

9. SALTAIRE 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 a number of resolutions for traffic restrictions (No Stopping) associated with the Saltaire Street kerb and channel renewal; and
 - (b) Update the Board on consultation with the Saltaire Street residents in respect of traffic calming measures (the central raised platform) and the landscaping.

EXECUTIVE SUMMARY

2. Saltaire Street is a local road in North New Brighton that is scheduled for kerb and channel renewal in the 2004/2005 financial year. Saltaire Street was selected to be a Living Streets Project and a Community Based Collaboration Process was used for consulting with the community on the project.
3. On 16 March 2005 a report was presented to the Burwood/Pegasus Community Board seeking approval to progress to final design, tender and construction for Saltaire Street. The Community Board resolved at the meeting that the concept plan for Saltaire Street be approved for final design tender and construction provided that the central island be replaced with a raised platform, and the residents either side of the platform be consulted, and the landscaping plan for the street be referred to the Board and the community for discussion.
4. In July 2005 the Consultation Leader contacted the residents immediately adjacent to the proposed central platform. All but one resident support the introduction of the platform. On 27 July 2005 a residents meeting was held to discuss the landscaping. Agreement was reached with the residents at this meeting regarding the provision of street trees and low level landscaping. Two residents were also contacted after this meeting regarding the installation of street trees.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total cost for this project is \$338,000 inclusive of all consultation, design and project management.
6. The Saltaire Street kerb and channel was programmed for construction in the 2004/2005 year. The annual budget for Street Renewal is approximately \$15 million. Design costs were provided for in the 2004/2005 budget and the 2005/2006 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 the Community Board:

- (a) Approve the following new traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Saltaire Street commencing at its intersection with Bower Avenue and extending 25 metres in a easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Saltaire Street commencing at its intersection with Bower Avenue and extending 30 metres in a easterly direction.

- (iii) That the stopping of vehicles be prohibited at any time on the north side of Saltaire Street commencing at its intersection with Marriotts Road and extending 20 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Saltaire Street commencing at its intersection with Marriotts Road and extending 28 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendations be adopted.

BACKGROUND ON SALTAIRE STREET KERB AND CHANNEL RENEWAL

8. Saltaire Street is a short local road linking Marriotts Road and Bower Avenue in North New Brighton. As well as having kerb, channels and footpaths in need of renewal, Saltaire Street also has a history of concerns over excessive vehicle speed and 'short-cutting' traffic.
9. Saltaire Street was selected to be a Living Streets Project and a Community Based Collaboration Process was used for consulting with the community on the project. Consultation has been ongoing since August 2003 and has involved public meetings, workshops and publicity pamphlets.
10. On 2 February 2005 a report was presented to the Community Board seeking approval for the concept plan for Saltaire Street to proceed to final design, tender and construction. At this meeting the Board resolved:
 - (a) That the concept plan for Saltaire Street be approved for final design, tender and construction.
 - (b) That the concept and landscape plan and design be referred to the Burwood/Pegasus Community Board and community for discussion before final approval.
11. A resident of Saltaire Street made a deputation to the Council meeting held on 17 February 2005. The resident advised that all the residents of Saltaire Street had indicated opposition to the final design as approved by the Burwood/Pegasus Community Board at its meeting on 2 February 2005 on the basis that some residents lost on-street parking and that in their view the plan did not discourage traffic volumes and speeds through the street. The Council did not adopt the Community Board recommendation and moved *"That this item be referred back to the Burwood/Pegasus Community Board for further consultation with street residents and a final decision"*.
12. On 16 March 2005 a further report was made to the Community Board seeking approval for the concept plan for Saltaire Street to proceed to final design, tender and construction. At this meeting the Community Board resolved:
 - (a) That the concept plan for Saltaire Street be approved for final design, tender and construction, subject to officers reporting back for the Board's information only, with a design to replace the proposed traffic island with a raised median.
 - (b) That officers consult only those residents on either side of the proposed raised platform who would be directly affected, prior to reporting back to the Board.
 - (c) That the concept and landscape plan and design be referred to the Board and community for discussion before final approval of the Plan.
13. On 1 June 2005 the consultation Leader visited the residents at 23, 19, 17, 12 and 18 Saltaire Street to discuss the proposed raised platform. All of the residents supported the raised platform instead of the central island. The consultation leader spoke to the owner of 20a Saltaire Street and posted a copy of a concept plan showing the raised platform to the owner who did not oppose the platform. The owner of 20 Saltaire Street was contacted by telephone on 2 June 2005 and did oppose the platform. The owner stated they would prefer speed bumps at either end of the street, as they perceived the platform preventing them getting their vehicle into and out of the property. A letter was sent to the owner of 20 Saltaire Street advising that the location of the platform will not prevent them accessing their property as they will not have to cross it when travelling from the Bower Road end of Saltaire Street, and when access their property from the Marriott's Road end of Saltaire Street a vehicle that can traverse a speed bump will be able to cross the proposed platform.

