

## 7. SALTAIRE STREET - A LIVING STREET

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### PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Board to progress the Saltaire Street project to final design, tender and construction.

### SUMMARY

2. Saltaire Street is a local road in North New Brighton that due to the age and condition of the kerb, channels and footpaths is scheduled for renewal in the 2004/05 financial year. Saltaire Street was selected to be a Living Streets Project, and the objectives of the project, in addition to the aim of renewing the kerb, channel and footpath, are to reduce the volume of through traffic, the speed of traffic, and to enhance the streetscape. A Community Based Collaboration Process for Living Streets was used for consulting with the community on the project.
3. A public meeting in August 2003, along with internal and external submissions established the objectives for the project, and these were endorsed by the Board in September 2003. Five options were developed to meet these objectives and these were presented to the community at a public meeting and workshop in October 2003. The community (those attending the workshop) gave full support to the 'partial closure' option (Option 5) which involved the partial closing of Saltaire Street at the Marriotts Road end to form a cul-de-sac with left turn entry into Saltaire Street from Marriotts Road. Consultation on Option 5 was undertaken with the wider community in November 2003, and 536 responses (including a petition) were received in opposition to the Saltaire Street/Marriotts Road intersection design. The main reason for opposition was the disadvantage for through traffic.
4. At the March 2004 Board meeting, feedback from the consultation was reported to the Board and seven resolutions were made, including that the value of Saltaire Street for accessibility by North New Brighton residents be acknowledged, that the Marriotts Road/Saltaire Street intersection be designed to safely carry two-way traffic, and that the word 'significantly' be removed from the first objective so that it now reads "To reduce the volume of through traffic". A public meeting and workshop in May 2004 discussed further options for Saltaire Street in respect of the Board's recommendations. The outcomes from the workshop showed that the residents in general supported a carriageway of 9 metres, a mid-block traffic calming measure, a splitter Island at the Bower Avenue intersection and a threshold treatment at the Marriotts Road intersection. A concept plan was developed to reflect the outcomes of this workshop and distributed for consultation to the wider community in August 2004. Feedback on this concept plan showed that the residents of the wider catchment were supportive of the concept as two-way access was maintained. However, the residents of Saltaire Street were opposed as it did not address their concerns in respect of traffic volume and speed, and prioritised the needs of the wider community.
5. Given the constraints of the Board's resolutions it would not be possible to develop a scheme that would satisfy the Saltaire Street residents as two-way access needs to be maintained. As the concept plan satisfies the Board's resolutions, and the aim and objectives of the project, it is recommended that the concept plan (see attached) be approved for final design, tender and construction.
6. In summary, the immediate Saltaire Street community preferred a 'partial closure' option for their street. This was disputed by the broader community when put out to wider consultation. The Board then sought a further option which allowed full through-access. This option has been consulted on, and while the broader community is happy with the option, the local street residents are not. This option is, however, the option that is now recommended by the City Streets Unit.

### FINANCIAL AND LEGAL CONSIDERATIONS

7. The estimated total cost for this project is \$388,000 inclusive of all consultation, design and project management.
8. Saltaire Street is part of the Street Renewal Programme and is programmed for construction in the 2005/06 year. The annual budget for Street Renewal is around \$15 million. Design costs are provided for in the 2004/05 budget and the 2005/06 draft budget provides sufficient funding to construct this project.

## **STAFF RECOMMENDATION**

It is recommended that the Board recommend to Council that the attached concept plan for Saltaire Street be approved for final design, tender and construction.

## **CHAIRPERSON'S RECOMMENDATION**

That the abovementioned recommendation be adopted.

## **BACKGROUND ON SALTAIRE STREET - A LIVING STREET**

9. Saltaire Street is a short, local road, linking Marriotts Road with Bower Avenue in North New Brighton. Due to the age and condition of the kerbs, channels and footpaths it is scheduled for renewal in the 2004/05 financial year, and has an allocated budget of \$195,000. Saltaire Street has a history of concerns over excessive vehicle speed and 'short cutting' traffic.

## **OPTIONS**

10. Five options were developed to meet these objectives, and at the 15 September 2003 meeting the Board gave its support to the draft objectives and options for discussion with the community (refer Options 1 to 5). The five options are outlined below.

### **Option 1: Full Cul-de-sac**

Under Option 1 Saltaire Street would be closed at the Marriotts Road end to form a cul-de-sac, with an 8 metre wide carriageway. The intersection of Saltaire Street and Bower Avenue would be narrowed to 7 metres and a paved threshold treatment installed. Street trees would be provided along Saltaire Street and at the head of the cul-de-sac at the Marriotts Road end of Saltaire Street.

### **Option 2: Intersection Threshold Treatments**

Under Option 2 there would be an 8 metre wide carriageway with 7 metre wide intersection thresholds at the Saltaire Street/Bower Avenue intersection and Saltaire Street/Marriotts Road intersection. Street trees and berm areas would be provided along the length of Saltaire Street.

