

7. ST ALBANS STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek Community Board support for the St Albans Street kerb and channel renewal and subsequently Council approval to proceed to final design, tender and construction.
 - (b) Seek Community Board support and subsequent Council approval for a number of resolutions for traffic restrictions (No Stopping) associated with the kerb and channel renewal in St Albans Street.

EXECUTIVE SUMMARY

2. St Albans Street was scheduled for kerb and channel renewal in the 2004/2005 financial year. The project was initiated in July 2003, and a consultation process agreed with the Community Board in September 2003. In October/November 2003 two public meetings were held (one with residents and one with community groups, businesses, the school and churches) to discuss issues and opportunities for both St Albans Street and Courtenay Street.
3. At a public meeting in April 2004, residents were consulted on five options for the kerb and channel renewal, including a 'do nothing' option. These options included both St Albans Street and Courtenay Street. The residents felt the options would increase vehicle speeds in the street and would prefer the project be delayed until such time as they could apply for a variation to the District Plan to uplift the designation on Courtenay Street. Whilst the residents favoured the 'do nothing' option, this was not supported by Council staff due to the age of the kerb and channel asset and the speed and safety problems associated with the existing 'poached egg' roundabouts.
4. Following the public meeting staff looked at two further options that did not included works on Courtenay Street, but were designed to integrate with any future works on Courtenay Street (whether the designation was lifted or not). One of those options was a two roundabout option and this became the preferred option. Consultation took place as this option in October 2004. On the feedback form a number of issues were raised in respect of accessways, pedestrian safety, traffic speed, landscaping, parking, and integration with Courtenay Street. Further consultation with St Albans Street residents has been undertaken on the landscaping, accessway and parking detail.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total costs for this project are \$519,000 inclusive of all consultation, design and project management.
6. St Albans Street is part of the Street Renewal Programme and is programmed for construction in the 2005/2006 year. The annual budget for Street Renewal is approximately \$15 million and the 2005/2006 draft budget provides sufficient funding to construct this project.
7. Without the approval of the resolutions for traffic restrictions, the amended restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Support the St Albans Street kerb and channel renewal, as shown in Attachment 2 proceeding to final design, tender and construction.
- (b) Support following new traffic restrictions
 - (i) That the stopping of vehicles be prohibited at any time, except in parking indents, on the north side of St Albans Street, commencing at a point 22m west of the intersection of Rutland Street and extending east to the west boundary of Trafalgar Street.
 - (ii) That the stopping of vehicles be prohibited at any time on the north side of Courtenay Street, commencing at its intersection with Trafalgar Street and extending east for a distance of 40m.
 - (iii) That the stopping of vehicles be prohibited at any time, except in parking indents, on the south side of St Albans Street, commencing at a point 28m west of the intersection of Rutland Street and extending east to the west boundary of Trafalgar Street.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Courtenay Street, commencing at its intersection with Trafalgar Street and extending east for a distance of 26m.
 - (v) That the stopping of vehicles be prohibited at any time between kerbs, on the west side of Rutland Street, commencing at the intersection of St Albans Street and extending a distance of 17m in a northerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time between kerbs, on the east side of Rutland Street, commencing at the intersection of St Albans Street and extending a distance of 23m in a northerly direction.
 - (vii) That the stopping of vehicles be prohibited at any time between kerbs, on the west side of Massey Crescent, commencing at the intersection of St Albans Street and extending a distance of 15m in a southerly direction.
 - (viii) That the stopping of vehicles be prohibited at any time between kerbs, on the east side of Massey Crescent, commencing at the intersection of St Albans Street and extending a distance of 17m in a southerly direction.
 - (ix) That the stopping of vehicles be prohibited at any time between kerbs, on the southwest side of Trafalgar Street, commencing at the intersection of St Albans Street and extending a distance of 20m in a south easterly direction.
 - (x) That the stopping of vehicles be prohibited at any time between kerbs, on the northeast side of Trafalgar Street, commencing at the intersection of St Albans Street and extending a distance of 20m in a south easterly direction.
 - (xi) The above restriction to be effective on completion of the construction works.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON ST ALBANS STREET KERB AND CHANNEL RENEWAL

8. The St Albans Street kerb and channel renewal project was scheduled for construction in the 2004/2005 financial year. Due to the nature of the area, the City Streets Unit investigated the development of a scheme that would include the future upgrade of Courtenay Street. Both St Albans Street and Courtenay Street are classified as collector roads under the Proposed City Plan. Courtenay Street has a street widening designation in the Proposed City Plan that would allow it to be widened to Collector Road width. The residents of Courtenay Street oppose this designation and as yet have been unsuccessful in having the designation removed through appropriate district planning processes.

