

## 8. CARRICK STREET – STREET RENEWAL PROJECT

<b>General Manager responsible:</b>	City Environment, General Manager
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Kirsty Ferguson, Consultation Leader, DDI 941-8662

### 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 street renewal works for Carrick Street, as shown in the Plan for Board Approval attached.

### EXECUTIVE SUMMARY

2. Carrick Street is one of the six streets that were consulted on as part of the Flockton Cluster project. The Flockton Cluster project encompassed neighbourhood improvement works for Aylesford Street, Flockton Street and Francis Avenue; and street renewal works for Archer Street, Carrick Street and Squire Street.
3. The neighbourhood improvement works were approved for final design, tender and construction at a meeting of the Shirley/Papanui Community Board held on 21 June 2006. The implementation dates for Archer Street and Squire Street have yet to be finalised pending the outcome of an assessment of the kerb and channel renewal programme that will aim to maximise the Land Transport New Zealand (LTNZ) subsidy. Carrick Street is programmed for construction in the 2007/2008 financial year due to its condition; however, the construction may start in the 2006/2007 financial year if the opportunity arises.
4. The street renewal works for Carrick Street were initiated through the Council's Asset Management Plan. The primary aim of this project is to replace the existing kerb and dish channel with kerb and flat channel along Carrick Street, between Aylesford Street and Flockton Street.
5. Carrick Street is located within the suburb of St Albans, which falls within the jurisdiction of the Shirley/Papanui Community Board.
6. An initial issue identification survey was carried out with residents of Carrick Street in August 2004. The key issues raised included:
  - Wide footpaths, no grass verges
  - Good potential for a "living street"
  - Boy racers use it as a "lap course"
  - Deep gutters are dangerous, fill with leaves and overflowing
  - Ugly power poles and power lines
  - Lighting could be better
  - Would love trees
  - Too many owners park on the street and leave no space for visitors
  - Maybe a cul-de-sac; however, do not cul-de-sac a few of the streets and then leave one or two to pick up the short cutters and everyone else
  - Parking needs to be improved.
7. The objectives of the project were defined as follows:
  - To reduce through-traffic on all roads within the Flockton Cluster
  - To ensure that works undertaken on Carrick Street do not adversely affect the flow of traffic on the remainder of the streets within the Flockton Cluster
  - To improve the safety of vehicles exiting from Carrick Street

- To ensure that proposed works recognise the special character of the area
  - To improve the safety of cyclists
  - To provide improved pedestrian crossing facilities at key points such as intersections
  - To enhance the streetscape
  - To improve street lighting, where necessary.
8. The concept plans for each of the streets within the Flockton Cluster were presented to the community in a consultation newsletter in April/May 2006 for formal consultation and feedback, following a seminar held with the Shirley/Papanui Community Board on 4 April 2006.
9. There were nine submissions received on the concept plan for Carrick Street, which were all generally in support of the concept plan. A summary of the submissions received is attached.
10. The preferred option is shown in the attached Plan for Board Approval, which includes the following key features:
- Carriageway width of nine metres
  - Three narrowings evenly spaced along the street, each 4.5 metres wide between kerb lines, i.e. enough space for one vehicle and a cycle to pass
  - Three kerb build-outs at the narrowings located opposite 12, and outside 28 and 35 Carrick Street, which are offset from the kerb to create a 1.2-metre wide optional cycle bypass and stormwater flow pathway
  - Broken yellow no stopping lines on the approaches to and departures from the kerb build-outs to keep the bypasses clear of parked vehicles
  - Reduced corner radius at the intersection of Carrick Street and Aylesford Street
  - Approach to Aylesford Street narrowed to nine metres with a single lane entry and exit
  - Approach to Flockton Street intersection narrowed to six metres with the Carrick Street approach alignment perpendicular to Flockton Street.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

11. The street renewal works for Carrick Street are programmed in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The cost estimate for these works is \$575,700. The budget for the project is \$393,654, and any cost overruns will be managed within the overall kerb and channel budget for 2007/2008.
12. No resource consent issues have been identified, and there do not appear to be any other legal implications for this project.
13. Community Board resolutions are required to approve the no stopping restrictions.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Board:

- (a) Approve the street renewal works for Carrick Street to proceed to final design, tender and construction.
- (b) Approve the following no stopping restrictions:

##### **New no stopping restrictions**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Flockton Street, commencing at its intersection with the north side of Carrick Street and extending eight metres in a northerly direction.

