

7. KINSEY TERRACE: STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Kinsey Terrace street renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. Kinsey Terrace is a 'no exit' local road located in the Clifton Hill area of Sumner/Redcliffs, with access from Clifton Terrace. Kinsey Terrace is currently 5.5 to 7.0 metres wide. Due to the age and condition of the existing road construction, Kinsey Terrace has been scheduled for renewal in the 2006/2007 financial year.
3. The Kinsey Terrace project initially began in 2000 as the street was due for renewal in 2002/2003. There was no clear outcome from this process at this time. Community consultation commenced in 2003 to determine the scope of the works. A number of issues were raised and discussed between the Community Board and residents. This process did not result in a clear set of agreed objectives or design decisions.
4. Running in parallel with the Council's involvement has been the residents' "Our Street" project. The residents have held meetings/workshops in local homes, and some of these meetings have been attended by Council staff. In September 2004 it was agreed by the residents, Transport and City Streets Unit, and the Community Advocate that an external consultant would be commissioned to undertake the consultation.
5. The Council commissioned Streets in Sync, a consultant specialising in public consultation and living streets design, to undertake the consultation with stakeholders and prepare a long term plan for Kinsey Terrace.
6. Following an initial workshop with the residents and other stakeholders to agree the objectives, a proposal was developed by Streets in Sync and then presented at a second workshop. Given the feedback from the workshop and consideration of the budget a newsletter was sent to residents outlining the latest proposal. A street barbeque allowed more feedback to be given, with the main issue raised relating to the car parking at the western end of the street. These issues have been considered and some changes made to the proposal.
7. The plan included as **Attachment 1** has been identified as the preferred option for the renewal of Kinsey Terrace and has reasonable support from the community. However, it is acknowledged that the recommended plan does not address all of the issues and concerns raised by residents during the planning exercise.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Kinsey Terrace is part of the street renewal programme and is programmed for construction in the 2006/2007 financial year. The project receives limited Land Transport New Zealand subsidy.
9. The estimated cost for this design and construction of this project is \$550,000 inclusive of all consultation, design, and project management. The 2006/07 budget is \$480,000, therefore the project is forecasted to be over budget by \$70,000. Opportunities to minimise the cost and manage the over expenditure within the kerb and channel budget for 2006/07 are limited as the entire programme is looking to be over the total budget due to price increases. This will need to be managed as part of the entire Council budget process.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Kinsey Terrace street renewal project, as detailed in Attachment 1, to proceed to final design, tender and construction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

10. Kinsey Terrace is a 'no exit' local road located in the Clifton Hill area of Sumner/Redcliffs, with access from Clifton Terrace. Kinsey Terrace is currently 5.5 to 7.0 metres wide. The street is residential in nature, with many of the driveway accesses, gardens and buildings being constructed using retaining walls due to the sloping nature of the terrain. The carriageway accommodates all road users including pedestrians as there is very little area of defined footpath.
11. The street is approximately 400 metres long and connects to Mulgans Track, a pedestrian only track at the western end of the street. The street is considered to be of historical significance to the city due to the connection between Mr Kinsey and Shackleton.
12. The road alignment is generally constrained by the surrounding terrain. At the western end of the street there are eight garages on road reserve that are subject to leases between the Christchurch City Council and the garage owner.
13. Due to the age and condition of the existing carriageway construction and the dish channels, the street has been scheduled for renewal in the 2006/2007 financial year.
14. The principal aim of the project is to reconstruct the carriageway and provide suitable drainage control on Kinsey Terrace. The objectives, which were agreed at the first consultation workshop, include:
 - **To create a balance in the uses and functions of the road space.**
Give consideration to the many uses that the road space fulfils ie walking, sitting, watching, playing, parking and driving.
 - **To ensure that any physical work implemented is in harmony with an overall holistic improvement plan.**
Any physical construction identified in the immediate term should not compromise the ability to implement a longer term opportunity identified in the overall plan.
 - **To preserve and enhance the unique historic and geographical character of the Terrace.**
Recognising that the Terrace has a unique character incorporating 'soft margins' and any improvements need to reflect, preserve and enhance this.
 - **To enhance the safety of the Terrace for all users.**
Give consideration to road safety from multiple perspectives recognising that safety is a product of many factors. A safe road environment may not mean the separation of users into defined channels.
 - **To preserve and enhance the provision of car parking and manoeuvring to meet the needs of residents particularly at the western end of the Terrace.**
Given the terrain, the provision of car parking off the street is not always practicable. Thus, on street parking is at a premium and it needs to be carefully managed in a way that reflects the needs of users while not compromising other objectives.

