

9. RANDOLPH STREET AND BASS STREET - STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Andrew Hensley, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction of the Randolph Street (Bass Street-Linwood Park) and Bass Street (Aldwins Road-Randolph Street) Street Renewal Project, as shown in the plan for Board approval at **Attachment 1**.

EXECUTIVE SUMMARY

2. Due to the construction of Wastewater Pump Station 11 and associated pipe work, sections of Randolph Street and Bass Street require renewal. In addition, the Council's Asset Management Plan has identified and recommended the replacement of the existing kerb and dish channel with kerb and flat channel.
3. As a result, a street renewal project has been initiated to renew the kerb and channel and upgrade the carriageway. There are also opportunities to improve road safety and the environment for motorists, pedestrians and cyclists.
4. Initial issues consultation was undertaken in September/October 2006, from which the Council received 46 written responses. The key issues raised included:
 - Landscaping.
 - Traffic speed.
 - Personal security while walking along the street after dark.
5. Other comments included the wish to improve grass berms, footpaths, lighting, more trees, the intersection priority of Randolph Street and Bass Street, upgrading of the Linwood Park entrance, and a number of other issues which fall outside the project scope.
6. The community was divided as to whether speed humps and other traffic calming measures should be implemented.
7. As a result of internal and external feedback, the objectives of the project were confirmed as to:
 - Replace the kerb and dish channel with kerb and flat channel.
 - Improve safety for pedestrians, cyclists and vehicles where practicable.
 - Ensure the design meets the demand for on-street parking.
 - Provide landscape enhancement where possible.
 - Upgrade lighting if appropriate.
 - Ensure adequate drainage design.
 - Reflect the local road nature of the street.
8. Following further investigations and with the assistance of the September/October 2006 responses, a preferred concept plan option was developed. This was presented to the Board on 25 October 2006 at a seminar meeting.
9. Consultation was undertaken with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list.
10. Approximately 500 consultation newsletters were distributed, resulting in 28 written responses received on the concept plan, of which 23 (82%) generally supported, 4 (14%) did not support, and 1 (4%) stated no preference.
11. A summary of the consultation can be found in Section One - Background. Many respondents made comments on aspects within the proposal resulting in minor changes to the concept plan.

12. The concept plan for Board approval is shown in **Attachment 1**. The key features of the plan include:
- A nine metre wide carriageway on Randolph Street.
 - Six metre wide narrowings at the intersections of Randolph Street/Bass Street, and Randolph Street/Marcroft Street.
 - Raised and paved platform at the Randolph Street/Marcroft Street intersection.
 - Mid-block raised and paved platform on Randolph Street between Bass Street and Marcroft Street.
 - A hammerhead turning area 15 metres before the end of Randolph Street.
 - An 8.5 metre wide carriageway on Bass Street.

FINANCIAL AND LEGAL CONSIDERATIONS

13. The budget for Randolph Street is \$880,000 with Bass Street to be done as reinstatement work under the contract for the pump station.
14. There are aspects of the scheme design that cannot be undertaken within a reinstatement. These are the Bass Street landscaping and the lighting upgrade and they have been included in the scheme estimate for Randolph Street.
15. The total scheme estimate for Randolph Street is \$890,453 which is within 5% of the budget.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the proposal shown in **Attachment 1** to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions.

NO NEW STOPPING

BASS STREET

- (i) That the stopping of vehicles be prohibited at any time on the south side of Bass Street commencing at its intersection with Aldwins Road and extending 15 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Bass Street commencing at its intersection with Aldwins Road and extending 13 metres in a easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Bass Street commencing at its intersection with Randolph Street and extending 15 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Bass Street commencing at its intersection with Randolph Street and extending 17 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Bass Street commencing at its intersection with Randolph Street and extending 11 metres in a easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Bass Street commencing at its intersection with Randolph Street and extending 11 metres in a easterly direction.