17. In October 2004, consultation on the two roundabout option was undertaken, and the following general issues were raised for St Albans Street (refer **Attachment 3** for a summary of the consultation feedback):
 - (a) Footpaths adjacent to the boundary will place pedestrians at risk from vehicles exiting properties.
 - (b) Concern about the reduction in on-street parking.
 - (c) Concern that the option influences any future works in Courtenay Street – would like to see the designation lifted and a plan for both streets progressed.
 - (d) Issues associated with individual vehicle accesses.
 - (e) Increased obstruction to the flow of traffic.
 - (f) Terrified of speed in Courtenay Street – hopes the proposal slows traffic in Courtenay and Trafalgar Streets.
 - (g) Concerned the proposal will increase vehicle speed and through traffic.

18. Between January and June 2005 the Project Team considered the feedback given. Further consultation with the residents of St Albans Street was undertaken to discuss landscaping, accessway and parking details via a 'drop in' session held on the 22 June 2005. Nine residents attended the session, and one resident provided written feedback. Other consultation was undertaken directly with residents (refer **Attachment 3**).

19. Following the "drop in" session, and discussions with residents a number of minor changes were made to the concept plan (refer **Attachment 2**):
 - (a) The vehicle accessways at 151, 170 and 173 St Albans Street are to be splayed to assist access.
 - (b) The splitter island outside number 151 has been reduced to its minimum size.
 - (c) Existing pedestrian access adjacent to the parking bay at 158 St Albans Street is to remain to allow access.
 - (d) An additional on-street parking space is to be provided outside 159 St Albans Street (this involves the removal of a proposed tree).
 - (e) An old rhododendron tree outside 160 St Albans Street is to be retained.
 - (f) The footpath has been moved off the property boundary outside 160 St Albans Street.
 - (g) The camellia hedge adjacent to 149 St Albans Street is to be retained.
 - (h) One of the street trees proposed outside 173 St Albans Street is to be removed, and the other located further west to assist vehicles exiting the property.
 - (i) The position of the footpath outside 150 St Albans Street in relation to the trees outside this property is to be considered during the detailed design phase.
 - (j) The majority of residents indicated a preference for street trees between the parking bay areas, and camellia trees were suggested (The species will be considered at the detailed design phase). Three additional street trees are therefore proposed on the northern side of St Albans Street, and three on the southern side. Given the preference for camellia trees there is also the potential to plant camellia hedges along the boundaries of 159-171 St Albans Street (where grass berm is currently proposed). This will be investigated during the detailed design phase, and consultation with the individual landowners undertaken in this respect.

20. Council officers are also still working with the owner of 177 St Albans Street regarding the location of their existing vehicle crossing. The existing vehicle crossing will come out in the centre of the proposed roundabout at the St Albans Street/Courtenay Street/Trafalgar Street intersection. An alternative vehicle crossing location has been offered to the owner allowing entry and exit onto Courtenay Street, and Council will cover the cost of the installation of the vehicle crossing and driveway to meet the existing driveway.

OPTIONS

21. In total seven options were assessed as part of the St Albans Street Kerb and Channel Renewal as follows:
 - § **Option A** – A roundabout at the Rutland Street/St Albans Street, Trafalgar Street/St Albans Street and Courtenay Street/Westminster Street intersections, with a 11.4m two lane carriageway with parking on one side only.
 - § **Option B** – A roundabout at the Rutland Street/St Albans Street intersection with Trafalgar Street and Roosevelt Street aligned to meet St Albans Street and Courtenay St at a right angle, with a 11.4m two lane carriageway with parking on one side only.
 - § **Option C**

- § **Option D** - . A roundabout a the Rutland Street/St Albans Street intersection with Trafalgar Street and Roosevelt Street aligned to meet St Albans Street and Courtenay at a right angle, with a 9.4m two lane carriageway with parking bays.
- § **Option E** – Do Nothing, maintain status quo.
- § **Option 1** – A Roundabout at the Rutland Street/St Albans Street and the Trafalgar Street/Courtenay St/ Albans Street. Intersections, with a 9.6m carriageway with parking bays.
- § **Option 2** – A roundabout at the Rutland Street/St Albans Street intersection, with a 9.6m carriageway with parking bays and work terminating before the Trafalgar Street intersection.

