

## 5. BEVERLEY STREET - KERB AND CHANNEL RENEWAL

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<b>Officer responsible:</b>	Transport & City Streets Unit Manager
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### PURPOSE OF REPORT

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

### EXECUTIVE SUMMARY

2. Beverley Street is a local road, located on the east side of Papanui Road between Webb Street and St Albans Street. A cul-de-sac head is located on the east end of Beverley Street where it meets Devonport Lane. Beverley Street is a residential street that has a Living 2 (L2) zoning in the City Plan. Due to the age and condition of the existing kerbs, dish channels and footpaths, Beverley Street has been scheduled for renewal in the 2006/2007 financial year.
3. Beverley Street is a short and narrow road, approx 200 metres long and 8 metres wide with old kerb and dish channels and footpaths. It has no grass berms or trees on the road reserve. The kerb and old dish channel extends from Papanui Road to the cul-de-sac. St Albans Creek is piped under Beverley Street on a diagonal between numbers 20 and 21.
4. Beverley Street is located in a Special Amenity Area (SAM 28) and is considered to be very notable because of the high degree of enclosure created by a number of sizeable two storey dwellings set forward on their sections and the abundance of mature landscaping at the boundaries to the properties. In keeping with the character of the street, the St Albans Creek crossing was identified as an area that could be an opportunity for special enhancement. The Greenspace Unit also identified this opportunity during internal consultation.
5. An initial issues consultation survey was sent out to residents in January 2005. Fifteen responses were received. Parking and landscaping were identified as issues that need addressing. Traffic speed, traffic volume, and safety at intersections were split almost 50/50 between those who considered it a problem and those who did not. Key street activities are walking and chatting with neighbours. The key positives highlighted were the narrowness of the street; the unique nature of the homes, variety of architectural styles and the special character that this brings to the street; quiet atmosphere and overall appearance of the street. The key negatives highlighted were the driveway gutter crossings; short-cutting traffic; deep gutters; overhead wiring; cracked and uneven footpaths; on-street parking rendering the street one-way; speed of traffic at Beverley/Devonport corner.
6. These issues were taken into consideration in the development of a Concept Plan (refer **Attachment 1**). One of the options included the daylighting of St Albans Creek based on the assumption that the stormwater pipes needed upgrading. Preliminary discussions were then held with the residents at numbers 20, 21, and 23 in relation to the proposed changes at St Albans Creek. However, further investigation showed that the pipes would not be upgraded and as there was no explicit support for the daylighting of St Albans Creek, the proposal was rejected.
7. The Board was advised through a seminar (15 August 2005) of the background to the project and the proposed consultation to be undertaken in relation to the concept plan.
8. The Concept Plan was then distributed for consultation in September 2005. The plan comprised an 8 metre carriageway with footpaths on both sides of the road, along with landscaping at the intersections of Beverley Street and Papanui Road and at the cul-de-sac, which also included a seat. Paved thresholds and carriageway narrowing to 7.0 and 7.5 were proposed at the intersections of Beverley Street and Papanui Road, the cul-de-sac and at the intersection of Beverley Street and Devonport Lane respectively. This Concept Plan was distributed to stakeholders (approximately 150) for consultation, and feedback was received from 23 people. Of these, 16 expressed support for the proposal, 3 objected to the proposal generally, and 4 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements.

9. Following the project team's consideration of this feedback, a minor amendment was made to the Concept Plan as distributed in September 2005. The proposed P120 parking restrictions for the three parking spaces at the western end of Beverley Street were removed, as there were a few oppositions and no explicit support.
10. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team responses (refer **Attachment 3**). They were also informed of the changes to the plan (see **Attachment 2**). Specific queries/comments were dealt with individually.
11. The plan included here as Attachment 2 has been identified as the preferred option for the renewal of Beverley Street as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the plan detailed in Attachment 2 proceed to final design, tender and construction.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

12. The estimated total costs for this project is \$327,560 inclusive of all consultation, design, and project management.
13. Beverley Street is part of the Street Renewal Programme and is programmed for construction in the 2006/2007 year. The annual budget for Street Renewal is approximately \$15 million. Design costs are provided for in the 2005/2006 budget and the 2006/2007 draft budget provides sufficient funding to construct this project.
14. 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 Board:

- (a) Approve the Beverley 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 the north side of Beverley Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 12 metres.
  - ii) That the stopping of vehicles be prohibited at any time on the north side of Beverley Street commencing at its intersection with Devonport Lane and extending in a westerly direction for a distance of 10 metres.
  - iii) That the stopping of vehicles be prohibited at any time on the north side of Beverley Street commencing at its intersection with Devonport Lane and extending in an easterly direction for a distance of 10 metres.
  - iv) That the stopping of vehicles be prohibited at any time on the west side of Devonport Lane commencing at its intersection with Beverley Street and extending in a northerly direction for a distance of 11 metres.
  - v) That the stopping of vehicles be prohibited at any time on the east side of Devonport Lane commencing at its intersection with Beverley Street and extending in a northerly direction for a distance of 12 metres.
  - vi) That the stopping of vehicles be prohibited at any time on the south side of Beverley Street commencing at its intersection with Devonport Lane and extending in a westerly direction for a distance of 10 metres.
  - vii) That the stopping of vehicles be prohibited at any time on the south side of Beverley Street commencing at its intersection with Devonport Lane and extending in an easterly direction for a distance of 3 metres.

- viii) That the stopping of vehicles be prohibited at any time on the south side of Beverley Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 11 metres.
- (c) That the new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

**CHAIRMAN'S RECOMMENDATION**

That the staff recommendation (a) and (b) above be adopted.

## BACKGROUND ON BEVERLEY STREET KERB AND CHANNEL RENEWAL

15. Beverley Street is a local road, located on the east side of Papanui Road between Dormer Street and Paparoa Street. It is a residential street that has a Living 2 (L2) zoning in the City Plan. Beverley Street is currently 12 metres wide, with a sealed carriageway of 8 metres wide, old kerb and dish channels. It has no grass berms or trees on the road reserve. The kerb and old dish channel extends from Papanui Road to the cul-de-sac. Due to the age and condition of the existing kerbs, dish channels and footpaths, Beverley Street has been scheduled for renewal in the 2006/2007 financial year.
16. Beverley Street is located in a Special Amenity Area (SAM 28) and is considered to be very notable because of the high degree of enclosure created by a number of sizeable two storey dwellings set forward on their sections and the abundance of mature landscaping at the boundaries to the properties. St Albans Creek is piped under Beverley Street on a diagonal between numbers 20 and 21. In keeping with the character of the street, the St Albans Creek crossing was identified as an area that could be an opportunity for special enhancement. The Greenspace Unit also identified this opportunity during internal consultation.
17. The principal aim of the project is to renew the dish kerb and channel in Beverley Street and replace it with flat channel. The objectives of the project include:
  - To replace the existing kerb and dish channel with kerb and flat channel.
  - To maintain where practicable, safety for pedestrians, cyclists and vehicles.
  - Improve traffic behaviour in this local residential street.
  - Provide adequate parking to meet the needs of the residents.
  - Enhance street with suitable low planting where appropriate.
  - Ensure recommendations laid out in SAM 28 are incorporated within scheme.

## OPTIONS

18. Four options were assessed as part of the Beverley Street kerb and channel renewal. Other than the first option (re status quo), all other options intend to replace the kerb and channel on existing alignments, with the exception of intersections and in the proximity of the stream, as follows:
  - a) **Option 1: Maintenance of the status quo.**

This option is not recommended, as it does not achieve the principal aim of the project of renewing the old kerb and dish channel, and does not address the other objectives of the project. Maintaining the status quo is also 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.
  - b) **Option 2: Daylighting St Albans Creek on the south side of Beverley Street**

This option proposed to daylight St Albans Creek on the south side of the road, and to have the inlet on private property (number 20 Beverley St) at the existing manhole. The carriageway would be narrowed to 3.5 metres in front of number 23 Beverley Street, and marked with "no stopping" lines. The creek would be daylighted in front of number 20 with appropriate landscaping and protection measures. Property numbers 20, 21 and 23 would lose on street parking.

