

## 8. UNION STREET KERB AND CHANNEL RENEWAL AND BERESFORD STREET MAJOR AMENITY IMPROVEMENT

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Mary Hay, Capital Programme Consultation Leader, DDI 941-8665

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for:
  - (a) The Union Street Kerb and Channel Renewal and Beresford Street Major Amenity Improvement project to progress to final design, tender and construction; and
  - (b) Resolutions for new traffic restrictions associated with the Union Street Kerb and Channel Renewal and Beresford Street Major Amenity Improvement projects.

### EXECUTIVE SUMMARY

2. The two projects of Union Street street renewal and Beresford Street amenity improvement are adjacent to each other and are both related to the overall revitalisation of New Brighton. As such, they have been managed, consulted and reported on together.

### Union Street Kerb and Channel Renewal

3. Union Street, between Owles Terrace and Beresford Street, is a relatively wide local road with a traffic volume of approximately 2,750 vehicles per day. At the northern end of Union Street there are three properties used for health care provision, a church and a number of residential properties. There are two large Council-owned free car parking areas on the southern side of the intersection of Union and Beresford Streets. The south end of Union Street is residential. There is currently no significant landscaping on Union Street.
4. Initial consultation for Union Street was undertaken in July 2004. Responses indicated a clear concern about traffic speed and volume on Union Street and corner cutting at the Owles Terrace intersection, and the effect of these factors on pedestrian safety. Concerns were also raised with regard to access and parking, cycling and amenity issues.
5. The objectives for the Union Street 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 Union Street. Using the objectives the Project Team prepared a scheme plan that was then distributed to consultation (refer Attachment 1).
6. An open street meeting was held on 20 October 2005 to provide an opportunity for members of the public to meet with Council officers to discuss the project. This was advertised through pamphlet drops, visits, phone calls and a media release.
7. There were 49 responses received for the Union Street project with the majority of respondents (76%) happy with the proposal and keen to see it proceed. The consultation feedback and Project Team responses are summarised in Attachment 3. The key issues identified related to urban design, landscaping, parking and manoeuvrability.
8. The Project Team considered the consultation feedback, and in conjunction with comments from Council staff, revised the concept plan. This included changes to landscaping, the kerb alignment between Hood Street and Owles Terrace and the realignment of the Owles Terrace intersection.
9. The final concept plan included as Attachment 4 is the preferred option as it best satisfies the aims and objectives of the project and has a good degree of community support. It is estimated that construction of the two projects would take approximately three months to complete. Construction is scheduled to begin in April 2006.

## **Beresford Street Major Amenity Improvement**

10. Beresford Street, between Marine Parade and Union Street, is a collector road and has an average daily traffic volume of 4,250 vehicles. The role of Beresford Street as a collector road will be reviewed on completion of this project. Beresford Street is part of the bus network. The street is primarily commercial in nature - there are no residential activities on this section of Beresford Street. However, there is a residential side street (Mafeking Street), which is a cul-de-sac, off Beresford Street. There are two large Council-owned free car parking areas on the south side of the street.
11. This project was identified as part of the New Brighton Revitalisation Master Plan project. It is understood that the community is generally supportive of Council's proposal to rejuvenate this street and are keen to see progress on this proposal. The central angle parking and landscaping between Mafeking Street and Marine Parade is considered to be a traffic safety issue and there is support for its removal.
12. The objectives for the Beresford Street project were based on the issues identified above and the Council's own rationale for placing the project on the programme. The principal aim is to improve the pedestrian links between the Council's public car parks in Beresford Street and the New Brighton shopping area. Using the objectives the Project Team prepared a scheme plan that was then distributed for consultation.
13. An open street meeting was held on 20 October 2005 to provide an opportunity for members of the public to meet with Council officers to discuss the project. This was advertised through pamphlet drops, visits, meetings, phone calls and a media release.
14. There were 64 responses received for the Beresford Street project (refer Attachment 2) with the majority of respondents (70%) happy with the proposal and keen to see it proceed. The consultation feedback and Project Team responses are summarised in Attachment 3. The key issues identified relate to urban design, landscaping, parking, pedestrians, cycling, manoeuvrability and bus movements.
15. The Project Team considered the consultation feedback, and in conjunction with comments from Council staff, revised the concept plan. The main changes include the retention of the existing median island between Union Street and Mafeking Street and change from the proposed 90 degree angle parking to 60 degree angle parking. The taxi stand was relocated to the southern side of Beresford Street to retain the existing loading zone outside Resenes.
16. The final concept plan included as Attachment 5 is the preferred option as it best satisfies the aims and objectives of the project and has a good degree of community support. It is estimated that construction of the two projects would take approximately three months to complete. Construction is scheduled to begin in April 2006.

