

6. PERRY STREET KERB & CHANNEL RENEWAL

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

1. The purpose of this report is to seek the Shirley / Papanui Community Board's approval for the Perry Street kerb and channel renewal to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. Perry Street is a local road within the East Papanui NIP area, located on the East side of Papanui Road between Dormer Street and Paparoa Street. It is a residential street that has a Living 1 (L1) zoning in the City Plan.
3. Perry Street is currently 13.5 metres wide with old kerb and dish channels, paths, berms and an avenue of trees. The berm and trees are within the roadway and the sealed carriageway is 9m wide. There is a Notable Tree adjacent to the road reserve boundary at number 70. The estimated daily traffic volume is 280 vehicles per day. The kerb and old dish channel extends from Papanui Road to numbers 84/85 where the roadway narrows to 9 metres and kerb and flat channel begins. Dudley Creek is piped under the street between numbers 19 and 26. At the Rayburn Avenue intersection there are kerb build outs and this intersection has stop controls on Rayburn Ave.
4. The East Papanui NIP identified the issue of the street being used as a through route by non-local traffic short cutting into the Papanui cluster area. The Dudley Creek crossing was also identified as an area that could be an opportunity for special enhancement. This opportunity was also identified by the Greenspace Unit during internal consultation. There are two rest homes in the area and staff and visitor parking sometimes overflows into the street near to the rest homes. One rest home is located on the opposite side of Papanui Road to Perry Street and the other is in Erica Street.
5. Due to these issues and the age and condition of the existing kerbs, dish channels and footpaths, Perry Street, from Papanui Road to numbers 84/85, has been scheduled for renewal in the 2005/2006 financial year.
6. An initial issues consultation survey was sent out to residents in October/November 2004. Thirty five responses were received and the main issues raised were traffic speed, traffic not stopping at the Rayburn/Perry intersection, landscaping, traffic volume, and parking.
7. These issues, along with those outlined in the East Papanui NIP were taken into consideration in the development of a Concept Plan (refer **Attachment 1**). The Concept Plan included the daylighting of Dudley Creek. Preliminary discussions were then held with the residents at numbers 19, 25, 22 and 26 in relation to the proposed changes at Dudleys Creek. All of these residents were either supportive of the concept, or did not express opposition to it.
8. The Community Board was advised by memorandum (31 March 2005) of the background to the project and the proposed consultation to be undertaken in relation to the Concept Plan.
9. The Concept Plan was then distributed for consultation in April 2005. The Plan comprised a 9m carriageway with parking, footpaths and grass berms on both sides of the road, along with

- (a) Widening of threshold at Papanui/Perry intersection from 7m to 9m to allow sufficient width within the exit lane for two vehicles.
 - (b) Raise the thresholds at Papanui/Perry and Rayburn/Perry to further highlight these intersections.
 - (c) Raise the platforms at the two pinch points to discourage high traffic speeds and "hoons".
 - (d) Change proposed landscape planting at Rayburn/Perry intersection and at pinch point at number 70/73 to grass.
 - (e) Realign footpath at number 70 to provide greater protection to the roots of the Notable Tree at number 70.
 - (f) Install a seat beside the footpath close to the Notable Tree at number 70.
11. A response summarising the feedback received on the April 2005 Concept Plan (refer **Attachment 3**), and outlining the above amendments was distributed to stakeholders, along with a copy of the amended Concept Plan (refer **Attachment 2**), in mid-June 2005.
12. The Plan included here as Attachment 2 has been identified as the preferred option for the renewal of Perry St as it satisfies the aims and objectives of the project, has the support of some of the community (a majority of those who provided feedback on the plan), and is consistent with other street renewals in the East Papanui area. It is therefore recommended that the Plan detailed in Attachment 2 proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

13. The estimated total costs for this project is \$769,600 inclusive of all consultation, design, and project management.
14. Perry 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. Design costs are provided for in the 2004/2005 budget and the 2005/2006 draft budget provides sufficient funding to construct this project.
15. Aside from the resolutions relating to new traffic restrictions set out below, there are no legal implications from this project.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