- (ii) That the stopping of vehicles be prohibited at any time on the east side of Flockton Street, commencing at its intersection with the south side of Carrick Street and extending six metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Carrick Street, commencing at its intersection with Flockton Street and extending 16 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Carrick Street, commencing at a point 31 metres east of its intersection with Flockton Street and extending 40 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Carrick Street, commencing at a point 126 metres east of its intersection with Flockton Street and extending 29 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Carrick Street, commencing at a point 24 metres west of its intersection with Aylesford Street and extending 34 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Carrick Street, commencing at its intersection with Aylesford Street and extending nine metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Carrick Street, commencing at its intersection with Flockton Street and extending 16 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Carrick Street, commencing at a point 48 metres east of its intersection with Flockton Street and extending 23 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Carrick Street, commencing at a point 128 metres east of its intersection with Flockton Street and extending 24 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Carrick Street, commencing at a point 21 metres west of its intersection with Aylesford Street and extending 28 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Carrick Street, commencing at its intersection with Aylesford Street and extending seven metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at its intersection with the north side of Carrick Street and extending eight metres in a northerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at its intersection with the south side of Carrick Street and extending eight metres in a southerly direction.

#### **CHAIRPERSON'S RECOMMENDATIONS**

1. That the staff recommendations be adopted.
2. That any significant deviation to the approved plan be re-submitted to the Board for approval.

## BACKGROUND ON STREET RENEWAL PROJECT FOR CARRICK STREET

14. This street renewal project was initiated through the Council's Asset Management Plan. The primary aim of the project is to replace the existing kerb and dish channel with kerb and flat channel along Carrick Street, between Aylesford Street and Flockton Street.
15. Carrick Street is 240 metres in length, with a width of 14 metres with grass edges, and a nine-metre wide sealed carriageway. Carrick Street is classified as a local road in the City Plan.
16. Carrick Street is one of the six streets that were consulted on as part of the Flockton Cluster project. The Flockton Cluster project encompassed neighbourhood improvement works for Aylesford Street, Flockton Street and Francis Avenue; and street renewal works for Archer Street, Carrick Street and Squire Street. Given that any treatment works undertaken on one of these streets could significantly affect traffic volumes and behaviour on the other streets, it was considered appropriate to manage the planning and consultation aspects of these projects as one group.
17. The neighbourhood improvement works for Aylesford Street, Flockton Street and Francis Avenue were approved for final design, tender and construction at the meeting of the Shirley/Papanui Community Board held on 21 June 2006. The implementation dates for Archer Street and Squire Street have yet to be finalised pending the outcome of an assessment of the kerb and channel renewal programme that will aim to maximise the Land Transport New Zealand (LTNZ) subsidy. Carrick Street is programmed for construction in the 2007/2008 financial year due to its condition; however, the construction may start in the 2006/2007 year if the opportunity arises.
18. Carrick Street is located in the suburb of St Albans, which falls within the jurisdiction of the Shirley/Papanui Community Board.
19. Traffic volume and speed surveys were undertaken in 2004, which indicated a volume of approximately 150 vehicles per day along Carrick Street, and an 85<sup>th</sup> percentile speed of 48km/hr.
20. An initial survey of property owners and occupiers along Carrick Street was carried out in August 2004. The key issues raised included:
  - Wide footpaths, no grass verges
  - Good potential for a "living street"
  - Boy racers use it as a "lap course"
  - Deep gutters are dangerous, fill with leaves and overflowing
  - Ugly power poles and power lines
  - Lighting could be better
  - Would love trees
  - Too many owners park on the street and leave no space for visitors
  - Maybe a cul-de-sac; however, do not cul-de-sac a few of the streets and then leave one or two to pick up the short cutters and everyone else
  - Parking needs to be improved.
21. Internal Council consultation was undertaken in 2004, which resulted in the following issues being raised:
  - Speed and "rat-running"
  - Geotechnical tests confirmed the need for a full carriageway reconstruction
  - The LTNZ crash analysis system shows there have been no crashes recorded for the five-year period between 2000 and 2004.