RANDOLPH STREET

- (vii) That the stopping of vehicles be prohibited at any time on the west side of Randolph Street commencing at its intersection with Bass Street and extending 15 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Randolph Street commencing at its intersection with Bass Street and extending 17 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Randolph Street commencing at its intersection with Bass Street and extending 34 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the east side of Randolph Street commencing at its intersection with Bass Street and extending 23 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the west side of Randolph Street commencing at its intersection with Marcroft Street and extending 15 metres in a southerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Randolph Street commencing at its intersection with Marcroft Street and extending 15 metres in a northerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Randolph Street commencing at a point 12 metres south of its intersection with Marcroft Street and extending 29 metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Randolph Street commencing at a point 193 metres north of its intersection with Marcroft Street and extending 13 metres in a northerly direction (to end of carriageway).
- (xv) That the stopping of vehicles be prohibited at any time on the east side of Randolph Street commencing at a point 189 metres north of its intersection with Marcroft Street and extending 16 metres in a northerly direction (to end of carriageway).

MARCROFT STREET

- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Marcroft Street commencing at its intersection with Randolph Road and extending 16 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the north side of Marcroft Street commencing at its intersection with Randolph Road and extending 16 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted and staff be thanked for the consultation process undertaken for this project.

BACKGROUND

16. Due to the construction of Wastewater Pump Station 11 and associated pipe work, sections of Randolph Street and Bass Street require renewal. In addition, the Council's Asset Management Plan has identified and recommended the replacement of the existing kerb and dish channel with kerb and flat channel in Randolph Street between Linwood Park and Bass Street.
17. As a result, a street renewal project has been initiated to renew the kerb and channel and upgrade the carriageway in Randolph Street between Linwood Park and Bass Street. The Bass Street component will be carried out as reinstatement work as part of the pump station contract. There are also opportunities to improve road safety and the environment for motorists, pedestrians and cyclists.
18. Randolph Street and Bass Street are both located in the Ferrymead Ward of the Hagley/Ferrymead Community Board and are classified as local roads in the Council's roading hierarchy.
19. Randolph Street has a 20 metre wide road reserve and a 10.2 metre wide carriageway. Bass Street has a 12 metre wide road reserve and an 8.5 metre wide carriageway.
20. The Land Transport New Zealand Crash Analysis System shows there have been no crashes recorded for the five year period between 2001 and 2005 and one crash at the Randolph Street/Bass Street intersection in the 10-year period from 1996 to 2005.
21. An initial issues consultation survey was undertaken in September/October 2006, from which the Council received 46 written responses. The key issues raised by residents included:
 - Landscaping.
 - Traffic speed.
 - Personal security while walking along the street after dark.
22. Other comments included the wish to improve grass berms, footpaths, lighting, more trees, the intersection priority of Randolph Street and Bass Street, upgrading of the Linwood Park entrance and a number of other issues which fall outside the project scope.
23. Internal Council consultation was undertaken in September 2006, which did not result in any significant issues being raised. However, Randolph Street was identified as a cycle/pedestrian link between Linwood Park and Linwood College.
24. As a result of internal and external feedback, the objectives of the project were confirmed as:
 - To replace the kerb and dish channel with kerb and flat channel.
 - To improve safety for pedestrians, cyclists and vehicles where practicable.
 - To ensure the design meets the demand for on-street parking.
 - To provide landscape enhancement where possible.
 - To upgrade lighting if appropriate.
 - To ensure adequate drainage design.
 - To reflect the local road nature of the street.
25. A preferred concept plan option was developed and then presented to the Board on 25 October 2006 at a seminar meeting.
26. Consultation on the concept plan was undertaken with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list in October/November 2006.
27. Primarily consultation was conducted via a consultation newsletter but also included a Randolph Street Residents' Committee meeting on 26 October 2006, a public meeting on 7 November 2006, on-site meetings, phone calls, emails and the Council's 'Have Your Say' website.
28. Approximately 500 consultation newsletters were distributed, resulting in 28 written responses received on the concept plan, of which 23 (82%) generally supported, 4 (14%) did not support, and 1 (4%) stated no preference.