## **FINANCIAL AND LEGAL CONSIDERATIONS**

17. The estimated total costs for the Union Street and Beresford Street upgrades is \$1,370,000 inclusive of all consultation, design, construction and project management.
18. Union Street Kerb and Channel Renewal is part of the Street Renewal Programme. Beresford Street Major Amenity project is part of the Major Amenity Improvement Programme. Construction of the projects is intended to occur together in the 2005/06 year.
19. 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 approve:

- (a) The Union Street Kerb and Channel Renewal and Beresford Street Major Amenity Improvement project, as described in plans TP178202 and TP178102 (Attachments 4 and 5), for final design, tender and construction.

- (b) The following new traffic restrictions:

**New No Stopping: Beresford Street**

1. That the stopping of vehicles be prohibited at any time on the south side of Beresford Street commencing at its intersection with Union Street and extending 18 metres in an easterly direction. That the existing no stopping be rescinded at this location.
2. That the stopping of vehicles be prohibited at any time on the south side of Beresford Street commencing at its intersection with Mafeking Street and extending 15 metres in a westerly direction. That the existing no stopping be rescinded at this location.
3. That the stopping of vehicles be prohibited at any time on the south side of Beresford Street commencing at its intersection with Mafeking Street and extending 14 metres in an easterly then westerly direction. That the existing no stopping be rescinded at this location.
4. That the stopping of vehicles be prohibited at any time on the south side of Beresford Street commencing at its intersection with Oram Avenue and extending 11 metres in a westerly then southerly direction. That the existing no stopping be rescinded at this location.
5. That the stopping of vehicles be prohibited at any time on the south side of Beresford Street commencing at its intersection with Oram Avenue and extending 14 metres in an easterly then southerly direction. That the existing no stopping be rescinded at this location.
6. That the stopping of vehicles be prohibited at any time on the south side of Beresford Street commencing at its intersection with Marine Parade and extending 20 metres in a westerly then southerly direction. That the existing no stopping be rescinded at this location.
7. That the stopping of vehicles be prohibited at any time on the north side of Beresford Street commencing at its intersection with Marine Parade and extending 18 metres in a westerly then northerly direction. That the existing no stopping be rescinded at this location.
8. That the stopping of vehicles be prohibited at any time on the north side of Beresford Street commencing at its intersection with New Brighton Mall Road and extending 25 metres in an easterly direction. That the existing no stopping be rescinded at this location.
9. That the stopping of vehicles be prohibited at any time on the north side of Beresford Street commencing at its intersection with New Brighton Mall Road and extending 25 metres in a westerly then northerly direction. That the existing no stopping be rescinded at this location.
10. That the stopping of vehicles be prohibited at any time on the north side of Beresford Street commencing at a point 80 metres west of its intersection with New Brighton Mall Road and extending 33 metres in a southerly then westerly direction.

**New No Stopping: Mafeking Street**

1. That the stopping of vehicles be prohibited at any time on the west side of Mafeking Street commencing at its intersection with Beresford Street and extending 15 metres in a southerly direction. That the existing no stopping be rescinded at this location.
2. That the stopping of vehicles be prohibited at any time on the east side of Mafeking Street commencing at its intersection with Beresford Street and extending 13 metres in a southerly direction. That the existing no stopping be rescinded at this location.

**New No Stopping: Oram Avenue**

1. That the stopping of vehicles be prohibited at any time on the west side of Oram Avenue commencing at its intersection with Beresford Street and extending 13 metres in a southerly direction. That the existing no stopping be rescinded at this location.
2. That the stopping of vehicles be prohibited at any time on the east side of Oram Avenue commencing at its intersection with Beresford Street and extending 12 metres in a southerly direction. That the existing no stopping be rescinded at this location.