- (a) Approve the Perry Street kerb and channel renewal, as detailed in **Attachment 2**, to proceed to final design, tender and construction.
- (b) Approve the following new traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on both sides of Perry Street commencing at its intersection with Papanui Road and extending 14 metres in an easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road commencing at its intersection with Perry Street and extending 16 metres in a northerly direction and 23 meters in a southerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Perry Street commencing 108 meters east of its intersection with Papanui Road and extending 36 metres in an easterly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Perry Street commencing 110 meters east of its intersection with Papanui Road and extending 30 metres in an easterly direction.
 - (v) That the stopping of vehicles be prohibited at any time on both sides of Perry Street commencing 258m east of its intersection with Papanui Road and extending to its intersection with Rayburn Avenue.
 - (vi) That the stopping of vehicles be prohibited at any time on both sides of Perry Street commencing at its intersection with Rayburn Avenue and extending 17 metres in an easterly direction.

- (vii) That the stopping of vehicles be prohibited at any time on both sides of Rayburn Avenue commencing at its intersection with Perry Street and extending 10 metres in a southerly direction.
 - (viii) That the stopping of vehicles be prohibited at any time on the sides of Rayburn Avenue commencing at its intersection with Perry Street and extending 15 metres in a northerly direction.
 - (ix) That the stopping of vehicles be prohibited at any time on the north side of Perry Street commencing 107 meters east of its intersection with Rayburn Avenue and extending 13 metres in an easterly direction.
 - (x) That the stopping of vehicles be prohibited at any time on the south side of Perry Street commencing 103 meters east of its intersection with Rayburn Avenue and extending 19 metres in an easterly direction.
- (c) The new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

CHAIRPERSON'S RECOMMENDATIONS

That the staff recommendations be adopted subject to lighting for safety be considered at the two pinch points.

BACKGROUND ON PERRY STREET KERB AND CHANNEL RENEWAL

16. Perry Street is a local road within the East Papanui NIP area, located on the East side of Papanui Road between Dormer Street and Paparoa Street. It is a residential street that has a

21. Perry Street has an avenue of existing street trees, and is a "Papanui Memorial Avenue to the fallen 1939-1945". From Papanui Road to Rayburn Avenue, the street trees are Ginko biloba (Maidenhair Tree), and from Rayburn Ave to Erica Street, they are Fraxinus ornus (Manna Ash). The street trees have been inspected by an arborist who reported that "with a couple of exceptions, both species (ginko and manna ash) are generally in good condition". Given this, and the considerable number of residents who identified the street trees as one of the highlights of the street, it is proposed that the existing street trees will be retained, with the exception of just a few cases where the trees are exhibiting poor form and/or are in general decline. These trees will be replaced.

OPTIONS

22. Four options were assessed as part of the Perry Street kerb and channel renewal as follows:
- (a) Maintenance of the status quo.
 - (i) This option was discounted early in the planning phase as it does not achieve the principal aim of the project of renewing the old kerb and dish channel. It also does not address the other objectives of the project.
 - (b) Two pinch points; no stream enhancement.
 - (ii) Two variations of this option were considered. Both involved a 9m wide carriageway, a paved 7m wide threshold (Type C) at the Papanui Road intersection, and two centred, paved pinch points at numbers 25 and 73. Under one option these pinch points are 6m wide, and under the other they are 3.5m. No change is made to Dudley Creek, which continues to be piped under the road. Under both variations the approaches to the Rayburn Avenue intersection are narrowed to 7m and offset, but no platform at this intersection is included.
 - (iii) This option was discounted as it does not optimise opportunities to enhance Dudley Creek, does not address all conflict issues at Rayburn Avenue, and the pinch points at 6m are not considered to provide sufficient traffic calming impact.
 - (c) Two pinch points; daylighting Dudley Creek both sides of street.
 - (i) Two variations of this option were also considered. Both involve a 9m wide carriageway, a paved 7m wide threshold (Type C) at the Papanui Road intersection, and a paved platform at the Rayburn Avenue intersection. However the approaches to the Rayburn intersection are retained at 9m wide. Under both variations both pinch points are 4m wide, but at number 73 the pinch point is centred, while the other is off-set to the south side of the street in a slightly meandering alignment. Dudley Creek is daylighted on both sides of the street at number 25.
 - (ii) This option was discounted as although it enhances Dudley Creek, it was considered that a more cost-effective option would be daylighting on one side only. In addition, although the platform at Rayburn Avenue highlights the intersection, the 9m wide approaches do not optimise the traffic calming at this intersection.
 - (d) Two pinch points; daylighting Dudley Creek north side only.
 - (i) This option involves a 9m wide carriageway, a paved 7m wide threshold (Type C) at the Papanui Road intersection, and a paved platform at the Rayburn Avenue intersection with the approaches to this intersection narrowed to 7.5m wide. A paved, centred 3.5m wide pinch point is included at number 73, and a paved 4m wide pinch point at number 25, which is offset to the south in a slightly meandering alignment. Dudley Creek is daylighted at the number 25 pinch point on the north side of the street only.
 - (ii) This option was favoured as it meets the aims and objectives of the project and provides enhancement of Dudley Creek in a relatively cost-effective manner.
23. A concept plan of option (d) is shown in Attachment 1. Preliminary discussions were held with the residents at numbers 19, 25, 22 and 26 in relation to the proposed daylighting of Dudleys Creek prior to wider consultation. All of these residents were either supportive of the concept, or did not express opposition to it.