PREFERRED OPTION

22. Option 1 is the preferred option (refer Attachment 2), and consists of the following features:
 - (a) A 9.6m road width, increasing to 13.6m at the parking bays.
 - (b) Parking bays on the northern and eastern side of the street providing 12 on-street parking spaces.
 - (c) A fully formed roundabout at the Rutland Street/St Albans Street intersection (14m in diameter) and the Trafalgar Street/Courtenay Street/St Albans Street intersection (15m in diameter).
 - (d) Splitter islands, with pedestrian refuges, at each of the legs of the roundabouts.
 - (e) No stopping on both sides of St Albans Street, excluding the parking bays. The no stopping areas between the parking bays will be marked with yellow 'No Stopping' lines.
 - (f) Footpaths on both sides of the street.
 - (g) Cycleways on both sides of the street.
 - (h) Grass berms, landscaping and street trees.
 - (i) As part of the design process the street lighting in St Albans Street will be assessed and upgraded as necessary. Street lighting in St Albans Street will be set for a collector road, and will also take into account the location of trees and landscaping.

23. The preferred option (refer Attachment 2) satisfies the project aims and objectives as follows:
 - (a) The existing kerb and dish channel will be replaced with kerb and flat channel.
 - (b) Landscaping opportunities have been created including berm areas, landscaping and street trees.
 - (c) The narrowed carriageway width (from 11.2m to 9.6m) will reduce the speed of vehicles through the creation of side friction. The roundabouts at the intersections will ensure vehicles do not travel through St Albans street at high speed.
 - (d) The residential character of St Albans Street is maintained with the narrowed street width and landscaping.
 - (e) A footpath is provided on both sides of St Albans Street, and pedestrian refuges are included in the splitter islands on the legs of the roundabouts.
 - (f) The existing 'poached egg' roundabouts are ineffective in slowing traffic. The proposed roundabouts will assist in slowing traffic.
 - (g) The proposed project is considered to satisfy the needs of the asset unit and the community.

24. The preferred option does not satisfy the following project objectives:
 - (a) The ambience of Courtenay Street is not affected by the proposal and will be considered as a separate project.

25. The preferred option (refer Attachment 2) has been selected for the following reasons:
 - (a) It satisfies the majority of the aims and objectives of the project.
 - (b) It has some community support.
 - (c) It does not influence or preclude any future proposals in Courtenay Street.

ASSESSMENT OF OPTIONS

The Preferred Option

Option 1 – Roundabouts at the Rutland Street/St Albans Street intersection and Courtenay Street/Trafalgar Street/St Albans Street intersection.

	Benefits (current and future)	Costs (current and future)
Social	<p>Vehicle speeds and safety at the 'poached egg' roundabouts is addressed. Enhancement of the street to create a pleasant streetscape.</p> <p>Can integrate with any future design of Courtenay Street without influencing the future design.</p> <p>Will provide safer crossing points for pedestrians and cycle lanes for cyclists.</p>	<p>Courtenay Street residents perceive Option 1 as influencing the future design of Courtenay Street.</p>
Cultural	Nil	Nil
Environmental	<p>St Albans Street streetscape is enhanced through the provision of landscaping.</p>	Nil
Economic	<p>Renewal of a Council infrastructure asset.</p>	<p>Capital expenditure.</p>

Extent to which community outcomes are achieved:

Primary alignment with community outcome *"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.

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.

Also contributes to *"Our City's urban form and infrastructure maximise safety and security for all people from crime, injury and hazard"* by providing an improvement in road and pedestrian safety.

Impact on Council's capacity and responsibilities:

No impact.

Effects on Maori:

It is considered there are no effects on Maori.

Consistency with existing Council policies:

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Also consistent with the Cycle Strategy through the provision of cycle lanes. Consistent with the Council's Transport and Streets Asset Management Plan.

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

Views on the St Albans Street kerb and channel renewal were sought using a feedback form and through a residents 'drop in' session. The issues raised and feedback received is summarised as Attachment 4.

Other relevant matters:

Nil.