**New No Stopping: Marine Parade**

1. That the stopping of vehicles be prohibited at any time on the west side of Marine Parade commencing at its intersection with Beresford Street and extending 24 metres in a southerly direction. That the existing no stopping be rescinded at this location.
2. That the stopping of vehicles be prohibited at any time on the west side of Marine Parade commencing at its intersection with Beresford Street and extending 22 metres in northerly direction. That the existing no stopping be rescinded at this location.

### **New Parking Restrictions: Beresford Street**

1. That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Beresford Street commencing at a point 9 metres from its intersection with Mafeking Street and extending in an easterly direction for a distance of 45.5 metres.
2. That the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Beresford Street commencing at a point 11 metres from its intersection with Oram Avenue and extending in a westerly direction for a distance of 3 metres.
3. That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Beresford Street commencing at a point 10 metres from its intersection with Oram Avenue and extending in an easterly direction for a distance of 79.5 metres.
4. That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Beresford Street commencing at a point 11 metres from its intersection with Marine Parade and extending in a westerly direction for a distance of 7 metres. That the existing no stopping be rescinded at this location.
5. That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Beresford Street commencing at a point 51 metres from its intersection with Marine Parade and extending in a westerly direction for a distance of 61.5 metres. That the existing no stopping be rescinded at this location.

### **Remove Existing Parking Restrictions: Beresford Street**

1. That the existing parking restriction for a maximum period of 60 minutes be removed from the centre of Beresford Street at its present position commencing 7 metres east of the intersection with Mafeking Street and extending 63 metres in an easterly direction.
2. That the existing parking restriction for a maximum period of 60 minutes be removed from the centre of Beresford Street at its present position commencing 15 metres east of the intersection with Oram Avenue and extending 76 metres in an easterly direction.

### **Move Existing Parking Restriction to New Location: Beresford Street**

1. That the existing parking restriction for a maximum period of 60 minutes be revoked from the north side of Beresford Street commencing at a point 43 metres of its intersection with New Brighton Mall Road and extending 38.5 metres in a westerly direction, and reinstated on the north side of Beresford Street commencing at a point 43 metres from its intersection with New Brighton Mall Road and extending in a westerly direction for a distance of 34 metres.

### **New Bus Stop: Beresford Street**

1. That a bus stop be installed on the south side of Beresford Street commencing at a point 18 metres from its intersection with Union Street and extending in an easterly direction for a distance of 50 metres. That the existing bus stop be rescinded at this location.

### **Remove Existing Loading Zone: Beresford Street**

1. That the existing "loading zone with time limit 5 minutes" be removed from the south side of Beresford Street at its present position commencing at a point 5.5 metres of the its intersection with Oram Avenue and extending 8 metres in a westerly direction.
2. That the existing "loading zone (goods vehicles only) with time limit 5 minutes" be removed from the north side of Beresford Street at its present position commencing at a point 87.5 metres of the intersection with New Brighton Mall Road and extending 8.5 metres in a westerly direction.

### **Move Existing Loading Zone to New Location: Beresford Street**

1. That the existing "loading zone with time limit 5 minutes at all time" be revoked from the north side of Beresford Street at its present position commencing 23 metres east of its intersection with New Brighton Mall Road and extending 15 metres in an easterly direction, and reinstated on the north side of Beresford Street commencing 21.5 metres east of its intersection with New Brighton Mall Road and extending 11 metres in an easterly direction.

### **Move Existing Taxi Stand to New Location: Beresford Street**

1. That the existing "taxi stand" be revoked from the north side of Beresford Street at its present position commencing at a point 13 metres east of its intersection with New Brighton Mall Road and extending 10 metres in an easterly direction, and reinstated on the south side of Beresford Street commencing at a point 9.5 metres east of its intersection with Oram Avenue and extending 14.5 metres in an easterly direction.

