

5. CHAPEL STREET - KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & City Streets Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Chapel Street kerb and channel renewal to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. Chapel Street is a local road, bounded by a collector road and a minor arterial road. Chapel Street is located in the Papanui area which extends from Harewood Road from the south to Langdons Road in the north, a distance of approximately 250m. The Chapel Street/Langdons Road intersection is located 60m west of the Main North railway line. Hoani Street intersects midway along Chapel Street on the western side. Due to the age and condition of the existing kerbs, dish channels and footpaths, Chapel Street has been scheduled for renewal in the 2006/2007 financial year.
3. Chapel Street borders a Living 2 (L2) and a Business 4 (B4) zone in the City Plan. There are less than ten residential dwellings on the street. Chapel Street has wide grass berms and extremely narrow footpaths. There are Japanese Cherry trees located on the north-west side of the street between Hoani Street and Langdons Road. Many of the gardens and fences are not well maintained, giving the street a run down appearance. A number of properties also have vegetation overhanging onto the footpaths.
4. An initial issues consultation survey was sent out to residents in February 2006. Fourteen responses were received. Parking and safety at intersections were identified as issues that need addressing. Some respondents also highlighted traffic volume and cycle safety as issues. Key street activities are walking, cycling and use of mobility scooters. The key positives highlighted were the wide footpaths and the Sanitarium gardens. The key negatives highlighted were the lack of parking, lack of landscaping, poor lighting, poor visibility at the corner of Langdon Road and Chapel Street and the volume of heavy traffic using Chapel Street.
5. The Board was advised through a seminar (1 February 2006) of the background to the project and the proposed consultation to be undertaken in relation to the concept plan.
6. The concept plan was then distributed for consultation in February 2006. The plan comprised three kerb build-outs, one outside the large tree on the Papanui Methodist Church grounds, one between the Sanitarium access and Langdons Road and one at the Chapel Street/Hoani Street intersection. The carriageway is narrowed to 7m at the kerb build-outs but remains at 10.5m along the rest of the street. Footpaths are proposed to be widened to 1.8m and will remain on the kerbside except of the western side of the street between Harewood Road and Hoani Street where they will be located against the property boundary. Landscaping and additional street trees are proposed in the berm areas. 'No Stopping' areas are proposed around all of the kerb build-outs and intersections, on the northern side of Langdons Road outside Firestone (opposite Chapel Street).
7. It is proposed to implement parking restrictions (120 minutes from 8am-6pm Monday to Friday) on the western (residential side) of Chapel Street.
8. This concept plan was distributed to stakeholders (approximately 300) for consultation, and feedback was received from 33 people. Of these, 24 expressed support for the proposal, seven objected to the proposal generally, and two did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements.
9. Following the project team's consideration of this feedback, a few amendments were made to the concept plan as distributed in February 2005. The proposed Pin Oak opposite the Church's tree was removed. Additional parking spaces (a mobility park adjacent the Church and a restricted park opposite the Church) were included. A loading zone was also included adjacent to the Church's main entrance.

10. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team responses (refer Attachment 3). They were also informed of the changes to the plan (see Attachment 2). Specific queries/comments were dealt with individually.
11. The plan included as Attachment 2 has been identified as the preferred option for the renewal of Chapel Street as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the plan detailed in Attachment 2 proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

12. The estimated total costs for this project is \$608,480 inclusive of all consultation, design, and project management.
13. Chapel Street is part of the Street Renewal Programme and is programmed for construction in the 2006/2007 year. The annual budget for Street Renewal is approximately \$15 million. Design costs are provided for in the 2005/2006 budget and the 2006/2007 draft budget provides sufficient funding to construct this project.
14. 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 Board:

- (a) Approve the Chapel Street kerb and channel renewal, as detailed in Attachment 2, to proceed to final design, tender and construction.
- (b) Approve the following new traffic restrictions:
 - i) That the stopping of vehicles be prohibited at any time on the northern side of Harewood Road, commencing at its intersection with Chapel Street and extending 17 metres in a westerly direction.
 - ii) That the stopping of vehicles be prohibited at any time on the northern side of Harewood Road, commencing at its intersection with Chapel Street and extending 12 metres in an easterly direction.
 - iii) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at its intersection with Harewood Road and extending 13 metres in a northerly direction.
 - iv) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at a point 20 metres north of its intersection with Harewood Road and extending 15 metres in a northerly direction.
 - v) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at its intersection with Hoani Street and extending 14 metres in a southerly direction.
 - vi) That the stopping of vehicles be prohibited at any time on the southern side of Hoani Street, commencing at its intersection with Chapel Street and extending 14 metres in a westerly direction.
 - vii) That the stopping of vehicles be prohibited at any time on the northern side of Hoani Street, commencing at its intersection with Chapel Street and extending 14 metres in a westerly direction.
 - viii) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at its intersection with Hoani Street and extending 14 metres in a northerly direction.

- ix) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at a point 53 metres south of its intersection with Langdons Road and extending 16 metres in a northerly direction.
 - x) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing its intersection with Langdons Road and extending 11 metres in a southerly direction.
 - xi) That the stopping of vehicles be prohibited at any time on the northern side of Langdons Road, commencing at a point 15 metres east of its intersection with Chapel Street and extending 28 metres in a westerly direction.
 - xii) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing its intersection with Langdons Road and extending 11 metres in a southerly direction.
 - xiii) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at a point 56 metres south of its intersection with Langdons Road and extending 18 metres in a northerly direction.
 - xiv) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at a point 14 metres north of its intersection with Hoani Street and extending 35 metres in a southerly direction.
 - xv) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at a point 20 metres north of its intersection with Harewood Road and extending 13 metres in a northerly direction.
 - xvi) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at its intersection with Harewood Road and extending 13 metres in a northerly direction.
- (c) Approve the following parking restrictions:
- i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the western side of Chapel Street over its entire length between Harewood Road and Langdons Road.
 - ii) That the parking of vehicles be restricted for loading/unloading movements only on the eastern side of Chapel Street, commencing at a point 34m north of its intersection with Harewood Road and extending 28 metres in a northerly direction.
 - iii) That the parking of vehicles be restricted to disabled persons only on the eastern side of Chapel Street, commencing at a point 14m north of its intersection with Harewood Road and extending 6 metres in a northerly direction.
- (d) New traffic restrictions described in (b) and (c) above take effect upon completion of the works described in (a) above.

CHAIRPERSON'S RECOMMENDATIONS

For discussion.

BACKGROUND ON CHAPEL STREET KERB AND CHANNEL RENEWAL

15. Chapel Street is a local road, bounded by a collector road and a minor arterial road. Chapel Street is located in the Papanui area which extends from Harewood Road from the south to Langdons Road in the north, for a distance of approximately 250m. The Chapel Street/Langdons Road intersection is located 60m west of the Main North railway line. Hoani Street intersects midway along Chapel Street on the western side. Due to the age and condition of the existing kerbs, dish channels and footpaths, Chapel Street has been scheduled for renewal in the 2006/2007 financial year. It was also proposed to replace Kruse's Drain which runs under the carriageway at an angle from the Golden Age Rest Home to the Papanui Methodist Church. Further investigation however, showed that the pipe under the carriageway would not need replacing and the proposal was therefore rejected.
16. Chapel Street borders a Living 2 (L2) and a Business 4 (B4) zone in the City Plan. There are less than ten residential dwellings on the street. There are several rest homes close to Chapel Street, whose residents attend the Papanui Methodist Church on Chapel Street. Church facilities are also used by many other community groups. The Church and the Sanitarium Health Food Company are located on south side of the street. A bus service, Firestone Direct and Sanitarium trucks use Chapel Street.
17. Chapel Street has wide grass berms and extremely narrow footpaths. There are Japanese Cherry trees located on the north-west side of the street between Hoani Street and Langdons Road. Many of the gardens and fences are not well maintained, giving the street a run down appearance. A number of properties also have vegetation overhanging onto the footpaths.
18. The principal aim of the project is to renew the dish kerb and channel in Chapel Street and replace it with flat channel. The objectives of the project include:
 - To replace the existing kerb and dish channel with kerb and flat channel.
 - Enhance the safety of the intersection of Chapel Street with Langdons Road and Harewood Road.
 - Ensure the current speed environment is maintained.
 - Maintain or improve the existing level of service for all modes of transport.
 - Enhance the safety for alternative transport modes.
 - Enhance the amenity value of the street.
 - Enhance parking arrangement.
 - Ensure adequate street lighting is provided considering the high pedestrian usage.