The key issues raised by respondents during the Concept Plan consultation phase included:

29. Footpaths – concern raised in regard to the width of the footpath.
Footpaths will be 1.5 metres wide between grass berms, 1.65 metres wide against boundary fences and 1.8 metres between landscaping areas as is Standard Council Practice.
30. Landscaping – Improvements and fencing upgraded at Linwood Park.
Greenspace has agreed to a new fence.
31. Could there be more trees and landscaping.
Due to the location of services there is no possibility for more trees, however, the landscaping at the corner of Marcroft Street will be increased.
32. Access – Request for a left turn into Bass Street from Aldwins Road.
There is insufficient room in Aldwins Road for traffic to pull out of the traffic lane to make the left turn.
33. Could the left turn out of Marcroft Street be retained.
There is a safety issue with the merging traffic from the Harrow Street traffic signals so this cannot be retained.
34. Traffic calming – Could a traffic calming device be placed between Marcroft Street and Linwood Park.
The distance from Marcroft Street to the end of the street is too short to allow for the appropriate spacing of traffic calming devices.
35. Could the priority controls at Randolph Street be changed.
The “Give Way” against Randolph Street eliminates the straight through passage for Randolph Street traffic and acts as a traffic calming device.
36. The feedback from the community has resulted in minor alterations to the landscape area at the corner of Marcroft Street and Randolph Street.
37. A number of other issues that fell outside the scope of the project were also raised and where applicable these issues have been forwarded to the relevant Council Officers.
38. The feedback has been considered by the project team and alterations considered. The concept plan required very little change other than additional landscaping at the Marcroft Street intersection. It was felt this minor change did not require wider notification, and given the nature of the entire feedback, it is considered there is sufficient support for the concept plan to proceed to formal approval.

OPTIONS

39. **Option 1 - Status Quo**
Randolph Street and Bass Street to be reinstated following the Pump Station construction as it currently is.
40. **Option 2**
- A nine metre wide carriageway for the full length of Randolph Street.
 - Narrowing to seven metres at the intersections of Randolph Street/Bass Street and Randolph Street/Marcroft Street.
 - Two centre carriageway planted islands on Randolph Street between Bass Street and Marcroft Street.
 - One six metre wide narrow point on Randolph Street between Marcroft Street and Linwood Park.
 - A 16 metre diameter cul-de-sac at the end of Randolph Street.
 - An 8.5 metre wide carriageway the full length of Bass Street.

41. **Option 3**

- A nine metre wide carriageway the full length of Randolph Street.
- Narrowing to seven metres at the intersections of Randolph Street/Bass Street and Randolph Street/Marcroft Street.
- A change in priority at the intersection of Randolph Street and Marcroft Street, with south bound traffic on Randolph Street north, now priority controlled.
- One mid-block narrowing to six metres on Randolph Street between Marcroft Street and Linwood Park.
- A 16 metre diameter cul-de-sac 15 metres before the end of Randolph Street.
- An 8.5 metre wide carriageway the full length of Bass Street.

42. **Option 4**

- A nine metre wide carriageway the full length of Randolph Street.
- Narrowing to seven metres at the intersections of Randolph Street/Bass Street and Randolph Street/Marcroft Street.
- Road humps on Randolph Street each side of the Bass Street intersection.
- A change in priority at the intersection of Randolph Street and Marcroft Street, with south bound traffic on Randolph Street north, now priority controlled.
- Mid-block one lane chicane on Randolph Street between Bass Street and Marcroft Street.
- Mid-block one lane chicane on Randolph Street between Marcroft Street and Linwood Park.
- A 16 metre diameter cul-de-sac 15 metres before the end of Randolph Street.
- An 8.5 metre wide carriageway the full length of Bass Street.

43. **Option 5**

- A nine metre wide carriageway the full length of Randolph Street.
- Narrowing to six metres at the intersections of Randolph Street/Bass Street and Randolph Street/Marcroft Street.
- A raised and paved platform at Randolph Street/Marcroft Street intersection.
- Mid-block raised and paved platform on Randolph Street between Bass Street and Marcroft Street.
- Hammerhead turning area 15 metres before the end of Randolph Street.
- An 8.5 metre wide carriageway the full length of Bass Street.