### **New No Stopping: Union Street**

1. That the stopping of vehicles be prohibited at any time on the west side of Union Street commencing at its intersection with Beresford Street and extending 16 metres in a northerly direction. That the existing no stopping be rescinded at this location.
2. That the stopping of vehicles be prohibited at any time on the west side of Union Street commencing at its intersection with Beresford Street and extending 20 metres in a southerly direction. That the existing no stopping be rescinded at this location.
3. That the stopping of vehicles be prohibited at any time on the west side of Union Street commencing at its intersection with Collingwood Street and extending 12 metres in a northerly direction.
4. That the stopping of vehicles be prohibited at any time on the west side of Union Street commencing at its intersection with Collingwood Street and extending 10 metres in a southerly direction.
5. That the stopping of vehicles be prohibited at any time on the west side of Union Street commencing at its intersection with Owles Terrace and extending 18 metres in a northerly direction.
6. That the stopping of vehicles be prohibited at any time on the east side of Union Street commencing at a point 25 metres from its intersection with Owles Terrace and extending 40 metres in a southerly then easterly direction.
7. That the stopping of vehicles be prohibited at any time on the east side of Union Street commencing at its intersection with Hood Street and extending 10 metres in a southerly direction.
8. That the stopping of vehicles be prohibited at any time on the east side of Union Street commencing at its intersection with Hood Street and extending 8 metres in a northerly direction.
9. That the stopping of vehicles be prohibited at any time on the east side of Union Street commencing at its intersection with Beresford Street and extending 20 metres in a southerly direction. That the existing no stopping be rescinded at this location.

### **New No Stopping: Collingwood Street**

1. That the stopping of vehicles be prohibited at any time on the north side of Collingwood Street commencing at its intersection with Union Street and extending 13 metres in a westerly direction.
2. That the stopping of vehicles be prohibited at any time on the south side of Collingwood Street commencing at its intersection with Union Street and extending 12 metres in a westerly direction.

### **New No Stopping: Hood Street**

1. That the stopping of vehicles be prohibited at any time on the north side of Hood Street commencing at its intersection with Union Street and extending 15 metres in an easterly direction.
2. That the stopping of vehicles be prohibited at any time on the south side of Hood Street commencing at its intersection with Union Street and extending 10 metres in an easterly direction.

### **New No Stopping: Owles Terrace**

1. That the stopping of vehicles be prohibited at any time on the north side of Owles Terrace commencing at its intersection with Union Street and extending 11 metres in a south westerly direction.

### **"Stop": Union Street**

1. That both of the "Stop" signs and restriction be removed against Union Street at its intersection with Beresford Street.

**“Give Way”: Beresford Street**

1. That the “Give Way” signs and restriction be placed against Beresford Street at its intersection with Union Street

**CHAIRPERSON’S RECOMMENDATIONS**

1. That the abovementioned recommendations be adopted.
2. That the Board thank the staff for their excellent work on this project and the way and manner in which they have carried out the consultation.

## **BACKGROUND ON UNION STREET KERB AND CHANNEL RENEWAL AND BERESFORD STREET MAJOR AMENITY IMPROVEMENT PROJECT**

### **Description of the Roads**

20. Union Street, between Owles Terrace and Beresford Street, is a relatively wide local road with a traffic volume of approximately 2,750 vehicles per day. The portion between Hood Street and Owles Terrace is part of the designated cycle network, which is a linkage through the Rawhiti Domain and Estuary Road. Union Street has two distinct 'precincts'. At the northern end of Union Street there are three properties used for health care provision, a church and a number of residential properties. There are two large Council-owned free car parking areas on the southern side of the intersection of Union and Beresford Streets. The south end of Union Street is residential. There is currently no landscaping on Union Street.
21. Beresford Street, between Marine Parade and Union Street, is a collector road and has an average daily traffic volume of 4,250 vehicles. The role of Beresford Street as a collector road will be reviewed on completion of this project. Beresford Street is part of the bus network. There is a bus stop on the south side of Beresford Street, which caters for three buses at a time. The street is primarily commercial in nature - there are no residential activities on this section of Beresford Street. However, there is a residential side street, which is a cul-de-sac, off Beresford Street. There are two large Council-owned free car parking areas on the south side of the street and another to the west of Union Street. There are mature trees on the boundary of the Council car parks and mature cabbage trees in the centre of Beresford Street, within a median island.

### **Initial Consultation for Union Street**

22. Initial consultation was undertaken with residents and businesses in the vicinity of the Union Street in July 2004 to determine the issues in the street. The consultation responses indicated a clear concern about traffic speed and volume on Union Street and corner cutting at the Owles Terrace intersection, and the effect of these factors on pedestrian safety. Concerns were also raised with regard to access and parking, cycling and amenity issues.
23. 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 Union Street. The objectives of the project are to:
  - To ensure that the speed environment is appropriate for a local road.
  - To provide a strong visual connection with Owles Terrace.
  - To respond to the characteristics of the individual precincts.
  - To improve the amenity of the area.
  - To improve the safety of all road users at the Union Street and Owles Terrace intersection.