OPTIONS

19. Six options were assessed as part of the Chapel Street kerb and channel renewal. Other than the first option (re status quo), all other options intend to replace the kerb and channel on existing alignments with the exception of intersections as follows:
 - a) Option 1: Maintenance of the status quo.
20. This option 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.
 - b) Option 2: Kerb build-outs at two locations on Chapel Street
21. This option proposed kerb build-outs outside the Papanui Methodist Church, incorporating the Church's main entrance and at the Chapel Street/Hoani Street intersection. The carriageway is narrowed to 7m at the kerb build outs but remains at 10.5m along the rest of the street.
22. A pedestrian refuge is proposed on Harewood Road in the painted flush median west of Chapel Street. Footpaths are proposed to remain on the kerbside except of the western side of the street between Harewood Road and Hoani Street where they will be located approximately 0.5m from the property boundary. It is proposed to widen the footpaths to 1.8m to provide sufficient pedestrian manoeuvrings space around kerbside service poles.

23. Landscaping and additional street trees are proposed in the berm areas.
24. No stopping is proposed at the intersections of Harewood Road and Chapel Street, and Chapel Street and Hoani Street. It is proposed to extend the no stopping lines on Chapel Street at the Chapel Street/Langdons Road intersection. No stopping is also proposed at all kerb build-outs. At the Sanitarium access the no stopping will be extended from Sanitarium's access to the kerb build-out. It is also proposed to install no stopping lines on Langdons Road in front of the Firestone Factory.
 - c) Option 3: Kerb build-outs at three locations on Chapel Street
25. This option is similar to Option 2 except for the changes below.
26. This option proposes three kerb build-outs, one outside the large tree on the Papanui Methodist Church grounds, one between the Sanitarium access and Langdons Road and one at the Chapel Street/Hoani Street intersection. The carriageway is narrowed to 7m at the kerb build-outs but remains at 10.5m along the rest of the street.
27. As is Option 2 no stopping is proposed at the intersections of Harewood Road and Chapel Street, and Chapel Street and Hoani Street. It is proposed to extend the no stopping lines on Chapel Street at the Chapel Street/Langdons Road intersection. No stopping is also proposed at all kerb build-outs. At the Sanitarium access the no stopping will be extended from Sanitarium's access to the kerb build-out. It is also proposed to install no stopping lines on Langdons Road in front of the Firestone Factory.
28. A non-raised textured/paved surface is proposed for the Chapel/Hoani intersection.
 - d) Option 4: Splitter island on Chapel Street near Harewood Road
29. This option is similar to Option 3 in all respects, other than the proposed splitter island.
30. It is proposed to reduce the width Chapel Street at the Harewood Road intersection and to place a central splitter island with pedestrian cutdown just after the Chapel Street/Harewood Road intersection.
 - e) Option 5: location of the footpaths
31. This option is most similar to Option 3.
32. It is proposed to retain the location of the footpaths on the kerbside except on the western side of Chapel Street between Harewood Road and Hoani Street where they will be located against the property boundary. It is not proposed to install a textured/paved surface for the Chapel Street/Hoani Street.
 - f) Option 6: Proposed P120 on the western side of Chapel Street
33. This option could be applied to all previously suggested options. It is proposed to implement parking restrictions (120 minutes from 8am-6pm Monday to Friday) on the western (residential side) of Chapel Street/ Hoani Street intersection.

PREFERRED OPTION

34. The preferred option for the renewal of Chapel Street is Option 5 and to include parking restrictions, described above and illustrated in Attachment 1. This option 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.