24. The Community Board was then advised by memorandum (31 March 2005) of the background to the project and the proposed consultation to be undertaken in relation to the Concept Plan of option (d).
25. The Concept Plan was distributed to stakeholders (approximately 200) for consultation in April 2005. Feedback was received from 20 people. Of these, 11 expressed support for the proposal, 4 objected to the proposal generally, and 5 either objected to or had questions about specific elements of the proposal. An overview of the key issues raised is included at Attachment 3. This document also includes an explanation of changes proposed as a result of feedback, and an explanation of why changes are not proposed where considered inappropriate or not practicable.
26. This feedback was given consideration by the project team, and as a result several amendments were made to the Concept Plan as distributed in April 2005. These included:
 - (a) Widening of threshold at Papanui / Perry intersection from 7m to 9m to allow sufficient width within the exit lane for two vehicles.
 - (b) Raise the thresholds at Papanui / Perry and Rayburn / Perry to further highlight these intersections.
 - (c) Raise the platforms at the two pinch points to discourage high traffic speeds and "hoons".
 - (d) Change proposed landscape planting at Rayburn / Perry intersection and at pinch point at number 70/73 to grass.
 - (e) Realign footpath at number 70 to provide greater protection to the roots of the Notable Tree at number 70.
 - (f) Install a seat beside the footpath close to the Notable Tree at number 70.
27. A response summarising the feedback received on the April 2005 Concept Plan (refer Attachment 3), and outlining the above amendments was distributed to stakeholders, along with a copy of the amended Concept Plan (refer Attachment 2), in mid-June 2005.

PREFERRED OPTION

28. The preferred option for the renewal of Perry Street is a variation on option (d) above, and is illustrated in **Attachment 2**. This option has been identified as the preferred option as it satisfies the aims and objectives of the project, has the support of some of the community (a majority of those who provided feedback on the plan), and is consistent with other street renewals in the East Papanui area.
29. The preferred option consists of a 9m wide carriageway with footpaths against the property boundaries, and retention of the existing street trees within the grass berms between the footpaths and the new flat kerbs. There is a paved, raised threshold at the Papanui Road intersection, which is 9m wide in order to provide sufficient space within the exit lane for two vehicles. A raised, paved platform is included at the Rayburn Ave intersection, and the approaches to this intersection are narrowed to 7.5m. There are two raised, paved pinch points along the street – one is 3.5m wide and located at number 73, and the other is 4m wide and located at number 25. The latter is wider as it has a slightly meandering alignment and is offset to the south.
30. Dudley Creek is opened up on the north side of the street only at number 25. Landscaping at the creek will be native species that would naturally occur alongside a waterway. It is unlikely that there will be sufficient space to batter the banks of the stream to less than 1m high, and therefore the stream will be fenced to ensure it does not pose a hazard, especially for children. Landscaping will also be incorporated at the Papanui Road threshold and at the pinch point at number 25. This landscaping will incorporate primarily exotic species that fit with the character of the street and the East Papanui area.
31. The existing street trees will be retained, but they will endure some stress to their root systems during the reconstruction works, and the new kerbs will change the soil topography/water regime in the vicinity of their roots. Therefore, it is proposed that an area of bark nugget mulch be established within a 2m zone around the trunks of the trees to minimise the competition for water and nutrients from grass and other landscape plantings.