CONSULTATION AND SCHEME PLANNING

Past Consultation

15. The Kinsey Terrace project initially began community engagement in 2000 as the street was due for renewal in 2002/2003. There was no clear outcome from this process at this time. Community consultation commenced in 2003 to determine the scope of the works. A number of issues were raised and discussed between the Community Board and residents. This process did not result in a clear set of agreed objectives or design decisions.
16. Running in parallel with the Councils' involvement over the years has been the residents "Our Street" project. This process has brought the residents together to discuss the various issues. The meetings/workshops have been held in local homes and some have been attended by Council staff.
17. Following the consultation with residents over a number of years and the failure in arriving at an acceptable solution it was agreed in 2004 by the residents, the then Transport and City Streets Unit, and the Community Advocate that an external consultant would be commissioned to undertake the consultation.
18. The Council commissioned Streets in Sync, a consultant specialising in public consultation and living streets design, to undertake the consultation with stakeholders and prepare a long term plan for Kinsey Terrace.

The 2006 Workshops

19. The consultation involved two workshops, which were very well attended by the residents in the Terrace, and individual discussions with residents where necessary.
20. The first community workshop facilitated by Streets in Sync was held in February 2006. This workshop provided a further opportunity for the community to express their issues and ideas for the Terrace. From this, a number of objectives were developed and were agreed upon by those in attendance.
21. Streets in Sync then used all the information they had gathered to prepare some options for the Terrace. The street was divided into six zones that correlated with their landscape character. The ideas for each zone were then presented to the community at the second workshop in March 2006. The response was generally supportive for the ideas in Zones 2-6. Zone 1, the western end still remained unresolved. The idea of wooden platforms to provide additional parking and allow a seven metre wide roadway in this Zone did not appear to be supported by those attending.

Scheme Issues - The Western End

22. Due to the limited space at the western end, options for development remain limited. The potential to provide additional parking on the north side of the Terrace adjacent to 36 and 38 Kinsey Terrace was preferred by those attending the meeting. This would involve the creation of a retaining structure to gain extra width alongside the road and would provide four spaces for parking. Unfortunately the cost of this structure cannot be accommodated within the street renewal budget.
23. This edge of the road (outside 36 and 38 Kinsey Terrace) has been the subject of concern for residents for some years as it is an informal stacked rock wall and its stability is questioned. As part of the project a geotechnical consultant was commissioned to provide an opinion on the wall. The outcome was that although the wall would be unlikely to meet current loading codes for retaining structures, there is limited evidence of existing instability on the outer edge of the carriageway. It was suggested by Streets In Sync that the edge of this part of the Terrace be delineated with low stone bollards to ensure vehicles do not travel too close to the edge of the road.
24. Allowing for vehicle turning manoeuvres in the western zone is likely to remain an issue; more warning of the restrained space ahead may help drivers venturing into new territory. It was suggested that an older single garage in this zone be removed to increase the space. The license is currently being reviewed and if it is no longer complying the process to the revoke the license will be initiated.
25. There is a proposal to site a new garage partially on road reserve at 40 Kinsey Terrace. The owner has applied for a Structure on Street Licence, however, this has been declined pending the outcome of this renewal project. If the garage goes ahead some on-street parking for other residents will be lost as it is illegal to park in front of someone else's garage. However the turning area in this western end would be increased if there were no cars parking in front of the garage.
26. There are no magic solutions to the problems in this western zone without significant expenditure which the Council cannot currently justify.