### **Option 3: One-Way Slow Point**

Option 3 comprises the elements of Option 2, and includes an additional narrowing in the middle of Saltaire Street. Street trees and berm areas would be provided along the length of Saltaire Street.

### **Option 4: Parking Bays**

Option 4 comprises a 6.5 metre carriageway with recessed parking bays at each end of Saltaire Street. Threshold treatments would be provided at the Saltaire Street/Bower Avenue intersection and Saltaire Street/Marriotts Road intersections. Street trees and berm areas would be provided along the length of Saltaire Street.

### **Option 5: Partial Closure**

Option 5 comprises an 8 metre carriageway with a partial cul-de-sac at the Marriotts Road end of Saltaire Street. A slow left turn into Saltaire Street from Marriotts Road would be provided. Threshold treatment would be provided at the Saltaire Street/Bower Avenue intersection. Street trees and berm areas would be provided along the length of Saltaire Street and at the partially closed end of Saltaire Street.

Each of these options met the aim and objectives of the project. The options ranged in severity in terms of discouraging traffic speed and volume, and all included significant improvement to the streetscape.

## PREFERRED OPTION

11. It is recommended that the concept plan detailed in Attachment 3 be approved.
12. The preferred option was developed after consultation on the five initial options, and is a modification of the Option 3 (noted above). This concept plan (refer Attachment) satisfies the March 2004 recommendations of the Board, and contains the preferred elements identified by residents at the last public meeting in May 2004. However, whilst the plan is generally supported by the wider North New Brighton catchment who use Saltaire Street as a through route, the concept plan is opposed by the residents of Saltaire Street itself. The residents of Saltaire Street feel that their concerns have not been addressed, and that the concerns of the wider community have been given priority.
13. Given the constraints of the Board's resolutions, it would not be possible to develop a scheme to satisfy the residents as access needs to be maintained at both ends of Saltaire Street and the residents do not want the use of roadhumps or similar methods to slow traffic down in the street. Therefore, the concept plan (refer Attachment) as distributed to the community is identified as the preferred option as it satisfies the aim of the project (the renewal of the kerb and channel in Saltaire Street), and the objectives to reduce the volume of through traffic, the speed of traffic, and to enhance the streetscape.

## ASSESSMENT OF OPTIONS

14. The five initial options were put into public consultation with the local street residents. This consultation initially supported Option 5. A broader consultation on this option showed opposition to this option from the community of the wider area. When this was reported to the Community Board, a series of resolutions were passed that required development of a further option. That option is now presented as the preferred option. This Assessment of Options sections therefore considers only the preferred option, the initial option (option 5) and the do-nothing option.

### The Preferred Option - Kerb and Channel Replacement With Full Street Access

	<b>Benefits (current &amp; future)</b>	<b>Costs (current &amp; future)</b>
<b>Social</b>	Meets the expectations of the broader community	Does not meet the full expectations of the streets residents
<b>Cultural</b>	Same across all options	Same across all options
<b>Environmental</b>	Same across all options	Same across all options
<b>Economic</b>	Meets CCC asset management plan requirements.	Programmed capital expenditure
<p><b>Extent to which community outcomes are achieved:</b>            Primary alignment with community outcome - A Liveable City            Also contributes to - A Safe City</p> <p><b>Impact on Council's capacity and responsibilities:</b>            Compliance with asset management plan</p> <p><b>Effects on Maori:</b>            Nil</p> <p><b>Consistency with existing Council policies:</b>            Consistent with asset management plan, roading design standards, City Plan roading hierarchy, safety, cycle and pedestrian strategies</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b>            Views of street residents and broader community in conflict in relation to road closure. Board direction received to plan and consult on full-access (preferred version)</p> <p><b>Other relevant matters:</b>            Nil</p>		

15. Following consultation on the preferred option (refer Attachment), the Project Team reviewed the feedback provided. The feedback, and the Project Team's response to the issues and concerns raised by the community is detailed below. For efficiency, the issues have been grouped into the following categories:

- Saltaire Street/Marriotts Road Intersection
- Saltaire Street/Bower Avenue Intersection
- Central Island (Traffic Calming Measure)
- Saltaire Street Width
- Landscaping
- Other Issues.

#### **Saltaire Street/Marriotts Road Intersection**

Concern was expressed by several respondents about the narrow width of Saltaire Street at Marriotts Road and the ineffectiveness of the design in reducing speed, and preventing vehicles cutting the corner when entering Saltaire Street. Concern for the safety of cyclists at this narrow intersection was also raised. A number of suggestions were made by respondents for this intersection (the project team response is included in italics):

- Installing a splitter island similar to that at the Bower Avenue end of Saltaire Street.
- Installing an island on Marriotts Road to prevent vehicles from Tedder Avenue and Marriotts Road cutting the corner when turning right into Saltaire Street.
- Installing a roundabout on Marriotts Road.
- Widening the intersection to ensure that two vehicles can safely pass each other.
- Realigning the Marriotts Road/Tedder Avenue intersection.