14. On 27 July 2005 a meeting was held with the residents of Saltaire Street to discuss the proposed landscaping. Eight residents attended the meeting. At the meeting there was strong opposition to the inclusion of street trees along Saltaire Street from some residents. The street trees at the intersection of Saltaire Street and Marriotts Road (as shown on Attachment 1) will remain as they assist in providing traffic calming at the intersection, and the residents at the meeting accepted this. Two residents at the meeting indicated their preference for street trees and as such street trees are proposed outside 25, 27 and 5 Saltaire Street. The consultation leader also contacted the owners of 4 Saltaire Street and 224 Bower Avenue to see if they would like a street tree on the road berm outside their properties. Both owners were happy to have a street tree and consequently trees are proposed outside these properties. The species of tree was also discussed at the meeting and it was agreed that Magnolia trees would be planted as they are evergreen and do not grow to a large size.
15. At the meeting the installation of low level landscaping on the berm areas adjacent to the raised platform was also discussed. The residents at 18 and 19 Saltaire Street were happy for low level landscaping to be installed in a barked bed.
16. The inclusion of a standard Living Streets sign outlining some of the history of Saltaire Street is also proposed to be installed at the Marriotts Road end of Saltaire Street adjacent to the landscaped area. The consultation leader is putting together some historical information from the street (with the assistance of some of the residents) for inclusion in this sign.
17. As part of the detailed design it was identified that two poles would require relocation. The pole outside 5 and 7 Saltaire Street will be moved back onto the boundary between the two properties. The owners of 5 and 7 Saltaire Street have been contacted regarding the pole moving. One owner does not oppose the pole moving, however the adjacent owner is concerned that cars speeding around the Marriotts Road intersection will now hit the front boundary fence rather than the pole. It is considered that the proposed speed treatment at the intersection will assist in slowing vehicles negotiating this intersection.
18. A pole is also relocating outside 19 and 23 Saltaire Street as it was found to be partially in a driveway accessing number 19. The pole will move to the boundary between 19 and 23 Saltaire Street. Both residents have been advised of the pole movement and have no opposition to this.

OPTIONS

19. Two options for landscaping were presented to the residents of Saltaire Street at the public

ASSESSMENT OF OPTIONS

The Preferred Option - including street trees outside 27, 25, 5 and 4 Saltaire Street and 224 Bower Avenue, and low level landscaping on the berm areas adjacent to the central raised platform (refer Attachment 1).

	Benefits (current and future)	Costs (current and future)
Social	Landscaping agreed with residents that attended the public meeting. Those residents that wanted street trees have them outside their properties.	Nil
Cultural	Nil	Nil
Environmental	Saltaire Street is enhanced through the provision of landscaping.	Nil
Economic	Improvement of a Council infrastructure asset.	Capital expenditure.
<p>Extent to which community outcomes are achieved: Primary alignment with community outcome “<i>Christchurch has a vibrant centre, attractive neighbourhoods and well designed transport networks</i>” through the provision of a high quality road network and attractive local road.</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> <p>Consistency with existing Council policies: The kerb and channel renewal is 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.</p> <p>Views and preferences of persons affected or likely to have an interest: The landscaping plan was developed in consultation with the residents at the public meeting.</p> <p>Other relevant matters: Nil</p>		

Maintain The Status Quo (If Not Preferred Option)

Option (b) – Maintaining the existing landscaping situation with no street trees or landscaping on Saltaire Street

	Benefits (current and future)	Costs (current and future)
Social	Nil	Nil
Cultural	Nil	Nil
Environmental	Nil	Saltaire Street streetscape is not enhanced.
Economic	No capital expenditure	Nil

Extent to which community outcomes are achieved:

Primary alignment with community outcome *“Christchurch has a vibrant centre, attractive neighbourhoods and well designed transport networks”* through the provision of a high quality road network.

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: The kerb and channel renewal is 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: A number of residents were strongly opposed to street trees down the length of Saltaire Street.

Other relevant matters: Nil

Maintain The Status Quo (If Not Preferred Option)

Option (a) – the inclusion of street trees down both sides of Saltaire Street.

	Benefits (current and future)	Costs (current and future)
Social	Nil	A number of residents are opposed to street trees.
Cultural	Nil	Nil
Environmental	Saltaire Street streetscape is further enhanced.	Nil
Economic	Improvement of a Council infrastructure asset.	Capital expenditure.
<p>Extent to which community outcomes are achieved: Primary alignment with community outcome “<i>Christchurch has a vibrant centre, attractive neighbourhoods and well designed transport networks</i>” through the provision of a high quality road network and attractive local road.</p> <p>Impact on Council’s capacity and responsibilities: Nil</p> <p>Effects on Maori: It is considered that there are no effects on Maori.</p> <p>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.</p> <p>Views and preferences of persons affected or likely to have an interest: A number of residents were strongly opposed to street trees down the length of Saltaire Street.</p> <p>Other relevant matters: Nil</p>		