### **Initial Consultation for Beresford Street**

24. This project was identified part of the New Brighton Revitalisation Master Plan project. The consultation undertaken for the broader project was used for initial identification of issues on Beresford Street. It was understood that the community is generally supportive of Council's proposal to rejuvenate this street and are keen to see progress on this proposal. The central angle parking and central landscaping between Mafeking Street and Marine Parade is considered to be a traffic safety issue and there is support for its removal.
25. The Terms of Reference and objectives for the project were based on the issues identified above and the Council's own rationale for placing the project on the programme. The principal aim is to improve the pedestrian links between the Council public car parks in Beresford Street and the New Brighton shopping area. The objectives of the project are to:
  - To provide safe pedestrian linkages between the Council car parks and the mall, and the current bus stops and the mall.
  - To improve the ease of use of the off-street parking in Beresford Street.
  - To maintain the facilities for buses.
  - To maintain or improve the safety of vehicles using Beresford Street.
  - To improve the amenity of the area.
  - Ensure plantings and materials used are in-keeping with the themes developing in the New Brighton area.

## **CONSULTATION FOR UNION STREET AND BERESFORD STREET**

### **Initial Concept Plan for Union Street**

26. The initial concept plan for Union Street (refer Attachment 1), narrowed the intersections of Union Street with Owles Terrace and Beresford Street, and narrowed the majority of the Union Street carriageway to a width of 10 metres. The purpose of this is to slow traffic and improve pedestrian and cycle safety. Existing on-street parallel parking is retained.
27. Landscaping was incorporated into the intersection build-outs and along the length of the street, where suitable. The plan included footpaths on both sides of the street with a landscaped berm and street trees installed on the eastern side of Union Street. A wide footpath was retained on the western side of Union Street between Collingwood Street and Beresford Street due to the nature of the adjacent facilities, and therefore no berm is provided. However, there is space for street trees surrounded by tree grates.

### **Initial Concept Plan for Beresford Street**

28. The initial concept plan for Beresford Street (refer Attachment 2), included build-outs at the intersections of Beresford Street and its side streets. Raised platforms were proposed at the intersections of Union Street, Oram Avenue and Marine Parade, which are the main linkages to New Brighton shopping area. The purpose of these measures is to provide safe pedestrian linkages between the Council car parks and bus stops and the mall and to slow traffic. These build-outs tie in with the slow road and facilitate its one-way operation and include extensive landscaping which is in keeping with the themes developing in the New Brighton area.
29. The project included the removal of the existing pedestrian crossing near Mafeking Street because Beresford Street does not have sufficient traffic volumes to warrant a pedestrian 'zebra' crossing. It was considered that the proposed build-outs, in conjunction with the proposed traffic calming measures, will provide safe crossing points for pedestrians. The existing parking and landscaping in the centre of Beresford Street, between Mafeking Street and Marine Parade, was replaced with on-street 90 degree parking at the kerb on both sides of the street. The existing landscaped median island in the centre of Beresford Street, between Mafeking Street and Union Street was removed to accommodate the proposed kerb build-outs and to provide a clear view across Beresford Street.
30. The bus stop on Beresford Street, between Mafeking Street and Union Street remained unchanged but was enhanced with the inclusion of kerb build-outs at each intersection, which will essentially create a bus 'bay'. The Council car parks will be enhanced as part of this project with the provision of lighting.

### **Consultation**

31. As described above, it was decided to run the consultation for Union Street and Beresford Street together. Consultation began in October 2005 and consisted of:
  - A publicity pamphlet, which was distributed to approximately 500 residences and businesses in the vicinity of Union Street and Beresford Street and to the interest groups identified in the consultation plan. This pamphlet included a summary of the Union Street and Beresford Street projects, an initial concept plan for each project (refer Attachments 1 and 2), a feedback form and an invitation to an open street meeting and sausage sizzle.
  - A phone call/reminder to all the identified interest groups to encourage them to attend the open street meeting and sausage sizzle.
  - Door knocking all the business in Union and Beresford Streets to encourage them to attend the open street meeting and sausage sizzle.
  - Posters advertising the project and the open street meeting and Sausage Sizzle were put up in the Pegasus/Burwood Boardroom and the New Brighton Library, with flyers available at these locations and at the Shirley and Linwood Service Centres.
  - Approximately 80 flyers were dropped on windscreens of vehicles parked in Beresford Street and in the public CCC car parks on Beresford Street.
  - A media release was made about the upcoming project the open street meeting and sausage sizzle.



