

8. SHORT STREET KERB AND CHANNEL RENEWAL

Officer responsible Transport and City Streets Manager	Author Michelle Flanagan, Consultation Leader, DDI 941-8665
--	---

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for the Short Street kerb and channel renewal to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Charleston Neighbourhood Plan was published in September 2001 and since that time the focus has been putting it into action. Short Street is a local road within the Charleston area and due to the age and condition of the kerbs, channels and footpaths it is scheduled for renewal in the 2005/06 financial year.
3. A concept plan was prepared in August 2003 and at its meeting on 6 August 2003 the Board gave approval to distribute this concept plan for consultation (refer attachment 1). This concept plan comprised an 8 metre carriageway with parking, footpaths and grass berms on both sides of the road. A flush circular paver treatment at the intersection of Short Street and Grafton Street was also proposed, as was a heritage feature. This concept plan was distributed to stakeholders for consultation and feedback was received from six people – four indicated support, one indicated opposition, and one did not indicate a position.
4. The concept plan, as distributed in September 2003, has been amended to remove the flush circular paver treatment at the intersection with Short and Grafton Street, as intersection treatments throughout the whole of the Charleston area are currently under discussion and as yet, there are no conclusive findings. As the intersection treatments within the Charleston area are to be consistent throughout the area, it is prudent to postpone any treatment at the Short Street and Grafton Street intersection until these discussions have been finalised. However, to avoid delaying the remainder of the project in Short Street, the kerb and channel, footpath and berm renewal is to be progressed. The intersection treatment and heritage feature will therefore be considered as part of the Grafton Street renewal project scheduled for the 2006/07 financial year.
5. The amended plan (refer attachment 2) has been identified as the preferred option for the renewal of Short Street, as it satisfies the aim and objectives of the project, is consistent with other works in the Charleston area and will not compromise future intersection treatment findings. It is therefore recommended, that the amended plan, detailed in attachment 2 proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The estimated total cost for this project is \$186,000 inclusive of all consultation, design and project management.
7. Short 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.
8. There are no legal implications from this project.

STAFF RECOMMENDATION

It is recommended that the Short Street kerb and channel renewal, as shown in attachment 2, proceed to final design, tender and construction.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND ON SHORT STREET KERB AND CHANNEL RENEWAL

9. The Charleston Neighbourhood Plan was published in September 2001 and since that time the focus has been putting it into action. A public meeting in September 2002 agreed to a co-ordinated solution for roading improvements in the area. Charles Street and Barbour Street have recently been completed. Due to the age and condition of the kerbs, channels and footpaths in Short Street, it is scheduled for renewal in the 2005/06 financial year.

OBJECTIVES

10. The principle aim of the project is to renew the dish kerb and channel in Short Street and replace it with flat channel.
11. The objectives of the project include:
- (a) To provide a footpath on both sides of the street.
 - (b) To reduce the carriageway width to a minimum of 7.7 metres.
 - (c) To install hammer head turning at the end of the street similar to Edmond Street.
 - (d) To maximise the tree planting in the street.
 - (e) To enhance the eastern end of the street with Landscaping (hide the fence)
 - (f) To match the proposed schemes of Charles Street and Barbour Street as much as possible.

OPTIONS

12. Three options were assessed as part of the Short Street kerb and channel renewal as follows:
- (a) An 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road. The grass berms are adjacent to the carriageway and allow for some greening of the street and tree planting. This option also includes a flush circular paver treatment at the intersection of Short Street and Grafton Street, narrowing the intersection to 7 metres, and the installation of landscaping and a heritage feature at the intersection.
 - (b) Maintenance of the status quo.
 - (d) An 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road (refer attachment 2). The grass berms are adjacent to the carriageway and allow for some greening of the street and tree planting.

At its meeting on 6 August 2003 the Board gave approval to consult with the community on option A (refer attachment 1). The subsequently preferred option (option C) has modified the originally consulted (option A) slightly.

PREFERRED OPTION

13. The preferred option (option C) consists of an 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road (refer attachment 2). The grass berms are adjacent to the carriageway and allow for some greening of the street and tree planting. It is proposed to plant eleven Kowhai trees along Short Street, and two Lace-Bark trees near the intersection with Grafton Street. Landscaping is also proposed outside numbers 90, 94 and 15 Short Street.
14. In the concept plan distributed for consultation in September 2003, a flush circular paver treatment at the intersection of Short Street and Grafton Street was proposed. This was option A above and is shown in attachment 2. It was also proposed to narrow Grafton Road to 7 metres at the intersection and install landscaping (refer attachment 1). These works are no longer being undertaken as part of the Short Street kerb and channel renewal project, and will be considered as part of the Grafton Street kerb and channel renewal scheduled for the 2006/07 financial year. Intersection treatment throughout the whole of the Charleston area is currently under discussion and as yet there are no conclusive findings. As the intersection treatments within the Charleston area are to be consistent throughout the area it is prudent to postpone any treatment at the Short Street and Grafton Street intersection until these discussions have been finalised. However, to avoid delaying the remainder of the project, the kerb and channel, footpath and berm renewal in Short Street are to be progressed. A heritage feature is also proposed for the Short Street area, in keeping with the Charleston Neighbourhood Plan.

The most likely place for this feature is at the Short Street and Grafton Street intersection and therefore it will also be incorporated into the Grafton Street kerb and channel renewal project. Consultation on the heritage feature, and the Grafton Street project, will occur at a later date.

