (within the requirements of a collector road) in their reconstructed street.
9. Staff produced a concept plan that was distributed in January 2005 that brought together the Council's objectives for the project along with suggested changes from residents and property owners.

OBJECTIVES

10. The Council's aims and objectives of the North Parade project are:

- To underground the aerial wiring
- To replace the existing dish guttering with kerb and flat channel
- To improve safety for pedestrians, cyclists and motorists
- To install cycle lane
- To install a central painted flush median
- To enhance landscaping
- To complete construction by July 2005 (this to be revised)

11. Suggestions received back from residents on the initial consultation included requests

- To remove the existing all day parking and to introduce time restricted parking (to discourage local school students from parking)
- To relocate an 24 Thte ang0e13.6(l)2.7(us)-20.2(1)t and to receiomefi onNo rtParde lan() TJ2.3976 -1

2.u e y,u res i oe i edtu

kv i aaway1e to int a cafl1h m edian rr

dd(r)-(ets)-77(ts)-77((te)-1(e its)-77(ts)-77(uhee)-12.1io)-13(f)-cshool ts(t)-084uedeentsk

- vi(r)-6.3on n m buar(y)1621()-12edrmive thd usruteust hrt(t)-3214(y)1621()-12(ioc)20(li)32(ued)-12

(t)-32.4uene(t)-32.4(y)1591(

(r)-6.2ar(y)28621()-13.1anm)-2424(y)1621(t)-4te(nd)-1223.7e(t)-33.1wehd h

56.2hd1-1.3anw866(i)1266((t102.4he)-084.a)1-1.30e1266(o)1-1.3ne
s ss adsacsfs

15. As part of the proposed work on North Parade, the Greenspace Unit will be undertaking an upgrade of the Dudley Creek at that point where the creek is visible to the public i.e. adjacent to property no 73 North Parade. The creek is also adjacent to property no 71 North Parade. The upgrade will essentially consist of removing a section of the existing 1.8m high wooden paling fence, which is the North Parade boundary fence of no 73 North Parade, and replacing it with a 1.8m decorative wrought iron fence. Consents have been obtained from the owner to do this. The property owner of no 71 North Parade has also consented on the proviso that the wrought iron fence be the same height as the existing wooden paling fence to ensure that her property remains secure and that security is maintained during the installation of the new fence.
16. It is also proposed to install a Adshel bus shelter at the bus stop adjacent to the North Parade property boundary of no 2 Poulton Avenue. The property owner is agreeable to this.

OPTIONS

17. Two options were developed for North Parade. They have exactly the same kerb alignments and berm layouts. The two plans differ only in the way the road is marked out.

Option 1 (recommended option)

18. The recommended option is to retain the 14m wide carriageway and to install new footpaths and grass berms along both sides of the carriageway. The existing old dish guttering, along the west side, and the 'filled' old dish guttering on the east side will be replaced with kerb and flat channel. A full width flush median will be installed along the length of the proposed work to enable safer entry and exit for residents. It will be necessary to remove 6 on street parks to accommodate the painted flush median.
19. The undergrounding of existing overhead wiring and a street lighting upgrade is programmed to be carried out prior to the kerb and channel reconstruction.
20. Cycle lanes will be installed along both sides of North Parade and red asphalt used at conflict points and on the inside of the curves. A new cut down and path extension is included to link Medway Street to North Parade for south bound cyclists.
21. It is also proposed to remove the existing 1.8m paling fence adjacent to the Dudley Creek at 73 North Parade and to replace it with a same height wrought iron fence to open up the Creek for viewing by pedestrians. It is proposed to install a name plaque and additional landscaping alongside the footpath adjacent to the new wrought iron fence. Future plans by the Greenspace Unit will see stream and bank enhancement work take place.
22. The preferred option (**refer attachment 2**) has been selected for the following reasons:
 - (a) It satisfies the aims and objectives of the project
 - (b) Residents and property owners were supportive of the project

Option 2

23. The option 1 proposal retained more on street parking than the preferred option although 4 parks would have been required to be removed. Option 1 did not have a painted flush median.