44. The preferred option is Option 5, and is shown in **Attachment 1**.

45. For all options, following the completion of the Wastewater Pump Station 11 project, Marcroft Street will return to 'left hand turn in only' and Bass Street will remain as 'left hand turn out only'.

ASSESSMENT OF OPTIONS

46. **Option 1 - Status Quo**

This is not a viable option due to the poor condition of the asset as a result of the Wastewater Pump Station 11 and associated pipe work construction. The Asset Management Plan had identified that the existing kerb and dish channel is in need of replacement.

47. **Option 2**

This option meets all the project aims and objectives but is not supported by the Project Team for the following reasons:

- Centre carriageway planted islands being located over services.
- Cul-de-sac head will require the resumption of Council land from properties at 108, 110 and 112 Randolph Street, affecting residents.
- Due to low traffic volumes, narrowing of intersections to seven metres may be considered not narrow enough to slow vehicles.

48. **Option 3**

This option meets all the project aims and objectives, but is not supported by the Project Team for the following reasons:

- The priority change at Marcroft Street could create a speed issue around the corner and may attract more traffic from Aldwins Road. While the priority change does slow traffic using Randolph Street, this is outweighed by the potential traffic and speed increase on Marcroft Street.
- Due to low traffic volumes, narrowing of intersections to seven metres may be considered not narrow enough to slow vehicles.

49. **Option 4**

This option meets all the project aims and objectives, but is not supported by the Project Team for the following reasons:

- The one-lane chicanes will result in a loss of on-street parking. Residents will see this as a shortfall.
- Road humps at the intersection of Randolph Street and Bass Street are not required.
- The priority change could create a speed problem and attract more traffic to Marcroft Street. Residents could see this as a shortfall.
- Due to low traffic volumes, narrowing of intersections to seven metres may be considered not narrow enough to slow vehicles.

PREFERRED OPTION

50. Option 5 is the preferred option and meets all the project aims and objectives. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
51. The local road nature of Randolph Street is reflected in the kerb to kerb width of nine metres, with narrowing of the intersection to six metres and the raised paved platforms will create a low speed, local street environment. This is consistent with the nature of the street.
52. Bass Street remains at its existing carriageway width of 8.5 metres.
53. The proposal improves safety for pedestrians and cyclists as it will reduce speed in Randolph Street. The footpath has been relocated so the conflicts with power poles are removed. The hammerhead turning area is located 15 metres from Linwood Park providing a safer entry and exit for pedestrians.
54. Pedestrians will find the wider relocated footpaths in Randolph Street more accommodating than the existing one metre path (the footpath will vary between 1.5 metres, 1.65 metres and 1.8 metres depending on the location).
55. This project has several crossing locations for pedestrians. The proposal ensures a continuous path of travel across intersections with standard kerb cut-down treatments. The carriageway crossing distances have been reduced to six metres at the intersections. Tactile pavers have not been included in the proposal as this is a local road.
56. The path from the hammerhead turning area to Linwood Park provides a greater separation to the carriageway, which improves cycle and pedestrian safety.
57. The design meets demand for on-street parking as the proposed nine metre wide carriage provides for on-street parking on both sides of the street. There is a small loss of parking at the intersections and at the turning area; however, the overall parking demand is low.
58. The proposed grass berms, landscape planting and street trees where services allow, will enhance the street.
59. The existing street lighting will be upgraded.
60. There has been one crash recorded in the last 10 years. The crash was at the Randolph Street intersection with Bass Street where the driver failed to give way. The narrowing of the intersection will make drivers more aware of the intersection and slow vehicle speeds through the intersection. The priority at the intersection will remain unchanged as an additional traffic calming measure on Randolph Street.
61. Many properties in Randolph Street occupy Road Reserve. However, the design for this project does not require the occupied land.