

7. SAXON STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Mary Hay, Streets Capital Programme, DDI 941-8665

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek the Board's approval for the Saxon Street Kerb and Channel Renewal to progress to final design, tender and construction; and
 - (b) Seek the Board's approval for resolutions for new no-stopping restrictions associated with the Saxon Street Kerb and Channel Renewal.

EXECUTIVE SUMMARY

2. Saxon Street is a local road running between Tuam Street and Cashel Street, within a mixed industrial/residential part of Phillipstown. The street is relatively narrow and there is currently an issue in Saxon Street with parking on the footpath and congestion associated with the unloading of heavy vehicles, including B-Trains.
3. Issue identification consultation was undertaken in July 2004 with residents and businesses in the vicinity of the Saxon Street. The responses indicate concerns regarding parking, congestion, vehicle speed at the Tuam Street end, property access, stormwater management, and amenity issues.
4. The Terms of Reference and objectives for the project were based on the initial issues identified above and the Council's own rationale for placing the project on the programme. The principal aim of the project is to replace the kerb and dish channel with kerb and flat channel in Saxon Street. The objectives of the project are to:
 - Allow sufficient road space for service trucks etc to deliver goods and containers.
 - Retain the residential nature of the street at the Cashel Street end.
 - Improve the street stormwater drainage.
 - Maintain/improve the street amenity appropriate to the different land uses.
5. Community consultation on the initial concept plan (refer Attachment 1) was undertaken in January 2005. A publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. Thirteen responses were received to the pamphlet. The key concern raised was that it was perceived that the proposal was narrowing the useable carriageway and that problems with access and manoeuvrability might occur, which would worsen the current congestion problems. Concern was also raised about a number of other issues, particularly that there would be less parking available in the street.
6. The project team considered the feedback from this consultation (refer Attachment 2) and made amendments to landscaping and street furniture. In terms of the concerns raised with regard to property access, it was decided to include a cross section of the proposal in the next round of consultation to illustrate the fact that the proposal did not plan to narrow the useable carriageway as the proposed parking will be indented.
7. In August 2005 a second publicity pamphlet was sent to the community, which included these changes in a revised concept plan (refer Attachment 3). The publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. Eight responses were received to the pamphlet.
8. An Open Street Meeting was held on 3 August 2005 to provide an opportunity for members of the public to meet with Council officers to discuss the project. Turning circles were provided to illustrate the fact that the proposal would allow adequate access to all sites. There were 10 groups of attendees to this meeting, which in combination with follow-up calls, has resulted in a good response to this project. The majority of respondents are now satisfied that the proposal does not narrow the useable carriageway and that the final concept plan is the best option to address the parking and congestion issues.

9. The project team considered the feedback from this second round of consultation (refer Attachment 4). No amendments to the scheme were required. However, in response to feedback the project designer will liaise with a number of landowners to ensure as much existing landscaping is retained and an existing access will be widened, if possible.
10. The final plan included as Attachment 3 is the preferred option as it satisfies the aims and objectives of the project and has a good degree of community support. It is estimated that construction would take approximately four months to complete. Construction is scheduled to begin in January 2006.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The estimated total costs for this project is \$450,325 inclusive of all consultation, design and project management.
12. Saxon Street Kerb and Channel Renewal are part of the Street Renewal Programme, with construction intended in the 2005/06 year. The annual budget for Street Renewal Improvements is approximately \$15 million. Planning costs were provided for in the 2004/05 and 2005/06 budgets and the 2005/06 budget provides sufficient funding for the detailed design and construction.
13. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve the Saxon Street Kerb and Channel Renewal (TP169701, Issue 7, 21/09/05), as shown in Attachment 3, for final design, tender and construction.
2. Approve the following new traffic restrictions:

New No Stopping: Saxon Street

- (a) That the stopping of vehicles be prohibited at any time, on both sides of Saxon Street, commencing on the south kerb line of Cashel Street and extending south for a distance of 15m.
- (b) That the stopping of vehicles be prohibited at any time, on the east side of Saxon Street, commencing at a point 28m from the south kerb line of Cashel Street and extending south a distance of 53m.
- (c) That the stopping of vehicles be prohibited at any time, on the east side of Saxon Street, commencing at its intersection with Tuam Street and extending north a distance of 10m.
- (d) That the stopping of vehicles be prohibited at any time, on the west side of Saxon Street, commencing at its intersection with Tuam Street and extending north a distance of 9m.
- (e) That the stopping of vehicles be prohibited at any time, on the west side of Saxon Street, commencing at its intersection with the south side of Gatherer Street and extending south a distance of 10m.
- (f) That the stopping of vehicles be prohibited at any time, on the west side of Saxon Street, commencing at its intersection with the south side of Essex Street and extending south a distance of 9m.

New Parking Restriction: Saxon Street

- (a) That the parking of vehicles be restricted to a maximum period of (5) five minutes for 'Goods Service Vehicles Only' on the west side of Saxon Street commencing at a point 9 metres from its intersection with Tuam Street and extending in a northerly direction for a distance of 10 metres.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND ON SAXON STREET KERB AND CHANNEL RENEWAL

14. Saxon Street is a local road running between Tuam Street and Cashel Street, within a mixed industrial/residential part of Phillipstown. Saxon Street has two distinct 'precincts'. There are a few residential properties at the northern end (Cashel Street) that are in the Phillipstown Neighbourhood Improvement Area, which aims to improve traffic safety and upgrade the quality of the street environment. The remainder of Saxon Street is characterised by industrial type properties. The zonings reflect these differences with Living 3 zone to the north and Business 3 and 3B to the south.
15. The street does not have grass berms and there are overhead services along the east side. Saxon Street is not a bus route, however there is a bus stop on the south side of Cashel Street and on the south side of Tuam Street.
16. Saxon Street is relatively narrow and there is currently an issue with parking on the footpath and congestion associated with the unloading of heavy vehicles, including B-Trains.
17. There have been two crashes recorded at the intersection of Saxon Street and Cashel Street. Both of these incidents involved westbound vehicles on Cashel Street hitting vehicles turning right out of Saxon Street. No injuries are recorded and there are no other crashes associated with Saxon Street.
18. Initial consultation was undertaken in July 2004 with residents and businesses in the vicinity of the Saxon Street to determine the issues in the street. The following issues were identified:
 - Clarification of parking spaces.
 - Access to sites for heavy vehicles.
 - Power poles - being hit by delivery vehicles, hang too low.
 - Congestion.
 - Speed of vehicles entering from Tuam Street.
 - Poor stormwater drainage at Tuam Street (east side).
 - Need for the protection of the different zonings at each end of the street.
 - Trees on both sides wanted.

These responses indicated a clear concern about parking, vehicle speed at the Tuam Street end, property access, congestion, stormwater management, and amenity issues.

19. The Terms of Reference and objectives for the project were based on the initial issues identified above and the Council's own rationale for placing the project on the programme. The principal aim of the project is to replace the kerb and dish channel with kerb and flat channel in Saxon Street. The objectives of the project are to:
 - Allow sufficient road space for service trucks etc to deliver goods and containers.
 - Retain the residential nature of the street at the Cashel Street end.
 - Improve the street stormwater drainage.
 - Maintain/improve the street amenity appropriate to the different land uses.
20. In January 2005 a publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. This pamphlet included a summary of the kerb and channel renewal project, an initial concept plan (refer Attachment 1), and a feedback form. Thirteen responses were received to the pamphlet. The consultation outcome and project team responses are summarised in Attachment 2 (Saxon Street - Consultation Summary - January 2005). The key issues identified relate to:
 - Property access and manoeuvrability.
 - Congestion.
 - Parking.
 - Speed and corner cutting at the intersection of Tuam Street/Saxon Street.
 - Pedestrians.
 - Amenity issues - seating, landscaping.
 - Undergrounding of services.
 - Stormwater management.
21. The project team considered the feedback from this consultation and revised the concept plan in the following way:

- Property No 413 on the Tuam and Saxon Street corner will have two proposed trees removed from the fence line. A landscape garden and tree is also removed from their frontage and their driveway is widened to the south.
 - Property No 10 has the proposed landscape garden removed. There are two existing landscape gardens outside this property and it is planned to retain these gardens, if possible. It is very likely that the larger of the two gardens will be able to be retained and it will be determined whether the smaller garden can be retained at the design stage. The proposed seat is relocated to the kerb and replaced as a tree barrier seat around the proposed tree.
 - Property No 20 has the proposed landscape garden removed and the seat is relocated to the kerb and replaced as a tree barrier seat around the proposed tree.
 - Property No 32 has the proposed landscape garden, seat and two trees removed, they are replaced by an indented parallel car parking space.
 - Property No 34 has the proposed seat removed and replaced as a tree barrier seat around the proposed tree which is relocated to the kerb.
 - Property No 38 has two landscape gardens removed from their frontage.
 - The proposed seats were redesigned as 'leaners' and tree barriers.
22. In terms of the concerns raised with property access, it was decided to include a cross section of the proposal in the next round of consultation to illustrate the fact that the proposal did not plan to narrow the useable carriageway as the proposed parking will be indented.
23. In August 2005 a second publicity pamphlet was sent to the community, which included these changes in a revised concept plan. The publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. This pamphlet included a summary of the renewal project, a revised concept plan (refer Attachment 3), a cross section of the proposal, and a feedback form. Eight responses were received to the pamphlet.
24. An Open Street Meeting was held on 3 August 2005 to provide an opportunity for members of the public to meet with Council officers to discuss the project. Turning circles were provided to illustrate the fact that the proposal would allow adequate access to all sites. There were 10 groups of attendees to this meeting, which in combination with follow-up calls, has resulted in a good response to this project. The majority of respondents are now satisfied that the proposal does not narrow the useable carriageway and that the final concept plan is the best option to address the parking and congestion issues. The consultation outcome and project team responses are summarised in Attachment 4 (Saxon Street - Consultation Summary - August 2005). The key issues identified relate to:
- Property access.
 - Intersections.
 - Manoeuvrability/width of the carriageway.
 - Congestion.
 - Parking.
 - Speed and corner cutting at the intersection of Tuam Street/Saxon Street.
 - Pedestrians
 - Street furniture and amenity.
 - Undergrounding of services.
 - Stormwater management.
25. The project team considered the feedback from this second round of consultation. No amendments to the scheme were required. However, in response to feedback the project designer will liaise with the landowner to ensure as much existing landscaping is retained as possible from both areas outside No 10 and will liaise with the landowner to ensure the crossing at No 428 will be more than 5m wide, if possible.

OPTIONS

26. Two options were assessed as part of Saxon Street kerb and channel renewal as follows:
- (a) Maintenance of the status quo.

- (b) A narrowed entrance to both ends of Saxon Street with a raised platform at the Cashel Street intersection. A kerb to kerb narrowing of Saxon Street with indented parking. 90 degree parking outside the commercial property on the east side, marked parallel parking on the west side. There is unmarked parallel parking on both sides of Saxon Street in the residential area from Essex Street to Cashel Street. More landscaping is included and industrial style 'leaners'/ tree guards around proposed trees.