24. Option 1 was \$400 cheaper than the preferred option, Option 2.

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> Recommended option is consistent with the Council's aims & objectives for a collector road and has been developed in consultation with the community 	
Cultural	<ul style="list-style-type: none"> Area-wide consistency 	Nil
Environmental	<ul style="list-style-type: none"> Recommended option is consistent with the Council's aims and objective Street enhancement is proposed through the provision of additional landscaping 	Nil
Economic	<ul style="list-style-type: none"> Renewal of a Council infrastructure asset 	Capital expenditure
<p>Extent to which community outcomes are achieved:</p> <p>Primary alignment with community outcome a "Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life " by providing a high quality transportation network"</p> <p>Also contributes to "Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability" by managing all assets to optimise their value and usefulness over the long-term.</p> <p>Impact on Council's capacity and responsibilities:</p> <p>No Impact</p> <p>Effects on Maori:</p> <p>It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Council's road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safer facilities for pedestrians. It also complies with the Unit's Asset Management Plan.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Residents suggestions were obtained from the initial consultation and addressed in the subsequent concept plan delivered in January 2005. The overall feed-back was support for the proposed changes and included support from those residents who will lose the opportunity to have on-street parking adjacent to their properties.</p> <p>Specifically the suggested changes were:</p> <ul style="list-style-type: none"> A request to remove the existing all day parking and to introduce time restricted parking during the day A request to shift the existing bus stop adjacent to 47 North Parade A request to reduce the volume of traffic and to introduce traffic calming measures so that North Parade reflected more of a 'promenade' feel rather than a thoroughfare. A request to no install the seating area and additional landscaping on the grassed area between North Parade and Medway Street. <p>Other relevant matters:</p> <p>Nil</p>		

Maintain The Status Quo (If Not Preferred Option)

	Benefits (current and future)	Costs (current and future)
Social		<ul style="list-style-type: none"> • Aerial wiring retained thereby no addressing a major factor of increased injuries when motorists lose control of their vehicle on a collector and/or arterial route • Not renewing a Council Asset that is past its 'use by date' • Not improving safety for cyclists • Not improving safety for pedestrians • Not improving safety for residents when they enter or exit their properties
Cultural	<ul style="list-style-type: none"> • The up-grading of North Parade will ensure City wide consistency of collector and/or arterial roads 	
Environmental	<ul style="list-style-type: none"> • Improving the roading environment for all road users while improving safety for residents • Increased environmental enhancement by installing additional landscaping 	
Economic	<ul style="list-style-type: none"> • No Capital Expenditure 	<ul style="list-style-type: none"> • Increase Capital Expenditure in the future

Extent to which community outcomes are achieved:

Primary alignment with community outcome is not achieved by maintaining the 'Status Quo'.

Impact on Council's capacity and responsibilities:

Council not fulfilling its responsibility by not up-grading a Council asset and improving the roading environment for road users and the local community

Effects on Maori:

It is considered that there are no effects on Maori

Consistency with existing Council policies:

Maintaining the 'Status Quo' is not consistent with the CCC Capital Programme Financial plan, it conflicts with the objectives of the Asset Management Plan and does not support the Council's road Safety Strategy.

Views and preferences of persons affected or likely to have an interest:

The Consultation undertaken in respect of the North Parade project has indicated overwhelming support by residents and/or property owners for the proposed plan

Other relevant matters:

Nil

Option 3

	Benefits (current and future)	Costs (current and future)
Social		
Cultural		
Environmental		
Economic		

Extent to which community outcomes are achieved:
Primary alignment with community outcome a
Also contributes to and

Impact on Council's capacity and responsibilities:

Effects on Maori:

Consistency with existing Council policies:

Views and preferences of persons affected or likely to have an interest:

Other relevant matters: