

7. OSBORNE 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 the Board's approval for the Osborne Street kerb and channel renewal to process to final design, tender and construction; and
 - (b) Seek the Board's approval for a number of resolutions for traffic restrictions (No Stopping) associated with the kerb and channel renewal in Osborne Street.

EXECUTIVE SUMMARY

2. The Charleston Neighbourhood Plan was published in September 2001 and since that time the focus has been putting it into action. Osborne 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 November 2004. This concept plan (refer Attachment 1) comprised a carriageway width varying between 9m and 15m, narrowing of the intersections, angle and parallel parking at the industrial end of the street, installation of street trees on the north-western side of the street and landscaping on the south-eastern side of the street, installation of grass berms, and three new seating areas (one in the industrial area, and two in the residential area). This concept plan was distributed for public consultation in January 2005, and a public meeting held on the 2 February 2005. Nine feedback forms were received - five in general support of the concept, two in opposition and two did not state a position. On the feedback forms and at the public meeting a number of issues were raised in respect of road width, congestion, location of seating areas and street trees, intersection widths, flooding problems, and access by large vehicles.
4. The feedback from the community was considered by the project team and a number of amendments made to the concept plan to address some of the issues raised (refer Attachment 2). The plan included as Attachment 2 has been identified as the preferred option for the renewal of Osborne Street as it satisfies the aims and objectives of the project, has some community support, and is consistent with other works in the Charleston area. It is therefore recommended that the amended plan detailed in Attachment 2 proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total costs for this project is \$971,000 inclusive of all consultation, design and project management.
6. Osborne 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 approximately \$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.
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:

- (a) The Board approve the Osborne Street kerb and channel renewal, as shown in Attachment 2, to proceed to final design, tender and construction.
- (b) It is recommended that the Board approve the following new traffic restrictions:

New no stopping (Osborne Street running north to south):

Laurence Street to Railway End

- (i) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at a point 146 metres south of its intersection with Laurence Street and extending 25 metres in a south-east direction around the end of the turning head.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at a point 155 metres south of its intersection with Laurence Street and extending 8 metres in a south direction to the end of the turning head.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at Laurence Street and extending 22 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at Laurence Street and extending 28 metres in a southerly direction.

Laurence Street

- (i) That the stopping of vehicles be prohibited at any time on both sides of Laurence Street commencing at the west side of Osborne Street and extending 17 metres in a westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on both sides of Laurence Street commencing at the east side of Osborne Street and extending 14 metres in a easterly direction.

Laurence Street to Charles Street

- (i) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at the north side of Laurence Street and extending 15 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at the north side of Laurence Street and extending 16 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at the south side of Charles Street and extending 19 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at the south side of Charles Street and extending 19 metres in a southerly direction.

Charles Street to Grenville Street

- (i) That the stopping of vehicles be prohibited at any time on both sides of Osborne Street commencing at the north side of Charles Street and extending 22 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at the south side of Grenville Street and extending 27 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at the south side of Grenville Street and extending 19 metres in a southerly direction.

Grenville Street

- (i) That the stopping of vehicles be prohibited at any time on both sides of Grenville Street commencing at the west side of Osborne Street and extending 13 metres in a westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on both sides of Grenville Street commencing at the east side of Osborne Street and extending 15 metres in a easterly direction.

Grenville Street to Fredrick Street

- (i) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at the north side of Grenville Street and extending 19 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at the north side of Grenville Street and extending 30 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at the south side of Frederick Street and extending 19 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at a point 19 metres south of Frederick Street and extending 51 metres in a northerly direction.

Fredrick Street

- (i) That the stopping of vehicles be prohibited at any time on the south side of Fredrick Street commencing at Osborne Street and extending 23 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Fredrick Street commencing at Osborne Street and extending 18 metres in a easterly direction.

Fredrick Street to Ferry Road

- (i) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at the north side of Frederick Street and extending 22 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Osborne Street commencing at a point 29 metres south of Ferry Road and extending 31 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Osborne Street commencing at a point 33 metres south of Ferry Road and extending 25 metres in a southerly direction.

Remove existing no stopping:

- (i) All existing no stopping restrictions are rescinded in Osborne Street.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON OSBORNE STREET KERB AND CHANNEL RENEWAL

8. The Charleston Neighbourhood Plan (NIP) 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 and Charles Street and Barbour Street have recently been completed. Due to the age and condition of the kerbs, channels and footpaths in Osborne Street, it is scheduled for renewal in the 2005/06 financial year.
9. The principle aim of the project is to renew the dish and kerb channel in Osborne Street, and replace it with flat channel. The objectives of the project include:
 - To maintain and improve road user safety.
 - Maximise landscape opportunities and enhance the streetscape consistent with the NIP objectives and the completed work in neighbouring streets.
 - To create a turning area at the railway line within the existing road boundaries and improve the appearance of this area.
 - Where possible provide suitable parking to meet the needs of the residents and maximise the parking in the industrial zone.
 - Create a visual buffer between the residential and industrial areas.
 - Reduce traffic speed and industrial traffic in this local street through traffic calming that is consistent with completed work (other than road humps).
 - To create two seating areas.
 - Take into consideration the widening designation on Ferry Road.
10. In January 2005 a publicity pamphlet was distributed to approximately 120 households. This pamphlet included an outline of the kerb and channel renewal project, a concept plan (refer Attachment 1), an artistic impression of the proposed seating area, and a feedback form. Nine responses were received to the pamphlet, with five indicating support for the project, two indicating opposition, and two not stating any position. The pamphlet also included an invitation to a public meeting to be held on the 2 February 2005. Eleven residents/business owners attended the meeting. The feedback from the publicity and public meeting was considered by the project team and is included in the preferred option where possible.
11. The Charleston NIP indicates that funds have been allocated to the undergrounding of overhead services in conjunction with kerb and channel renewals in the Charleston area. The undergrounding of Osborne Street will not occur as part of the kerb and channel renewal. In September 2003, the Urban Design and Heritage Team made a submission to the Annual Plan seeking an additional \$644,000 for the undergrounding of Osborne Street and Grafton Street. The Community Advocate advised Urban Design that this matter had been discussed with both the Community Board Chair and Vice Chair who were happy for this to be included in the Board's list of capital works to go forward to the business units. This funding however was not allocated for the undergrounding of Osborne Street and Grafton Street.

OPTIONS

12. Four options were assessed as part of the Osborne Street kerb and channel renewal as follows:
 - (a) Maintenance of the status quo.
 - (b) A carriageway with varying widths, narrowing and offsetting of the intersections, and a hammerhead turnaround at the railway end with parallel parking on both sides of the street.
 - (c) This option was very similar to Option (b) above, however angled parking and some parallel parking in parking bays were proposed at the industrial end of Osborne Street, and there was no priority change at the Frederick Street intersection. Options (b) and (c) were similar on a broad level, however Option (d) was chosen as the preferred option as it better satisfied the projects specific objectives. Therefore Options (b) and (c) were not developed any further.

- (d) This option was similar to Option (c) with a road width of 10m from Laurence Street to the railway end, a 9m width between Laurence Street and the narrowed threshold near Ferry Road, and maintenance of the existing 10.3m width from the threshold to the Ferry Road intersection. Angle parking was proposed along the eastern side of Osborne Street and parallel parking on the western side of Osborne Street at the railway end. As part of this option Osborne Street would be narrowed to 7m at the Laurence and Charles Street intersections and 7m at the other intersections. The intersections with Laurence, Charles and Grenville Streets would be controlled by a four-way Giveway, and a flush paved threshold would be installed at each of the intersections. Seating areas were proposed outside 35, 51 and 91 Osborne Street. Option (d) was distributed for public consultation at the end of January 2005 (refer Attachment 1).

PREFERRED OPTION

13. Option (d) is the preferred option. The preferred option (refer Attachment 2) has had some amendments in accordance with consultation feedback (ie amended parking layout, intersection width, footpath layout and landscaping). The preferred option consists of the following features:
- A 15m road width from the railway end to 45 Osborne Street. This road width reduces to 12.5m outside 47 Osborne Street.
 - A road width of 9m along the remainder of Osborne Street to the existing threshold at the Ferry Road end of the Osborne Street. From the threshold to the Ferry Road intersection the road width is maintained at the existing 10.3m.
 - A 1.65m wide footpath on both sides of Osborne Street.
 - All intersections along Osborne Street have been reduced in width using kerb buildouts. The intersection at Osborne and Laurence Street is reduced to 7m, the intersection of Osborne Street and Charles Street is reduced to 7m, and the intersections of Osborne Street, Grenville Street, and Frederick Streets are reduced to 6m.
 - At each of the intersections a square or rectangular cobblestone flush threshold will be installed.
 - At the Osborne Street/Laurence Street, and Osborne Street/Charles Street intersections, the intersections will be controlled by a four way Giveway.
 - The road width at the existing threshold at the Ferry Road end of Osborne Street will be maintained at 6m, and the existing threshold replaced.
 - Parallel parking will be provided on the north-west, and south-east side of the street. Parallel parking is also available along the residential section of Osborne Street (generally north of Laurence Street) excluding areas marked as No Stopping at the intersections.
 - Seating outside 35, 51, and 91 Osborne Street. These seats will be the same as others already installed in Charleston (eg on Charles Street). The existing seat at the Ferry Road intersection will also be retained and repainted.
 - Street trees, grass berms and landscape planting will be installed at each of the intersections. Trees and grass berm areas will also be provided along the north-western side of the street, and landscaping along property boundaries on the south-eastern side of the street.
14. The preferred option (refer Attachment 2) satisfies the project aim and objectives as follows:
- The existing kerb and dish channel will be replaced with kerb and flat channel.
 - The narrowed carriageway width (from 10.3m to 9m along most of Osborne Street) will reduce the speed of vehicles, thereby creating a safer environment for pedestrians and cyclists.
 - Landscape opportunities are provided and the streetscape enhanced in accordance with the Charleston Neighbourhood Plan.
 - A turnaround area is formed at the railway end with landscaping plantings and street trees and no stopping restrictions.
 - The 9m road width will allow parallel parking on both sides of the road. The amended proposal does not maximise car parking in the industrial end of Osborne Street, instead maintaining road width for access by heavy vehicles. There is sufficient space to mark angle parking in this area should future demand require this.
 - A visual buffer is created for the residential areas of Osborne Street through the use of grass berms, landscaping and street trees.
 - Traffic speed is reduced through the narrowed intersections along Osborne Street. These narrowed intersections also make Osborne Street undesirable for heavy traffic.
 - Three seating areas are proposed along Osborne Street, and the existing seating area near Ferry Road will be retained.
 - The proposed kerb and channel renewal for Osborne Street does not compromise any future works associated with the Ferry Road designation.

