

## 5. DRAPER STREET (HARVEY TERRACE TO STANMORE ROAD)

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Draper Street Kerb and Channel Renewal (Harvey Terrace to Stanmore Road) project to proceed to final design, tender and construction.

### EXECUTIVE SUMMARY

2. The Council has budgeted for the reconstruction of Draper Street, in the Richmond area of the City, in the 2005/06 financial year.
3. The budget for the Draper Street reconstruction is \$316,000.
4. In August/September 2004 residents and/or property owners in Draper Street were advised via a consultation letter that the Council was proposing to reconstruct their street in the 2005/06 financial year. They were asked to provide feedback on the generic aim and objectives outlined in the letter so that these could be expanded to enable the Draper Street reconstruction to more fully reflect what residents and owners wanted in their street.

The 16 submissions received from the initial consultation round were incorporated into the concept plan for Draper Street. The concept plan was delivered in a formal consultation newsletter to residents in March 2005. The close off date for submissions was Friday 8 April 2005.

5. A further 11 submissions were received from the formal consultation newsletter and were incorporated, where practicable, into the recommended plan attached to this report.

### FINANCIAL AND LEGAL CONSIDERATIONS

6. The estimated total cost for this project is \$316,000 inclusive of all consultation, design and project management.
7. The Draper Street reconstruction is part of the Street Renewal Programme and is programmed for construction over the 2005/06 financial year. The annual budget for Street Renewal is approximately \$15 million.

### STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve that the Draper Street (Harvey Terrace to Stanmore Road) Kerb and Channel Renewal project as illustrated in the attachment, proceed to final design, tender and construction.
2. Approve the following Traffic Restrictions (no stopping):
  - (i) That all existing parking restrictions on Draper Street be rescinded.
  - (ii) That the stopping of vehicles be prohibited at any time on the north side of Draper Street commencing at its intersection with Heywood Terrace and extending in an easterly direction for a distance of 22 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the north side of Draper Street commencing at a point 87 metres east of its intersection with Heywood Terrace and extending in an easterly direction for a distance of 15 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the north side of Draper Street commencing at its intersection with Stanmore Road and extending in a westerly direction for a distance of 15 metres.

- (v) That the stopping of vehicles be prohibited at any time on the north side of Draper Street commencing at a point 47 metres west of its intersection with Tanmore Road and extending in westerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Draper Street commencing at its intersection with Harvey Terrace and extending in an easterly direction for a distance of 23 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Draper Street commencing at a point 87 metres east of its intersection with Harvey Terrace and extending in an easterly direction for a distance of 8 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Draper Street commencing at its intersection with Tanmore Road and extending in a westerly direction for a distance of 13 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Draper Street commencing at a point 48 metres west of its intersection with Tanmore Road and extending in a westerly direction for a distance of 13 metres.
- (x) That the above restrictions be effective on completion of the construction works.

**CHAIRPERSON'S RECOMMENDATION**

That the recommendation be adopted.

## **BACKGROUND ON THE DRAPER STREET RECONSTRUCTION**

8. The Council is proposing to reconstruct Draper Street in the 2005/06 financial year. The budget is \$316,000.
9. The aim of the project is to renew a Council asset, namely the Draper Street kerbs and channels, footpaths and carriageways. The reconstruction of Draper Street, a local road, allows the Council to address the traffic concerns of residents by introducing traffic calming devices and also provides the opportunity to enhance the existing public space areas and to expand these areas. All these elements combined afford the Council and the community with an asset that will not only have a "life" of up to 80 years but will provide an environment that is more pleasant to live in.
10. Initial consultation started in August/ September 2004 outlining the proposed work and inviting residents and/or landowners to make submissions on the aims and objectives for the project.
11. Sixteen written submissions were received from the initial consultation. Submissions received expanded the original objectives of the project and "shaped" the final design for the concept plan.
12. The concept plan was distributed in March 2005 and a further eleven written submissions were received.
13. Submissions received were then incorporated, where practicable, into the expanded objectives of the project and from there into the final recommended plan that is attached to this report.
14. **Aims and objectives**
  - (a) To replace the existing dish guttering with kerb and flat channel.
  - (b) To improve safety for pedestrians, cyclists and motorists.
  - (c) To install appropriate landscaping to enhance Draper Street.
  - (d) To extend the areas of public space to provide additional landscaping.
  - (e) To install landscaping adjacent to rental properties instead of grass berms.
  - (f) To install Totara and Kowhai trees instead of Cabbage trees.
15. **Draper Street Submissions**
  - (a) A concern that the proposed narrowed treatment of Draper Street may create conflict between cyclists and motorists.
  - (b) A submission relating to the proposed road markings.
  - (c) A concern that the proposed Cabbage Trees were not suitable for street planting as they drop large numbers of leaves; the leaves are not compostable and further, the leaves block street gutters and drains.
  - (d) A concern that the proposed grass berms adjacent to rental properties will not get mown (four submissions).
  - (e) A suggested change was to install landscaping adjacent to rental properties and to install Kowhai or Totara trees instead of Cabbage Trees.
  - (f) The property owner of 52 Harvey Terrace (cnr Harvey Terrace and Draper Street) has requested that we do not install grass berms on Draper Street adjacent to his boundary.
  - (g) A submission from Land Transport New Zealand (LTNZ) raising a concern regarding reduced visibility for motorists exiting the driveway between 30 and 36 Draper Street because of the placement of street trees.
  - (h) Submission from "POKE" a cycle advocacy group. They support the street narrowing and do not advocate for cycle "by passes" as vehicles speeds will be reduced with the narrowing treatment and therefore allows cyclists to "claim the lane".
16. **Amendments to the plan to reflect submissions**
  - (a) Cycle "by passes" will not be installed as the street speed will be reduced and allow cyclists to "claim the lane".
  - (b) Changes have been made to the proposed road markings to reflect current standards.
  - (c) It is proposed to install Totara and Kowhai trees instead of Cabbage trees.
  - (d) The grass berm and tree originally proposed adjacent to 12 Draper Street has been removed at the request of the owner and a second on street car park installed.

- (e) To address the concerns of residents regarding grass berms adjacent to rental properties, grass berms adjacent to 7, 9, 27, 29, and 40 Draper Street along with the Draper Street boundaries of 45 Heywood Terrace and 52 Harvey Terrace have been replaced with landscaping.
- (f) The submission from the LTNZ has been discussed, however, further investigation by the project team is that visibility will not be compromised.

