

8. MCDOUGALL AVENUE KERB & CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval for the McDougall Avenue kerb and channel renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. McDougall Avenue was initially part of a cluster of two projects which included Mansfield Avenue. Due to the change in the Christchurch City Council kerb and channel renewal programme for 2006/07, Mansfield Avenue has been delayed to later in the programme. McDougall Avenue is likely to proceed in 2007/2008 as a separate project.
3. McDougall Avenue is a local road in the Merivale/St Albans area. McDougall Avenue is 13.7 m wide between Papanui Road to Murray Place. Murray Place has a threshold treatment in place that reduces the width of McDougall Avenue to 9.5m from here to Browns Road. Due to the age and condition of the existing kerbs, dish channels and footpaths, McDougall Avenue has been scheduled for renewal in the 2007/2008 financial year.
4. McDougall Avenue is residential in nature, however the Nurse Maude District Nursing Association fronts onto the street between Papanui Road and Murray Place.
5. An initial issues consultation survey was sent to the residents of McDougall Avenue in October 2004. On-street parking and landscaping were identified as key issues. McDougall Avenue residents also highlighted safety at intersections and traffic volume as issues. (A summary of consultation feedback can be found in **Attachment 4**.) The Community Board was advised through seminars in September 2005 of the background to the project and the proposed consultation to be undertaken in relation to the concept Plans.
6. A Concept Plan (refer to **Attachment 1**) for McDougall Ave along with Mansfield Avenue was distributed for consultation in September 2005.
7. It was proposed to fully reconstruct McDougall Avenue from Papanui Road to Murray Place. The roadway would be reconstructed at 9.4m wide with a 7m wide threshold installed at the McDougall Avenue/Papanui Road intersection. The roadway at the McDougall Avenue/Murray Place intersection would be narrowed to 8m. Approximately 14 restricted parks were proposed at the western end of McDougall Avenue.
8. Flowering Cherry and Magnolia trees were proposed within the grass berms. Additional landscaping is proposed at the McDougall Avenue/Murray Place intersection. It was proposed to plant a Camellia hedge along the length of the boundary fence of the Nurse Maude Hospital.
9. The main issues raised related to the proposed restricted parking and road narrowings. In light of the feedback, a public meeting was held to allow residents and Council officers to meet and discuss the way forward for the re-construction of both McDougall and Mansfield Avenue.
10. The meeting was held in December 2005 and four key issues for the streets were identified; street width, parking, general design and landscaping. Following the feedback received from the consultation brochure and the December public meeting, different options were developed and presented at a second meeting.
11. This second meeting was held in March 2006 and two options for McDougall Avenue were presented (**Attachment 2**). The number of the restricted parks had been greatly reduced. The main differences between the two options for both streets were the road width, with options having a 9m or 10.5m wide carriageway. The majority of those in attendance chose the option with the wider carriageway.
12. An update on the project progress and copies of the preferred option were sent to those who responded to the concept plan consultation and attended the meetings.

13. The plans included as **Attachment 3** have been identified as the preferred option for the renewal of McDougall Avenue as they satisfy the aims and objectives of the project, and have reasonable support from the community. It is therefore recommended that the plan included in **Attachment 3** proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

14. The estimated total cost for this project is \$ 322,100 inclusive of all consultation, design, and project management.
15. McDougall Avenue is part of the Street Renewal Programme and is programmed for construction in the 2007/2008 year.
16. 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 McDougall Avenue kerb and channel renewal project, as detailed in Attachment 3, to proceed to final design, tender and construction.
- (b) Approve the following new traffic restrictions:

New no stopping

- i. That the stopping of vehicles be prohibited at any time on the east side of Papanui Road commencing at its intersection with McDougall Avenue and extending in a southerly direction for a distance of 13 metres.
 - ii. That the stopping of vehicles be prohibited at any time on the west side of Papanui Road commencing at its intersection with McDougall Avenue and extending in a northerly direction for a distance of 13 metres.
 - iii. That the stopping of vehicles be prohibited at any time on the south side of McDougall Avenue commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 13 metres.
 - iv. That the stopping of vehicles be prohibited at any time on the south side of McDougall Avenue commencing at a point 166 metres from its intersection with Papanui Road and extending in an easterly direction for a distance of 27 metres.
 - v. That the stopping of vehicles be prohibited at any time on the north side of McDougall Avenue commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 14 metres.
 - vi. That the stopping of vehicles be prohibited at any time on the north side of McDougall Avenue commencing at its intersection with Murray Place and extending in an easterly direction for a distance of 16 metres.
 - vii. That the stopping of vehicles be prohibited at any time on the north side of McDougall Avenue commencing at its intersection with Murray Place and extending in a westerly direction for a distance of 16 metres.
 - viii. That the stopping of vehicles be prohibited at any time on the west side of Murray Place commencing at its intersection with McDougall Avenue and extending in a northerly direction for a distance of 16 metres.
 - ix. That the stopping of vehicles be prohibited at any time on the east side of Murray Place commencing at its intersection with McDougall Avenue and extending in a northerly direction for a distance of 18 metres.
- (c) The new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

BACKGROUND ON MCDUGALL AVENUE KERB AND CHANNEL RENEWAL

17. McDougall Avenue is a local road, 13.7 m wide between Papanui Road and Murray Place. Murray Place has an existing threshold treatment in place that reduces the width of McDougall Avenue to 9.5m from approximately 15m before Murray Place to the Browns Road end. While the road is residential in nature the majority of the south side of the Avenue, from Papanui Road to adjacent Murray Place is fronted by the Nurse Maude District Nursing Association.
18. Due to the age and condition of the existing kerbs, dish channels and footpaths, the street has been scheduled for renewal in the 2007/2008 financial year.
19. The principal aim of the project is to renew the dish kerb and channel in McDougall Avenue and replace it with kerb and flat channel. The objectives include:
 - To develop a scheme that is consistent with work already completed in Murray Place
 - To provide additional parking for Nurse Maude and Merivale Mall, but not allow parking to be the defining character of the street.
 - To ensure the speed environment is appropriate for a local road.
 - To improve safety for pedestrians, cyclists and motorists.
 - To develop appropriate landscaping, i.e. berms, planting and street trees.
 - To highlight the change in hierarchy from minor arterial to local road at the Papanui Road intersection in a manner that is consistent with the area.
 - To enhance the amenity aspect of the street.
 - To ensure access to residential properties is improved.

CONSULTATION

20. Eighteen responses were received from McDougall Avenue during the initial issues consultation. On-street parking and landscaping were identified as key issues. McDougall Avenue residents also highlighted safety at intersections and traffic volume as issues. The key positives highlighted were the streets' proximity to shops and amenities. The key negatives highlighted were the lack of parking and lack of landscaping.
21. Concept Plans for McDougall Avenue was presented at a seminar to the Community Board in September 2005. The background to the project was explained and the proposed consultation to be undertaken in relation to the concept plans was presented.
22. Consultation newsletters presenting the concept plans (as shown in **Attachment 1**) were distributed to stakeholders for consultation in September 2005. Approximately 500 newsletters were distributed and feedback was received from 11 people. Most respondents were supportive of the proposed renewal in general, however, many also had concerns over various aspects of the proposal. The majority of respondents raised concerns over the narrowness of the street and the proposed amount of time restricted parking. An overview of the key issues raised throughout the consultation process is included in **Attachment 4**.
23. A public meeting was held in December 2005 to address issues raised by respondents. Twenty-eight residents and business owners (as well as members of the Community Board) attended. The Project Team took into consideration the feedback received and prepared an additional two options. These new options were presented at a second public meeting in March 2006.
24. Twenty-one people (as well as members of the Community Board) attended the second meeting. At the meeting the participants voted on the options presented for both streets and preferred Option 4 for McDougall Avenue as this option had a 10.5m carriageway. The Project Team advised at the meeting that they would consider this feedback before identifying a recommended option.
25. Feedback (summarised in **Attachment 4**) received on the concept plans (**Attachment 2**) presented at the meeting was considered by the project team, and as a result some changes were made to the concept plans (as shown in **Attachment 3**) to produce the preferred options. The Project Team recommends a 10m wide carriageway for McDougall Avenue as it provides sufficient road space for parking on both sides and some traffic calming benefits.