This option is not recommended, as property owners at number 20 rejected the proposal, and daylighting a much smaller portion of the stream was not considered cost-effective.
  - c) **Option 3: Daylighting St Albans Creek on the north side of Beverley Street**

This option proposed daylighting St Albans Creek on the north side of Beverley Street in front of property number 21 and number 23. The carriageway would narrow to 3.5 metres in front of number 20. Property numbers 20, 21 and 23 would lose on-street parking. This option would also require the driveway of number 21 Beverley Street to be rebuilt, including a new bridge. A new pipe would also need to be laid in the driveway of number 24 to meet up with the existing pipe. This option was proposed based on the assumption that the current pipe capacity was too low. However, further investigation revealed that the current size of the pipe was adequate and that there was no need for an upgrade.

This option was not recommended as there was no explicit support for daylighting and there was no need to upgrade the pipe size.

d) **Option 4: Narrow thresholds at the intersections of Beverley Street/Papanui Road and Beverley Street/Devonport Lane, landscaping and kerb build outs at the cul-de-sac and the intersection of Beverley Street/Devonport Lane.**

This option was favoured as it meets the aims and objectives of the project and takes into consideration the needs of the residents. Option 4 does not involve daylighting of St Albans Creek. The kerb alignment is on the existing alignment, creating an 8.0 metres wide carriageway. The cul-de-sac design proposes three parks, kerb build outs on the entrance to Devonport Lane, and also some landscaping in the kerb build out including a seat. The landscaping proposed is in keeping with SAM character of the street.

Three P120 parks were proposed for western end of the street, on the south side of the street. Landscaping was also proposed at the Papanui Road/Beverley Street intersection.

In line with City Streets practice, the current Type A threshold (where the threshold is close to the intersection) at the Papanui Road/Beverley Street intersection is being replaced with a Type C threshold (where the threshold is placed further away from the intersection) as part of the street reconstruction.

The fence of the property at the corner of Papanui Road and Beverley Street (No. 138 Papanui Road) is currently occupying legal road. Visibility at the corner of Papanui Road and Beverley Street has been highlighted as a safety issue. The fence currently adversely reduces visibility between motorists leaving Beverley Street and southbound pedestrians and motorists on Papanui Road. To increase visibility for pedestrians, cyclists, motorists and other road users, it has been recommended that the fence be set back onto its legal boundary.

Preliminary discussions were held with the property owner informing her of Council's recommendation and the owner was encouraged to fill out the consultation feedback form. The Project Team and the Property Unit are continuing discussions with the property owner and are attempting to reach a compromise with regards to the shifting of the fence.

19. A Concept Plan of Option 4 is shown in Attachment 1. A seminar was presented to the Board on 15 August 2005 of the background to the project and the proposed consultation to be undertaken in relation to the Concept Plan of Option 4.
20. The Concept Plan was distributed to stakeholders (approximately 150) for consultation in September 2005. Feedback was received from 23 people. Of these, 16 expressed support for the proposal, 3 objected to the proposal generally, and 4 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements. An overview of the key issues raised is included in Attachment 3.
21. The feedback received on the Consultation Plan was given consideration by the project team, and as a result the P120 parking restrictions were removed.
22. Attachment 3 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. Letters summarising the feedback (as shown in Attachment 3) and informing of the removal of the P120 parking restrictions were mailed to those who responded in October 2005.

#### **PREFERRED OPTION**

23. The preferred option for the renewal of Beverley 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 and has the support of some of the community (a majority of those who provided feedback on the plan). This option will enhance the streetscape through implementation of landscaping and improve the utility and level of service provided through the renewal of kerb and channel, and road and footpath surface. It is also consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

24. The preferred option consists of an 8 metre wide carriageway with footpaths against the property boundaries, landscaping at the intersections of Beverley Street and Papanui Road and Devonport Lane, and the new flat kerbs. There is a paved threshold at the Papanui Road intersection and at the entrance to the cul-de-sac, which are 7 metres wide. Kerb build outs will be incorporated at the intersection of Beverley Street and Devonport Lane, where the carriageway is narrowed to 7.5 metres. There will be no stopping at the entrance to Beverley Street from Papanui Road and Devonport Lane.
25. In keeping with the SAM character of the street, landscaping will be incorporated at the Papanui Road/Beverley Street, Beverley Street/Devonport Lane intersection and at the cul-de-sac. Landscaping at the cul-de-sac will also include a seat. Beverley Street's lighting will also be upgraded.