#### **Saltaire Street/Bower Avenue Intersection**

Concern was expressed by several respondents that the proposed splitter island at the Bower Avenue end of Saltaire Street would result in traffic backing up in Saltaire Street (particularly during peak periods) as there is only one lane to exit Saltaire Street. Suggestions made by respondents for this intersection include (the project team response is included in italics):

- Providing two lanes for traffic exiting Saltaire Street to Bower Avenue (one left turn, and one right turn). The distance between the kerb and splitter island at the Saltaire Street/Bower Avenue intersection is 5 metres.
- Altering the position and shape of the splitter island so that vehicles entering Saltaire Street from Bower Avenue are required to "over turn" therefore reducing speed, whilst still allowing two traffic lanes for exiting Saltaire Street.
- Removing the proposed Give Way sign.

### **Central Island (traffic calming measure)**

A number of respondents expressed concern that the central island would prevent access to properties, and restrict on-street parking for the residents at 12, 17, 18, 19, 20, and 23 Saltaire Street. Concern was also expressed that the island would create an obstacle for the "hoon" element, and that there would be more noise from vehicles as they negotiated the island. Concern was also expressed for the safety of cyclists.

### **Saltaire Street Width**

Concern was expressed by several respondents that the proposed width of Saltaire Street is too narrow and will be dangerous for cyclists and create a hazard when passing parked vehicles. One respondent also requested that the footpaths stay away from the property boundaries. Another commented that the berm area should not be adjacent to the kerb as it creates difficulty for elderly people getting out of vehicles, particularly in the winter months as one side of Saltaire Street is in the shade for most of the day and frost can be a safety issue.

### **Landscaping**

A couple of respondents expressed a desire for native plants to be utilised in Saltaire Street rather than exotic species, including in relation to re-establishing native bird populations. The resident at 20 Saltaire Street would prefer that a landscape area not be placed outside their property. Another respondent also expressed concern relating to the height of the proposed landscaping, and its potential to restrict visibility for both vehicles and pedestrians. Examples of restricted visibility due to landscaping at the Bowhill/Rookwood roundabout, and Palmers Road/new Brighton Road intersection were given.

### **Other Issues**

The primary "other" issue related to some respondents feeling that the concern and desires of residents who do not live in Saltaire Street, but use it as a through route, have been given priority over the concerns of residents who live in the street. Comment was made that the main opposition to closing the Marriotts Road end of Saltaire Street came from the main offenders in terms of traffic speed and volume.

Other respondents felt that there was no speed issue associated with Saltaire Street, and other streets were much worse off in this regard. Others were unhappy with Living Streets process and the amount of money being spent in Saltaire Street.

## Maintaining The Status Quo - No Capital Work

	<b>Benefits (current &amp; future)</b>	<b>Costs (current &amp; future)</b>
<b>Social</b>	Meets the expectations of the broader community	Does not meet the full expectations of the streets residents
<b>Cultural</b>	Same across all options	Same across all options
<b>Environmental</b>	Same across all options	Same across all options
<b>Economic</b>	Will not meet CCC asset management plan requirements.	Significant, and ongoing maintenance costs
<p><b>Extent to which community outcomes are achieved:</b> Nil</p> <p><b>Impact on Council's capacity and responsibilities:</b> Fails to meet asset management plan requirements</p> <p><b>Effects on Maori:</b> Nil</p> <p><b>Consistency with existing Council policies:</b> Deep dish kerb and flat channel will remain, which does not comply with the Council's asset management requirements. Road width and design will lose the opportunity for improvement to increase compliance with safety, cycle and pedestrian strategies.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Not canvassed.</p> <p><b>Other relevant matters:</b> Nil</p>		

The option of 'maintaining the status quo' means doing no capital work on Saltaire Street. The existing deep dish kerb and channel will remain.

**Option - Replace Kerb and Channel With Road Closure**

	<b>Benefits (current &amp; future)</b>	<b>Costs (current &amp; future)</b>
<b>Social</b>	Meets the expectations of the local street residents	Does not meet the full expectations of the broader community
<b>Cultural</b>	Same across all options	Same across all options
<b>Environmental</b>	Same across all options	Same across all options
<b>Economic</b>	Meets CCC asset management plan requirements.	Programmed capital expenditure
<p><b>Extent to which community outcomes are achieved:</b>                      Primary alignment with community outcome - A Liveable City                      Also contributes to - A Safe City</p> <p><b>Impact on Council's capacity and responsibilities:</b>                      Compliance with asset management plan requirements</p> <p><b>Effects on Maori:</b>                      Nil</p> <p><b>Consistency with existing Council policies:</b>                      Consistent with asset management plan, roading design standards, City Plan roading hierarchy, safety, cycle and pedestrian strategies</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p><b>Other relevant matters:</b></p>		