32. There is a Notable Tree located at number 70 adjacent to the road reserve boundary (a coastal redwood). In order to reduce the impact on this trees root system, a curved footpath alignment is proposed at this point. In addition, a street seat is proposed alongside the footpath at the western end of the property at number 72 to provide a resting place for pedestrians from which to observe and appreciate the Notable Tree.

ASSESSMENT OF OPTIONS

The Preferred Option

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> § Proposed concept is consistent with the East Papanui Neighbourhood Plan. § Enhancement of the streetscape through implementation of landscaping, daylighting of Dudley Creek to create a focal point for the street, and retention of the existing street trees. § Improvement of road user safety through implementation of traffic calming measures and highlighting of Rayburn Ave intersection. § Improvement of utility and level of service provided through renewal of kerb and channel and road and footpath surface. 	<ul style="list-style-type: none"> § Loss of on-street parking immediately outside 6 properties as a result of pinch points. § Potential noise impacts for residents at 6 properties as a result of vehicles slowing and accelerating at pinch points. § Potential hazard through daylighting of creek, but mitigated by fencing.
Cultural	<ul style="list-style-type: none"> § Area-wide consistency § Enhancement of amenity and mauri of waterway through daylighting of Dudley Creek. 	<ul style="list-style-type: none"> § Limited use of native plant species in landscaping.
Environmental	<ul style="list-style-type: none"> § Enhancement of local biodiversity through retention of existing street trees and implementation of landscaping. § Enhancement of local surface waterway through daylighting of Dudley Creek. 	<ul style="list-style-type: none"> § Limited enhancement of native biodiversity.
Economic	<ul style="list-style-type: none"> § Renewal of a Council infrastructure asset. 	<ul style="list-style-type: none"> § 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.

Impact on Council’s capacity and responsibilities:

No impact on Council’s capacity, consistent with Council’s responsibility to provide safe and effective transport network.

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:

§ Initial issues questionnaire circulated to residents. Approximately 35 responses received. A summary of these responses is as follows:

Key issues identified: Safety at intersections, particularly Perry / Rayburn – traffic doesn’t stop at Stop sign; traffic speed; landscaping; traffic volume; parking – parking on grass verges and parking of visitors and staff to rest homes.

Activities in the street: Walking, chatting with neighbours, cycling (note rest home on Papanui Rd opposite Perry St, and at end of Erica St)

Key positives: The existing trees and grass verges, especially the ginkgos; quiet, friendly residential street; proximity to services.

Key negatives:

should have good benefits in terms of reducing vehicle speeds” – LTNZ; “...supportive of narrower street widths for local streets as an important speed management tool” SPOKES; “...car drivers will resent speed reduction features but...local people will have street that is quieter and much safer”), while the remaining 7 either had specific questions about them, or objected to them.

Landscaping

Several respondents made comments regarding the proposed landscaping, with suggestions for different or preferred treatments.

Road Width

1 respondent has raised the issue that 9m is not wide enough for parking and thoroughfare and consider that 12m is better for safety reasons.

Other relevant matters:

Nil

Maintain The Status Quo (If Not Preferred Option)

	Benefits (current and future)	Costs (current and future)
Social		§ Perry Street is not enhanced in a similar manner to other streets in the East Papanui area. § Does not give effect to the East Papanui Neighbourhood Plan. § Ageing infrastructure is not renewed.
Cultural	Nil	Nil
Environmental	Nil	The Perry Street streetscape is not enhanced.
Economic	No capital expenditure	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:

Nil

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 project feedback requesting that the street is left unchanged.

Other relevant matters:

Nil.