## OPTIONS

17. Four options were considered for the Draper Street reconstruction.
18. Option one proposed an "off set" carriageway to avoid the existing water main on the north side of the street. The berm on the north side would be 4.8m wide to allow trees to be planted; the carriageway width was 7.5m with a 2.8m wide berm on the south side. A narrow 3.5m wide narrowing was located mid block and a type "b" threshold installed on Draper Street at its intersection with Tanmore Road.  
**This option was not supported by the project team because it was too narrow thus requiring a notified resource consent. In addition the "off set" carriageway would only allow for trees along one side of the street. This option did not address the residents' issues in their entirety.**
19. Option two proposed a centrally aligned 9m wide carriageway with a 5.5m narrowing located mid block and a type "c" threshold at Tanmore Road.  
**This option was not supported by the project team because it would not allow for the planting of trees except at the mid block narrowing. This option did not address the residents' issues in their entirety.**
20. Option three proposed an "off set" carriageway to accommodate trees and 2m wide parking bays on the northern side. The carriageway width was 7m with a 2.8m berm on the south side. Two kerb build-outs were proposed on the south side, one placed mid block and the other defining the commercial area of the street with a 9m wide carriageway.  
**This option was not supported by the project team because there was little provision for trees on the south side and the alignment was predominantly straight thereby not providing enough traffic calming controls. This option did not address the residents' issues in their entirety.**
21. Option four is the recommended option. This option best encapsulates the suggested changes made by residents and commercial operators during the consultation process.
22. The recommended option proposes three distinct sections along the length of the carriageway. The first section of carriageway starting at Drapers intersection with both Harvey and Heywood Terrace has a 7m wide "off set" carriageway to avoid the existing water main along the north side. The "off set" will allow for grass berms to be installed and on street parking will be available adjacent to property 7, 9, and 13 Draper Street. Landscaping is proposed on the south side including the planting of Kowhai trees and an indented parking bay is proposed just east of the Kowhai trees adjacent to the property boundary of 52 Harvey Terrace. Additional indented parking bays are proposed adjacent to 8, 12 and 14 Draper Street. A 5m-narrowed carriageway is proposed adjacent to 14 and 15 Draper Street to encourage motorists to reduce their speed, along with providing additional public space to install additional landscaping and to differentiate between sections One and Two.
23. In section two the carriageway will be 7m wide with an "off set" carriageway. The "off set" will allow for landscaping to be installed and street trees to be planted within the grass berms. In this section indented parking bays will be installed adjacent to property 25, 27, 29, 31 and 33 Draper Street while on the south side on street parking will be available adjacent to 18, 20, 26, 28, and a small area adjacent to 30 Draper Street. A 5m narrowed carriageway is proposed adjacent to 30 and 33 Draper Street to encourage motorists to reduce their speed, along with providing additional public space to install additional landscaping and to differentiate between sections Two and Three.
24. In section three the carriageway will be 9m wide to reflect the more commercial end of the street and the specific requirements of a commercial area. These requirements include the manoeuvring of commercial vehicles, the higher on street parking demand and easier access and exit out of the commercial businesses. A type "c" threshold is proposed on Draper Street on the approach to the Tanmore Road intersection.

## ASSESSMENT OF OPTIONS

### The Preferred Option

	Benefits (current and future)	Costs (current and future)
<b>Social</b>	<ul style="list-style-type: none"> <li>Recommended option is consistent with the Council's aims and objectives of a local road (albeit with a small commercial area) and have been developed in consultation with the community.</li> </ul>	Nil.
<b>Cultural</b>	<ul style="list-style-type: none"> <li>Area-wide consistency.</li> </ul>	Nil.
<b>Environmental</b>	<ul style="list-style-type: none"> <li>Recommended option is consistent with the Council's aims and objectives.</li> <li>treet enhancement is proposed through the provision of additional areas of "greenspace" and extra landscaping.</li> </ul>	Nil.
<b>Economic</b>	<ul style="list-style-type: none"> <li>Renewal of a Council Infrastructure Asset.</li> </ul>	Capital Expenditure.
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Primary alignment with community outcome aim "Our City" provides a choice of housing, easy mobility and access to open spaces (green space), that allow people to enjoy an acceptable quality of life "by providing a high quality transportation network".</p> <p>Also contributes to "Our City" infrastructure and environment so that they are managed effectively, are responsive to changing needs and focus on long-term sustainability. This is achieved by managing all assets to optimise their value and usefulness over the long-term.</p> <p><b>Impact on Council's capacity and responsibilities:</b></p> <p>No negative impact.</p> <p><b>Effects on Maori:</b></p> <p>It is considered that there are no negative impacts on Maori.</p> <p><b>Consistency with existing Council policies:</b></p> <p>This project is 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.</p> <p>This project also complies with the Transport and City Streets Unit's Asset Management Plan.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>Feedback from residents was sought through two consultation phases covering the period August 2004 to April 2005.</p> <p>Changes have been made during this time to accommodate the suggested changes from residents and the wider community. The submissions received are attached to this report.</p> <p><b>Other relevant matters:</b></p> <p>Currently the boundary fence of the property at the corner of Draper Street and Harvey Terrace (52 Harvey Terrace) encroaches onto the road reserve. This information was only made available after the consultation process had been completed. The owner was approached and asked to consider removing the existing fence and rebuilding (the fence is a bad state of repair) on the legal boundary. The owner is not prepared to do this at this stage; the project team has decided instead to shift the alignment of the footpath to accommodate this. This decision was made in the best interests of the resident and the Council, as the timeframe to negotiate was too limited.</p>		