Scheme Ideas – General

27. Streets In Sync identified some areas where viewing platforms/seating areas could be accommodated at a future date. The creation of rock bollards that look like 'cairns' and match the many rock structures in the street would enhance the historic nature of the Terrace have been suggested as another project for the future.
28. The steps at the eastern end of the street are quite steep, however, they are not required to be replaced. Better delineation of the road versus the remaining sealed area could allow pedestrians an alternative.
29. Generally pedestrians use the road on their journey and residents in the Terrace are aware of this arrangement. There is insufficient space for footpaths adjacent to the road, however, in some areas there is an informal footpath network that allows access between some of the properties and this will remain.

30. It was acknowledged from the outset that the process undertaken by Streets In Sync would result in a plan that should be considered a 'long term plan'. Implementation of this entire plan would not be possible with the current budget. The important thing to note is that the additional features suggested by Streets In Sync are not compromised by the work that will be undertaken as part of the upgrade proposed in Attachment 1.

The Final Phase of Consultation

31. Following the feedback given at the second workshop, a consultation newsletter was compiled presenting both the long term plan that Streets In Sync had prepared and the concept plan that was achievable within the budget. This newsletter was distributed to residents and home owners in July 2006. Residents were given the opportunity to attend a street barbeque, which was held in Kinsey Terrace on 23 July 2006, to discuss the plans. Most respondents were supportive of the proposed renewal in general, however, many also had concerns over various aspects of the proposal. A summary of the key issues raised throughout this phase of the consultation is included in **Attachment 3**.
32. The common issues and changes requested were:
- Bollards alongside the road at 36 and 38 Kinsey Terrace not to be too high.
 - Suggestion that the plan include indented car parks outside 31 Kinsey Terrace.
 - 4.5 metre wide section of road too narrow.
 - Do not delay construction while houses are being built, that will mean nothing will ever happen.
 - Parking at the western end of street needs to allow for emergency vehicles to have ready access.
 - Concern over further developments that would eliminate any car parks on the road.
 - Footpath on hair-pin bend is not needed.
 - Do not include a parking bay outside 50 Clifton Terrace as it eliminates the possibility of swinging out to see oncoming traffic.
 - Do not waste money on threshold treatments, spend it on functional items.
 - Existing garage (and deck) at 44 Kinsey Terrace reduce on-street parking.
 - Concern over the proposed garage at 40 Kinsey Terrace.
 - The Council should be spending more money on this project.
33. Given the feedback to the plan the following changes have been made and are reflected in the final plan that has been sent to residents in an updated newsletter prior to this meeting:
- Replace the low bollards outside 36 and 38 Kinsey Terrace with raised pavement markers (of the domed variety).
 - Add an indented two-car parking bay outside 31 Kinsey Terrace.
 - Extended the parking bay outside 25 Kinsey Terrace by removing the rock garden; this will also remove the 4.5 metre narrow point.
 - Remove the on-road footpath area in the s-bend.
 - Remove the parking bay outside 50 Clifton Terrace.
34. It is acknowledged that the recommended plan does not address all of the issues and concerns raised by residents during the planning exercise. This is because there is insufficient budget to fully address the issues at the western end. If the work detailed in this report is not undertaken now there is limited opportunity to continue the renewal project apart from necessary maintenance work.

OPTIONS

35. Three options were assessed as part of the Kinsey Terrace street renewal project.

Option 1: Maintain the Status Quo

36. The road environment would remain as it currently exists and only necessary maintenance work would be undertaken using the available budget.

Option 2: Five metre Carriageway with Defined Car Parking Areas (see Attachment 1)

37. This option proposes a five metre wide carriageway. Car parking areas are defined adjacent to the road wherever possible along the Terrace; the drainage channel provides a defining line between the road and the parking areas. The road cross section will be shaped so surface water flows to the south side of the road to a concrete drainage channel. The channel would carry the water to sumps at each end of the Terrace.