15. Stakeholders will be consulted on the amended concept plan (refer attachment 2) on an 'inform' basis. This will involve sending stakeholders a copy of the amended concept plan and a covering letter explaining the proposed works and indicating the expected start time for construction. Contact details for the consultation leader will be provided for any questions, issues, or points of clarification. This approach is proposed given the earlier extensive consultation on the Charleston Neighbourhood Plan, and the previous consultation for Short Street. As such it is not anticipated that any major issues will arise.
16. The preferred option (refer attachment 2) has been selected for the following reasons:
 - (a) It satisfies the aim and objectives of the project.
 - (b) Four submissions in support were received from the community (greater support was received than negative responses.)
 - (c) It is consistent with other works in the Charleston area and the Charleston Neighbourhood Improvement Plan.
 - (d) It does not compromise intersection treatment discussions currently underway for the Charleston area.

ASSESSMENT OF OPTIONS

The Preferred Option (Option C)

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> • Proposed concept is consistent with the Charleston Neighbourhood Plan, which was developed in consultation with the community. • Enhancement of the street to create a pleasant streetscape. 	<ul style="list-style-type: none"> • Intersection treatment at the Short Street and Grafton Road intersection will not be addressed as part of this project. • The proposed heritage feature will not be considered as part of this project. The feature will be considered as part of the kerb and channel renewal for Grafton Street.
Cultural	<ul style="list-style-type: none"> • Area-wide consistency. 	Nil.
Environmental	<ul style="list-style-type: none"> • Preferred option is consistent with other improvements in the Charleston area. • Preferred option does not preclude or affect the intersection review for the Charleston area. • Short Street is enhanced through the provision of 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 Primary alignment with community outcome <i>"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"</i> by providing a high quality transportation network.</p> <p>Also contributes to <i>"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"</i> by managing all assets to optimise their value and usefulness over the long-term.</p> <p>Impact on Council's capacity and responsibilities No impact.</p> <p>Effects on Maori It is considered that there are no effects on Maori.</p>		

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. Further complies with the unit's Asset Management Plan.

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

Views on the kerb and channel renewal of Short Street were sought on option A. The comments from the community were addressed by the preferred option as follows (project team comments are included in *italics*):

- Please include the corner at 94 Grafton Street in the upgrade (*this area has been included in the concept plan, and it is proposed to install some landscaping here.*)
- With the ever increasing traffic volume it makes no sense to narrow the road – how are you going to safely make a right-hand turn out of Grafton Street into Short Street when it is only seven metres (*the intersection with Grafton Street will be eight metres in width, and any treatment at this intersection will be considered as part of the Grafton Street project.*)
- What about moving away from natives (eg maples or flowering cherries) (*the choice of kowhai and lace-bark is in keeping with the Charleston Neighbourhood Plan.*)
- Replacement of the flush traffic management feature with a speed table would seem more appropriate with the introduction of a 40 km/hr slow zone (*this treatment will now be considered as part of the Grafton Street project.*)
- The traffic calming measure at the intersection with Grafton Street will not slow the current offending drivers. Please consider a physical barrier to calm traffic rather than an environmental/visual measure (*this treatment will now be considered as part of the Grafton Street project.*)

Other relevant matters

Nil.

Maintain The Status Quo (If Not Preferred Option)**(Option B)**

	Benefits (current and future)	Costs (current and future)
Social		<ul style="list-style-type: none"> • Short Street is not enhanced in a similar manner to other streets in the Charleston area. • Does not give effect to the Charleston Neighbourhood Plan. • Community expectations that Short Street would undergo a kerb and channel renewal (as per the NIP) are not realised.
Environmental		<ul style="list-style-type: none"> • The Short Street streetscape is not enhanced.
Economic	No capital expenditure.	<ul style="list-style-type: none"> • An infrastructure 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 that there are no effects on Maori.

Consistency with existing Council policies

Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004. It also conflicts with the objectives of the Asset Management Plan.

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

Given that feedback in support was received for the option distributed for public consultation, it is considered that there is some support for not maintaining the status quo. In addition extensive consultation was undertaken in the preparation of the Charleston NIP of which the Short Street kerb and channel renewal is a component.

Other relevant matters

Nil.

Option A

Option A differs from option C (the preferred option) by the removal of the art feature and intersection works – for reasons that are explained in the text above.

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> Proposed concept is consistent with the Charleston Neighbourhood Plan, which was developed in consultation with the community. Support for this option was received from four residents. 	
Cultural	<ul style="list-style-type: none"> Included a heritage feature for the street. 	
Environmental	<ul style="list-style-type: none"> Consistent with other improvements in the Charleston area. The street is enhanced through the provision of landscaping. 	<ul style="list-style-type: none"> Development of the intersection treatment as part of this option could potentially be affected by the Charleston intersection review.
Economic	<ul style="list-style-type: none"> Renewal of a Council infrastructure asset. 	<ul style="list-style-type: none"> Potential further costs to redo the Grafton Street and Short Street intersection as a result of the findings of the Charleston intersection review.

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.

Views and preferences of persons affected or likely to have an interest
 In September 2003, approximately 90 publicity pamphlets were distributed to the residents of Short Street, Ferry Road and Grafton Road in the vicinity of Short Street. This pamphlet included a description of the project, a locality plan, and a proposed concept plan (refer attachment 1). Six responses were received, four in support, one in opposition, and one which did not indicate support or opposition. The following comments were made:

- Wish it were happening today.
- Please include the corner at 94 Grafton Street in the upgrade.
- With the ever-increasing traffic volume, it makes no sense to narrow the road – how are you going to safely make a right-hand turn out of Grafton Street into Short Street when it is only seven metres?
- What about moving away from natives (eg maples or flowering cherries.)
- Replacement of the flush traffic management feature with a speed table would seem more appropriate with the introduction of a 40 km/h slow zone.
- The traffic calming measure at the intersection with Grafton Street will not slow the current offending drivers.
- Please consider a physical barrier to calm traffic rather than an environmental/visual measure.

Other relevant matters
 Nil.