32. An open street meeting was held from 11am to 2pm on 20 October 2005 to provide an opportunity for members of the public to meet with Council officers to discuss the project. This was accompanied by a free sausage sizzle. This event was well attended and was a major benefit to the Project Team's understanding of the community's concerns and aspirations with regard to the proposed upgrades. There has been some very positive comments from the community about this opportunity to meet with the Project Team on site.

### **Feedback from Union Street**

33. There were 49 responses received for the Union Street project with the majority of respondents (76%) happy with the proposal and keen to see it proceed. The consultation feedback and Project Team responses are summarised in Attachment 3 (Union Street/Beresford Street - Consultation Summary October 2005). The key issues identified relate to:
- Urban design - more research and planning sought.
  - Landscaping - minor changes sought.
  - Parking - confusion about whether parking would be lost.
  - Manoeuvrability - concern with narrowing of the street.
34. The Project Team considered the consultation feedback, and in conjunction with comments from Council staff, revised the concept plan in the following way:
- The majority of the proposed landscaping on the east side of the street is to be replaced with grass berm below the proposed trees. This will ensure that passengers from parked cars exit onto a flush surface. Two small pockets of landscaping will remain to accommodate residents' concerns.
  - The kerb and channel between Hood Street and Owles Terrace will be replaced to align with the northern section of the kerb on the east side of the street.
  - The realignment of the Owles Terrace intersection has been adjusted and narrowed to 7 metres.
  - Ake Ake to be planted instead of Broadleaf species.
35. Some of the issues raised in consultation did not result in changes to the recommended design of the project. The rationale for these responses by the Project Team are summarised in Attachment 3. In general they were as follows:
- There were some concerns expressed about the narrowing of Union Street. This was assessed by the Project Team and it was considered that the new 10 metre wide carriageway would provide adequate width for the passage of two way traffic with parked cars on each side of the street. In addition it was considered that there would be adequate room for turning manoeuvres if driveways were used to undertake three point turns.
  - Comment was made that projects such as this should be undertaken in the context of the history of the area and within a coordinated urban renewal plan. We acknowledge that this has not taken place as part of the kerb and channel renewal project. However, we do note the Council does intend to undertake a Neighbourhood Improvement Plan for the area, when resources are available, and anticipate that this may address some of these concerns.
  - Angle parking outside the medical centre was not able to be provided due to the new width of the carriageway. The existing parallel parking will remain.
  - Landscaping - It was not possible to accommodate requests for more pohutukawa trees, due to their large size, cabbage trees are not included in the residential parts of Union Street, it was not possible to research 'historical trees'.
  - Undergrounding is not part of the scope of the project.
  - It is not feasible to maintain the status quo as the renewal of the existing kerb and dish channel and reconstruction of the carriageway is necessary.

### **Feedback from Beresford Street**

36. There were 64 responses received for the Beresford Street project with the majority of respondents (70%) happy with the proposal and keen to see it proceed. The consultation feedback and Project Team responses are summarised in Attachment 3 (Union Street/Beresford Street - Consultation Summary October 2005). The key issues identified relate to:
- Urban design - more research and planning sought.
  - Landscaping - minor changes sought.
  - Parking - concern about the safety of 90 degree angle parking.
  - Pedestrians - opposition to the removal of the mid block pedestrian facilities, concern that proposed plantings may block visibility.