38. Threshold treatments are to be installed at three locations to demarcate the narrower section and the western end of the Terrace. The construction of the thresholds will be stone blocks installed almost flush with the road surface.
39. Improvements to the s-bend will involve the removal of part of the rock wall. Repairs will be undertaken in rock to retain the character of the existing wall. The roadway will be defined with some form of separation to allow the outside of the bend to be utilised by pedestrians.
40. New planting will be provided in small pocket areas disturbed or modified during the construction works. A more extensive landscape plan is not possible within the budget.

Option 3: Turning Head at the Western End (Attachment 2)

41. This option is the same as Option 2, however, a turning circle is provided at the western end. This option was not identified by Streets In Sync as part of their work on the project. The turning circle is presented as an option that was investigated in 2004 as part of the scheme development that was undertaken by Council staff, this illustrates that the objective related to providing parking and manoeuvring cannot be met entirely.

PREFERRED OPTION

42. The preferred option for the renewal of Kinsey Terrace is Option 2.

ASSESSMENT OF OPTIONS

Option 1: Maintain the Status Quo

43. Option 1 is not recommended, as it does not achieve the principal aim of the project of renewing the old dish channel and road construction. Maintaining the status quo is also not consistent with the objectives of the Council's Asset Management Plan.

Option 2: Five metre Carriageway with Defined Car Parking Areas

44. The compliance with the objectives of the project as discussed as follows:
 - **To create a balance in the uses and functions of the road space.**
Functions such as walking, sitting, watching, playing, parking and driving are catered for within this plan.
 - **To ensure that any physical work implemented is in harmony with an overall holistic improvement plan.**
The additional features suggested by Streets In Sync are not compromised by the work that will be undertaken as part of the upgrade proposed in Attachment 1.
 - **To preserve and enhance the unique historic and geographical character of the Terrace.**
The 'soft margins' that currently exist are maintained. Any opportunity to enhance the historic and geographical character of the Terrace has not been achieved within the current budget. Potential future projects to install viewing platforms etc. will help meet this objective.
 - **To enhance the safety of the Terrace for all users.**
Give consideration to road safety from multiple perspectives recognising that safety is a product of many factors. A safe road environment may not mean the separation of users into defined channels, which has been incorporated into the concept plan. The access for emergency vehicles in the western end of the street is achievable as long as there is no illegal parking. The bank outside 36 Kinsey Terrace which has caused concern for the Fire Service is clearly identified by the pavement markers and the width is provided for fire engines to access the western end.
 - **To preserve and enhance the provision of car parking and manoeuvring to meet the needs of residents particularly at the western end of the Terrace.**
Parking has been formalised in the approach to the western end in the hope that parking will be managed better by the road users ie the current practice of illegal parking will be reduced. The number of car parks has not been decreased, but in fact the provision of the parking bay outside 31 Kinsey Terrace will increase the parking slightly. There is no provision for full turning movements, three point turns will still be necessary, essentially the turning situation remains as it is currently.

Option 3: Turning Head at the Western End (Attachment 2)

45. The compliance with the objectives of the project as discussed as follows:

- **To create a balance in the uses and functions of the road space.**
Functions such as walking, sitting, watching, playing, parking and driving are catered for within this plan.
- **To ensure that any physical work implemented is in harmony with an overall holistic improvement plan.**
The additional features suggested by Streets In Sync are not compromised by the work that will be undertaken as part of the upgrade proposed in Attachment 1.
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- **To preserve and enhance the provision of car parking and manoeuvring to meet the needs of residents particularly at the western end of the Terrace.**
Parking has been formalised in the approach to the western end in the hope that parking will be managed better by the road users ie the current practice of illegal parking will be reduced. The number of car parks has not been decreased, but in fact the provision of the parking bay outside 31 Kinsey Terrace will increase the parking slightly. Parking in the cul-de-sac is not permitted. This would not be acceptable to the residents of Kinsey Terrace. There is provision for full turning movements for cars, trucks will still be required to make three point turns. A turning circle for trucks would require a larger radius which cannot be accommodated within the space available.