35. The preferred option consists of an 10.5m wide carriageway. At the three kerb build-outs, (outside the large tree on the Papanui Methodist Church grounds, one between the Sanitarium access and Langdons Road and one at the Chapel Street/Hoani Street intersection) the carriageway will be 7m wide. Footpaths are proposed to remain on the kerbside except of the western side of the street between Harewood Road and Hoani Street where they will be located against the property boundary.
36. Landscaping and additional street trees are proposed in the berm areas. Chapel Street lighting will also be upgraded.
37. No stopping is proposed at the intersections of Harewood Road and Chapel Street, and Chapel Street and Hoani Street. It is proposed to extend the no stopping lines on Chapel Street at the Chapel Street/Langdons Road intersection. No stopping is also proposed at all kerb build-outs. At the Sanitarium access the no stopping will be extended from Sanitarium's access to the kerb build-out. It is also proposed to install no stopping lines on Langdons Road in front of the Firestone Factory.
38. Parking restrictions of 120 minutes (8am-6pm Monday to Friday) are proposed on the western (residential side) of Chapel Street/ Hoani Street intersection. The parking restrictions and kerb build-outs on Chapel Street will result in the removal of approximately 22 on-street parking spaces on Chapel Street along with the loss of approximately four spaces on Hoani Street. Two spaces on Langdons Road will be lost due to the addition of no stopping lines.

ASSESSMENT OF OPTIONS

Option 2

39. Option 2 satisfies the aims and objectives of the project. It will:
 - Enhance the safety of the intersection of Chapel Street with Langdons Road and Harewood Road.
 - Ensure the current speed environment is maintained.
 - Maintain or improve the existing level of service for all modes of transport.
 - Enhance the safety for alternative transport modes.
 - Enhance the amenity value of the street.
 - Enhance parking arrangements.
 - Ensure adequate street lighting is provided considering the high pedestrian usage.
40. This option will however see the removal of approximately 20 on-street parking spaces on Chapel Street, five spaces on Harewood Road and four spaces on Hoani Street, and two spaces on Langdons Road. This may exacerbate the existing on-street parking problems.

Option 3

41. Option three will also satisfy all the aims and objectives of the project however, with the addition of a third kerb build-out, will remove more parking spaces than Option 2. The addition of the raised/textured threshold will also increase the construction cost of the works.

Option 4

42. This option will also satisfy the project's aims and objectives however, the narrowing of the Harewood Road/Chapel Street intersection will make turning movements for heavy vehicles more difficult.
43. Option 5 with parking restrictions was therefore chosen as the preferred option to go out to consultation.

CONSULTATION

44. A concept plan of Option 5 with parking restrictions was shown to the Golden Age Rest Home, Wesley Care, Papanui Methodist Church and Sanitarium Health Food Company. The same concept plan was presented at a seminar to the Community Board on 1 February 2006 of the background to the project and the proposed consultation to be undertaken in relation to the concept plan of Option 5.
45. Feedback from the stakeholders and Community Board highlighted previous community requests to provide a zebra crossing at the existing pedestrian refuge 100m north of Harewood Road/Chapel Street. The proposed pedestrian refuge was removed from the concept plan as Council staff are investigating in a separate study, pedestrian safety issues along the length of Harewood Road between the railway and Wilmot Street. Council intends to deal with existing and proposed pedestrian crossings collectively and is currently preparing a report on the situation.
46. The concept plan (as shown in Attachment 1) that was distributed to stakeholders for consultation in February 2005 did not show the pedestrian refuge on Harewood Road. An "open house" was also held for the street's residents midway during the consultation period on 3 March 2006. Approximately 300 surveys were sent out and feedback was received from 33 people. Of these, 24 expressed support for the proposal, seven objected to the proposal generally, and two did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements. An overview of the key issues raised is included in Attachment 3.
47. The feedback received on the consultation plan was given consideration by the project team, and, as a result, changes were made to the concept plan (as shown in Attachment 2). The proposed Pin Oak opposite the Church's tree was removed and replaced with a Snake Bark Maple. Additional parking spaces (a mobility park adjacent the Church and a restricted park opposite the church) were included. A loading zone (for larger vehicles such as maxi taxis) was also included adjacent to the Church's main entrance.
48. Attachment 3 also includes an explanation of changes proposed as a result of feedback, and an explanation of why changes are not proposed where considered inappropriate or not practicable. Letters summarising the feedback (as shown in Attachment 3) and informing of the amendments were mailed to those who responded in April 2006.
49. The plan appended as Attachment 2 has been identified as the preferred option for Chapel Street, as it satisfies the aims and objectives of the project and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the plan detailed in Attachment 2 proceed to final design, tender and construction.