15. The preferred option (refer Attachment 2) has been selected for the following reasons:
- It satisfies the majority of the aims and objectives of the project.
 - It is consistent with other works in the Charleston area and the Charleston NIP.
 - It has some community support.

ASSESSMENT OF OPTIONS

The Preferred Option - Option (d).

The preferred option consists of a carriageway of varying widths, narrowing of the intersections with a paved threshold, street trees, landscaping and grass berms at the intersections, and three new seating areas.

	Benefits (current and future)	Costs (current and future)
Social	Proposed concept is consistent with the Charleston Neighbourhood Improvement Plan, which was developed in consultation with the community. Enhancement of the street to create a pleasant streetscape.	Nil
Cultural	Consistency throughout the area.	Nil
Environmental	Preferred option is consistent with other improvements in the Charleston area. Preferred option implements the new intersection treatment for streets in the Charleston area (square/rectangle paved areas at the intersections). Osborne Street is enhanced through the provision of landscaping.	Nil
Economic	Renewal of a Council infrastructure asset.	Capital expenditure.

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 economy is based on a range of businesses which enable wealth creation and employment opportunities for all”* by providing for the transport needs of industry.

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. 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 project were sought using a feedback form, and through a public meeting. The feedback from the community is included as Attachment 3. In summary the issues raised included:

- The angle parking and narrowing at the railway end of Osborne Street preventing large vehicles accessing the businesses in the industrial area.
- The narrow road width creating congestion problems, and access problems for large vehicles.
- The location of seating and the seating treatment. Concerns the seats will be vandalised.
- The type and location of landscaping, generally, and in specific locations.
- Issues with stormwater flooding.
- Why are the overhead lines not being placed underground.
- Pedestrian crossing safety for visually impaired pedestrians.
- Noise from trucks using air breaks down the street, creating more slow points will exacerbate this.

These views have been addressed through the following amendments to the concept plan (refer to Attachment 3 for a detailed response from the Project Team):

- Replacing the angle parking with parallel parking and reducing the width of the seating area at the industrial end of Osborne Street.
- Increasing the width of the Laurence Street/Osborne Street intersection. The remainder of Osborne Street and the other intersections will still be narrowed to reinforce the residential nature of this section of Osborne Street.
- The seats in the residential section of Osborne Street are located on larger berm areas and to avoid looking directly into property windows. The seats will be of durable construction and consistent with others in the Charleston area. The seat near the Ferry Road intersection will be retained.
- The landscaping will be in keeping with the Charleston Neighbourhood Improvement Plan and consistent with existing landscaping in the Charleston area. Ideas put forward by the community will be considered during the preparation of the landscaping plan.
- The kerb and channel renewal and addition of drainage sumps will assist in alleviating stormwater flooding.
- The overhead lines will not be placed underground as part of the kerb and channel renewal as there is insufficient funding.
- Footpaths and intersections have been checked to see that a continuous line of travel is maintained.
- Large vehicles are encouraged to enter Osborne Street through Laurence Street and the narrowing and slow points will encourage heavy traffic to do this.

Maintain The Status Quo (If Not Preferred Option)

Option (a) - Status Quo

	Benefits (current and future)	Costs (current and future)
Social	Existing parking space numbers are maintained at the industrial end of Osborne Street.	Osborne Street is not enhanced in a similar manner to other streets in the Charleston area. Osborne Street is not enhanced in accordance with the Charleston Neighbourhood Improvement Plan.
Cultural	Nil.	Nil.
Environmental	Nil.	The Osborne Street streetscape is not enhanced.
Economic	No capital expenditure.	An infrastructural asset is not renewed - ongoing maintenance is 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, and conflicts with the objectives of the asset management plan.

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

There has been no specific feedback requesting that the street be left untouched.

Other relevant matters:

Nil.