26. **Attachment 4** includes a summary of the feedback and its consideration by the Project Team. Letters summarising the consultation process and informing residents of the preferred options were mailed to those who responded in July 2006.
27. The plans included as **Attachment 3** have been identified as the preferred option for McDougall Avenue, as they satisfy the aims and objectives of the project and have reasonable support of the community. It is therefore recommended that the Plans detailed in **Attachment 3** proceed to final design, tender and construction.

OPTIONS

McDougall Avenue

28. Three options were assessed as part of the Mansfield Avenue kerb and channel renewal. Other than Option 1 (the status quo), all other options intend to replace the kerb and channel.
 - (a) Option 1: Maintenance of the status quo.
Retention of the existing kerb and dish channel.
 - (b) Option 2: 9.4m carriageway (Refer to **Attachment 1**. This option was chosen to go out to consultation in September 2005.)
29. This option proposed a 9.4m wide carriageway with a 7m wide cobbled threshold at the Papanui Road/McDougall Avenue intersection. The carriageway at the McDougall Avenue/Murray Place intersection will be narrowed to 8m.
30. New footpaths, grass berms and trees were proposed on both sides of the street. Additional landscaping was proposed on the north side of McDougall Avenue at the intersection with Murray Place, and on the south side adjacent to 32 McDougall Avenue. It was also proposed to plant a Camellia hedge along the length of the boundary fence to the Nurse Maude Hospital.
31. Twelve P120 parks were proposed on the north side of the street from the intersection of Papanui Road to adjacent to 15 McDougall Avenue and on the south side from Papanui Road to the eastern boundary of 4 McDougall Avenue. Two P10 parks were proposed immediately west of the P120 parks on the south side of the street.
32. Options developed based on feedback from consultation and the December 2005 public meeting.
 - (a) **Option 3: 9m carriageway**
33. This option proposed a 9m wide carriageway and a 7.5m wide intersection at the McDougall Avenue/Murray Place intersection. The landscaping proposed was the same as described in Option 2 above. (Refer Attachment 2a).

No time restricted parking is proposed.
 - (b) **Option 4: 10.5m carriageway**
34. The carriageway is maintained at 10.5m with an 8m wide cobbled threshold at the Papanui Road/McDougall Avenue intersection. The carriageway at the McDougall Avenue/Murray Place intersection will be 8.5m wide. (Refer Attachment 2b).

PREFERRED OPTION

McDougall Avenue

35. The preferred option for the renewal of McDougall Avenue is Option 4 with minor changes as described below and illustrated in **Attachment 3**.

36. The preferred option consists of a 10m wide carriageway (as it provides sufficient road space for parking on both sides and some traffic calming benefits) with an 8m wide cobbled threshold at the Papanui Road/McDougall Avenue intersection. The carriageway at the McDougall Avenue/Murray Place intersection will be narrowed to 8.5m. New footpaths and berms are proposed on both sides on the street. Flowering Cherry and Magnolia trees are proposed within the grass berms on both sides of the street. Landscaping is proposed on the north side of McDougall Avenue at its intersection with Murray Place and on the south side adjacent to 32 McDougall Avenue. It is proposed to plant a Camellia hedge along the length of the boundary fence to the Nurse Maude Hospital.

No time restricted parking is proposed.

ASSESSMENT OF OPTIONS

McDougall Avenue

37. Option 1 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.

Option 2 – 9.4m carriageway and time restricted parking on the western side of the street.

38. Option 2 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.

Option 2 satisfies the aims and objectives of the project but was not supported by the residents.

Option 3 – 9m carriageway, no time restricted parking

39. This option will satisfy most of the aims and objective of the proposal (except that it will not provide any parking for Nurse Maude). It was presented to the community at the second public meeting along with Option 4. This option was rejected as the community preferred a wider carriageway.

Option 4 - 10.5m carriageway

40. Option 4 (with the variation discussed in the preferred option detailed in paragraph 36 above) was therefore chosen as the preferred option. Option 4 satisfies the aims and objectives of the project and has the support of some of the community.