PREFERRED OPTION

27. Option (b) was selected as the preferred option and was amended in accordance with consultation feedback, where practical. In general, the proposed threshold at the Cashel Street end should discourage the use of this intersection by heavy vehicles and the formalisation of parking should discourage illegal parking on the footpath. This scheme will increase the safety of the Cashel Street intersection as to allow one vehicle to exit Saxon Street at a time. This means vehicles do not block each others view when queuing side by side.
28. The final concept plan consists of the following elements:
- New kerb and channel will extend along the east side of Saxon Street, from Cashel Street to Tuam Street.
 - New kerb and channel will extend along the west side of Saxon Street, from Essex Street to Gatherer Street.
 - Narrowing the Tuam Street intersection to 10.6m.
 - Narrowing of the Cashel Street intersection to 7m and the installation of a raised platform.
 - Narrowing of Saxon Street to 8.5m between Cashel Street and Essex Street.
 - Narrowing of Saxon Street to 9m between Essex Street and Gatherer Street.
 - Narrowing of Saxon Street to 10.6m between Gatherer Street and Tuam Street.
 - 90 degree parking outside the commercial properties on the east side, marked parallel parking on the west side. Unmarked parallel parking on both sides of Saxon Street in the residential area from Essex Street to Cashel Street and Gatherer Street to Tuam Street.
 - Three industrial style leaners around proposed trees on the east side (located outside property No's 34, 20 and 10).
29. The preferred option (refer Attachment 3) satisfies the project aim and objectives as follows:
- **Replace the kerb and dish channel with flat channel** - The existing kerb and dish channel will be replaced on the east side of Saxon Street from Tuam Street to Cashel Street. The existing kerb and dish channel will be replaced on the west side of Saxon Street from Gatherer Street to Essex Street. This will see kerb and flat channel on both sides of Saxon Street from Tuam Street to Cashel Street.
 - **Sufficient road space for service deliveries** - The road width is 6.5m with an additional 2m for parallel parking on the west side and 5m for 90 degree parking on the east side. The driveways have been confirmed on site and are wider to allow easy access into commercial property.
 - **Retain the residential nature of north end** - This is being achieved with unmarked parallel parking on both sides of Saxon Street in the residential area from Essex Street to Cashel Street. More landscaping is included in this residential area.
 - **Improve storm water drainage** - The stormwater drainage will be improved with the renewal of the kerb and dish channel.
 - **Maintain Street amenity appropriate to 'precincts'** - The residential area has a narrowing carriageway and a narrowed intersection to slow traffic and deter heavy vehicles from using this intersection, in keeping with a residential area. More landscaping has been included at the residential end of the street.
30. The preferred option (refer Attachment 1) has been selected because it best satisfies project aims and objectives from the options considered, and it has a good degree of community support and includes community suggested items.

ASSESSMENT OF OPTIONS

The Preferred Option - Option (b), see Attachment 3

	Benefits (current and future)	Costs (current and future)
Social	Reduction of volume of heavy vehicle resulting in improved safety and amenity in residential part of the street. Improved landscaping and street furniture.	Nil
Cultural	Use of standard intersection treatment to maintain consistency in the road network.	Nil
Environmental	The street and its intersections are enhanced through the provision of landscaping.	Nil
Economic	Improvement of a Council infrastructure asset.	Capital expenditure.

Extent to which community outcomes are achieved:
 Primary alignment with community outcome:

- A Prosperous City: *“Our City has the infrastructure and environment to support a job rich economy while protecting and enhancing our essential natural capital”* by providing a high quality transportation network.

Also contributes to:

- A Well Governed City: *“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:

- A Safe City: *“Our City’s urban form and infrastructure maximise safety and security for all people from crime, injury and hazards”* by improving safety at the Cashel Street/Saxon Street intersection for road users and pedestrians.

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. Consistent with the Phillipstown Neighbourhood Improvement Area Plan.

Views and preferences of persons affected or likely to have an interest:
 Views on the project were sought using two feedback forms and a street meeting. The issues raised are summarised in Attachments 2 and 4.

Other relevant matters:
 Nil.

Maintain The Status Quo (If Not Preferred Option)

Status Quo - Option (a)

	Benefits (current and future)	Costs (current and future)
Social	Nil.	Nil.
Cultural	Nil.	Nil.
Environmental	Nil.	The streetscape is not enhanced.
Economic	No capital expenditure.	An infrastructural 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:

Fails to meet asset management requirements, will require ongoing maintenance expenditure.

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, fails to meet any of the transport management objectives.

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.