- Cycling - concern about the safety of angle parking.
  - Manoeuvrability - concern that proposed build outs may impede turning traffic, concern and support about proposed change in priority at the intersection of Union and Beresford Streets.
  - Buses - concern that proposed build outs may impede turning buses, desire to see the bus layover shifted.
  - Taxi - needs to be shifted to allow existing loading zone to remain.
37. The Project Team considered the consultation feedback, and in conjunction with comments from Council staff, revised the concept plan in the following way:
- Part of the existing median island between Union and Mafeking Streets and some of the existing cabbage trees in the median will be retained.
  - Existing no stopping lines will be retained on the north side between Union and Mafeking Streets. The three proposed P60 parks will not be installed.
  - The proposed 90 degree angle parking has been changed to 60 degree angle parking.
  - The taxi stand was relocated to the southern side of Beresford Street (adjacent to the Oram Avenue intersection).
  - The existing loading zone outside Resenes was retained.
  - A covered cycle stand was added to the car park adjacent to the bus stop on Beresford Street.
  - The platform at Marine Parade was shifted to the edge of the intersection.
  - The kerb radius of the Oram Avenue intersection was amended to better accommodate buses.
38. Some of the issues raised in consultation did not result in changes to the recommended design of the project. The rationale for these responses by the Project Team are summarised in Attachment 3. In general they were as follows:
- Comment was made that projects such as this should be undertaken in the context of the history of the area and within a coordinated urban renewal plan. We acknowledge that this has not taken place specifically as part of this project. However, we do note the Council does intend to undertake a Neighbourhood Improvement Plan for the area, when resources are available, and anticipate that this may address some of these concerns. We also note that the work is consistent with the overall aims and intentions of the master plan for the area, which provides a broader planning context.
  - There was a range of responses to the initial proposal to remove the existing median island between Union and Mafeking Streets. There are two issues involved with this - its function as a pedestrian refuge and its amenity function. Both of these issues had a range of responses. Some members of the community feel strongly that the cabbage trees in this median island are iconic and, as such, should remain. Others were happy that the proposal included its removal. In terms of its pedestrian function, it was noted that the island was relied upon as a pedestrian refuge in the centre of this block. It was acknowledged that there is no pedestrian accident history at this site. Therefore the preferred option developed by the Project Team includes the retention of as much of this existing island as possible, while accommodating the proposed build outs at the intersections of Union and Mafeking Streets, which are needed to slow traffic. This resolution will allow approximately six of the existing cabbage trees to remain. An arborist has assessed these trees and considers that they are among the better specimens of this group.
  - A number of concerns were raised with regard to cycle safety in relation to the proposed angle parking. However the Project Team consider that, the anticipated low speed environment and the change to 60 degree angle parking should improve cycle safety.
  - Landscaping - It was not possible to accommodate requests for specific trees - due to lack of space, it was not possible to research 'historical trees'.
  - A review of the bus layover arrangements will be considered, in conjunction with Environment Canterbury, when an interchange is considered for New Brighton.
  - Undergrounding is not part of the scope of the project.
  - It is not feasible to maintain the status quo as the reconstruction of the carriageway is necessary.

## **OPTIONS - UNION STREET KERB AND CHANNEL RENEWAL**

39. Two options were assessed as part of Union Street kerb and channel renewal as follows:

Option (a) - Maintenance of the status quo.

Option (b) - Renew the kerb and channel as per Attachment 4.

### **Assessment of Options**

40. Option (a) - Maintenance of the status quo - will not result in any social or cultural benefits. The existing streetscape would not be enhanced and an infrastructural asset not renewed, which would result in ongoing maintenance expenditure. 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, and fails to meet any of the transport management objectives.

Option (b) - Renew the kerb and channel as per Attachment 4 - results in the following social, cultural, environmental and economic benefits:

- Social - Reduction in speed of traffic resulting in improved safety. Improved amenity of the streetscape due to landscaping.
- Environmental - The street and its intersections are enhanced with the provision of landscaping.
- Economic - Improvement of a Council infrastructure asset.

### **Option Selection - Union Street**

41. Option (b), the preferred option was selected as the preferred option and was amended in accordance with consultation feedback, where practical. In general, the proposed narrowing of the intersections and narrowing of the carriageway to a width of 10 metres is expected to slow traffic speed and prevent corner cutting at the Owles Terrace intersection. This narrowing will also reflect Union Street's local road status. The existing on-street parallel parking will remain and adequate access to properties has been ensured. The priority at the Beresford / Union Street intersection is changed from Beresford Street to Union Street. Pedestrian safety will be enhanced by narrowing the street and its intersections. Landscaping at the intersections and along the length of the street will be enhanced.