Maintain The Status Quo (If Not Preferred Option)

Option E - The 'do nothing' option.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Traffic speed and safety issues associated with the existing 'poached egg' roundabouts are not resolved. Collector road status of St Albans Street is not recognised.
Cultural	Nil	Nil
Environmental	Nil	St Albans streetscape is not improved.
Economic	No Capital Expenditure	An infrastructural asset is not renewed – ongoing maintenance expenditure.

Extent to which community outcomes are achieved:

Maintaining the status quo is not aligned to any Community Outcomes.

Impact on Council's capacity and responsibilities:

No impact.

Effects on Maori:

It is considered there are no effects on Maori.

Consistency with existing Council policies:

Maintain the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.

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

At a public meeting in April 2004, the majority of the residents voted to maintain the status quo for both St Albans Street and Courtenay Street. The Project Team does not recommend a 'do nothing' option for St Albans Street for the following reasons:

- (a) The kerb and channel renewal in St Albans Street has already been delayed, and the asset is well beyond its use by date and incurring ongoing maintenance expenditure.
- (b) There is an urgent need to address the concern of vehicle speeds at the intersection of St Albans Street with both Rutland and Trafalgar Streets.

Other relevant matters:

Nil

Option 2

Option 2 – A roundabout at the Rutland Street/St Albans Street intersection only with work terminating before the Trafalgar Street intersection.

	Benefits (current and future)	Costs (current and future)
Social	Resolves the traffic speed and safety issues associated with the existing 'poached egg' roundabout at Rutland Street.	Does not resolve the Traffic speed and safety issues associated with the existing 'poached egg' at the Courtenay Street/ St Albans Street/Trafalgar Street intersection. Potential for traffic speeds to increased in Trafalgar Street.
Cultural	Nil	Nil
Environmental	St Albans Street streetscape is enhanced through the provision of landscaping.	St Albans streetscape is not fully improved through the Trafalgar Street intersection.
Economic	Renewal of a Council infrastructural asset.	Capital expenditure. Part of an old infrastructure asset is not renewed - ongoing maintenance expenditure..

Extent to which community outcomes are achieved:

Option 2 is a partial solution only, and therefore contributes to a limited degree to:

"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"

Impact on Council's capacity and responsibilities:

No impact.

Effects on Maori:

It is considered there are no effects on Maori.

Consistency with existing Council policies:

Option 2 is not consistent with the Road Safety Strategy.

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

Options B and C (which included a roundabout only at Rutland Street/St Albans Street as well as other works along St Albans Street and Courtenay Street) were presented to the community at a public meeting in April 2004. At this meeting the majority of the residents voted to maintain the status quo for both St Albans Street and Courtenay Street, however there was limited support for Option C (one resident), including conditional support that it apply to St Albans Street only (two residents).

The Project Team does not recommend a roundabout at Rutland Street/St Albans Street only for the following reasons:

- (a) Speeds could potentially increase in Trafalgar Street, and the substandard poached egg roundabout would remain.
- (b) Would not fully renew the old asset in St Albans Street.

Other relevant matters:

Nil

Options including Courtenay Street.

Options A, B, C, and D which include works on St Albans Street and Courtenay Street.

	Benefits (current and future)	Costs (current and future)
Social	St Albans Street and Courtenay Street renewed as an integrated project.	Courtenay Street residents are unhappy with the collector road status of the street and the existing designation on the street.
Cultural	Consistency throughout the two streets.	Nil.
Environmental	St Albans Street and Courtenay Street are enhanced through the provision of landscaping.	Nil
Economic	Renewal of a Council infrastructure asset.	Additional capital expenditure for which there is no current budget.

Extent to which community outcomes are achieved:

Primary alignment with community outcome *“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.

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.

Impact on Council’s capacity and responsibilities:

No Impact.

Effects on Maori:

It is considered that there are no effects on Maori.

Consistency with existing Council policies:

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Also consistent with the Cycle Strategy through the provision of cycle lanes. Consistent with the Council’s Transport and Streets Asset Management Plan.

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

At a public meeting in April 2004 Options A, B, C and D were tabled for community feedback. Support for Option C was given by three residents, two on the condition that works only occurred in St Albans Street. None of the other options received any support. At this meeting an option of ‘do nothing’ suggested by the Community Board was supported by the majority of residents. There is strong opposition from residents to works on Courtenay Street. The residents oppose the existing designation and have previously unsuccessfully tried to have it removed.

Other relevant matters:

Nil