42. The final concept plan consists of the following elements:

- New kerb and channel will extend along the east side of Union Street, from Beresford Street to Owles Terrace.
- New kerb and channel will extend along the west side of Union Street, from Beresford Street to Collingwood Street.
- Narrowing of the intersections of Union Street with Owles Terrace (to 7 metres) and Beresford Street (to 7 metres).
- Narrowing of the carriageway to a width of 10 metres.
- The priority at Beresford and Union Street intersection changed from Beresford Street to Union Street with a give way control proposed on Beresford Street.
- No stopping lines at the intersections.
- On-street parallel parking.
- On the east side between Beresford and Hood Streets there will be 1 metre wide landscaping strips adjacent to property boundaries, and wide grass berms (outside all but two properties, which will include landscaping plots) and street trees.
- On the west side between Beresford and Collingwood Streets there are street trees in tree grates.
- On the west side between Collingwood Street and Owles Terrace there will be no change to the existing footpath and berm areas.
- Landscaping and street trees at the intersections with Collingwood and Hood Street.
- Footpaths on both sides of the street.

43. The preferred option 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.

44. The preferred option for Union Street has primary alignment with the following community outcomes:
- 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

The preferred option also aligns 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.
- 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 Union Street and Owles Terrace intersection for road users and pedestrians.

#### **OPTIONS - BERESFORD STREET MAJOR AMENITY PROJECT**

45. Two options were assessed as part of Beresford Street Major Amenity Improvement project as follows:

Option (a) - Maintenance of the status quo.

Option (b) - Upgrade Beresford Street as per Attachment 5.

#### **Assessment of Options**

46. Option (a) The Status quo - will not result in any social or cultural benefits. The existing streetscape would not be enhanced and the amenity would not be improved. 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, and fails to meet any of the transport management objectives.

Option (b) Upgrade Beresford Street as per Attachment 5 - results in the following social, cultural, environmental and economic benefits:

- Social - Reduction in speed of traffic resulting in improved safety. Improved amenity of the streetscape due to landscaping.
- Environmental - The street and its intersections are enhanced with the provision of landscaping.
- Economic - Improvement of a Council infrastructure asset.

#### **Option Selection - Beresford Street**

47. Option (b), the preferred option, was selected as the preferred option and was amended in accordance with consultation feedback, where practical. In general, the proposed narrowing of the intersections with raised platforms and the change in priority at Beresford and Union Streets intersection is expected slow traffic and help create a parking ‘precinct’. The provision of 60 degree angle parking spaces on Beresford Street between Mafeking Street and Oram Avenue is anticipated to be ‘cycle friendly’ and will be time restricted. The traffic island on Oram Avenue is widened to deter motorists from the New Brighton Mall Road entering Oram Avenue in the wrong direction. The median island between Union and Mafeking Streets is retained but reduced in size. It will serve some function as a pedestrian refuge and will have amenity benefits. Improved facilities for cyclists will be included and landscaping will be enhanced at the vicinity of the intersections.

48. The final concept plan consists of the following elements:

- Kerb build-outs at the intersections with Union Street, Mafeking Street, Oram Avenue and Marine Parade that include landscaping.
- A raised platform at the intersections with Union Street, Oram Avenue and Marine Parade.
- The traffic island on Oram Avenue widened.
- Retention of part of the existing median island between Union and Mafeking Streets and approximately six of the existing cabbage trees.
- The priority at Beresford and Union Streets intersection changed from Beresford Street to Union Street with a give way control proposed on Beresford Street.
- The existing bus stops remain on Beresford Street in their existing location.

- Retention of the existing no stopping on the north side of Beresford Street between Union and Mafeking Streets. No stopping lines at the intersections.
  - 60 degree angle parking spaces at each kerb on Beresford Street between Mafeking Street and Oram Avenue, which will be P60 restricted parking.
  - Relocation of the taxi stand to the southern side of Beresford Street.
  - Retention of the existing loading zone outside Resene.
  - A cycle stand at the southeast corner of the Beresford Street and Oram Avenue intersection and a covered cycle stand in the car park adjacent to the bus stop.
49. The preferred option 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.
50. The preferred option for Beresford Street has primary alignment with the following community outcomes:
- 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.

The preferred option also aligns 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.
- A Safe City: *“Our City’s urban form and infrastructure maximise safety and security for all people from crime, injury and hazards”* by improving pedestrian access between the public Council car parks in Beresford Street and the New Brighton shopping area.