22. The primary aim of the project is to renew the kerb and channel on both sides of Carrick Street, and the objectives applicable to Carrick Street are as follows:
- To reduce through-traffic on all roads within the Flockton Cluster
  - To ensure that works undertaken on Carrick Street do not adversely affect the flow of traffic on the remainder of the streets within the Flockton Cluster
  - To improve the safety of vehicles exiting from Carrick Street
  - To ensure that proposed works recognise the special character of the area
  - To improve the safety of cyclists
  - To provide improved pedestrian crossing facilities at key points such as intersections
  - To enhance the streetscape
  - To improve street lighting, where necessary.
23. The concept plans for each of the streets within the Flockton Cluster were presented to the community in a consultation newsletter in April/May 2006 for formal consultation and feedback, following a seminar held with the Shirley/Papanui Community Board on 4 April 2006.
24. Nine submissions were received on the concept plan for Carrick Street, which were all generally in support. A summary of the submissions received and the evaluation of the submissions is attached.

#### **OPTIONS**

25. Two options were developed for comparison in Carrick Street in addition to the option of maintaining the status quo. The key factors affecting the two options were the 20 metre wide road reserve, and that power pole and overhead services are to remain in place.
26. Option 1 proposes a nine metre wide carriageway with six metre wide narrowings at each end of the street and mid-block. The carriageway is offset slightly to avoid the existing water main.
27. Option 2 proposes a nine metre wide carriageway with three large build-outs creating three one lane sections, of 4.5 metres width, along the street. The large kerb build-outs are designed to match Thornton Street, including a cycle bypass along the kerb alignment. This bypass could also act as a flow pathway for stormwater during heavy rainfall events. The planted build-outs would block the view down the street from each end, creating a slow trafficked street.

#### **PREFERRED OPTION**

28. The preferred option for Carrick Street (Option 2) has a carriageway that is predominantly nine metres in width, with three narrowings spaced evenly along the street. The three kerb build-outs are located opposite 12 Carrick Street, and outside 28 and 35 Carrick Street. At these narrowings, there is 4.5 metres between the two kerb lines, which is enough width for a single vehicle and a cyclist to use the road.
29. The kerb build-outs are offset from the kerb to create a 1.2-metre wide optional cycle bypass and stormwater flow pathway. Broken yellow no stopping lines are required on the approaches to and departures from the kerb build-outs to keep the bypasses clear from parked vehicles.
30. The Carrick Street and Aylesford Street intersection has a reduced corner radius, and the approach to Aylesford Street is narrowed to nine metres with a single lane entry and exit. The Carrick Street approach to the Flockton Street intersection is narrowed to six metres with the Carrick Street approach alignment perpendicular to Flockton Street.

## **ASSESSMENT OF OPTIONS**

### **Alternative Option**

31. The narrowing in Option 1 at the eastern end of Carrick Street was ruled out by the project team because of flooding problems from the drain that runs along Aylesford Street. This option did not address the requirement to maintain a clear flow path for stormwater.

### **Maintain the Status Quo**

32. The option to maintain the status quo within Carrick Street essentially means to do no capital works, which would retain the existing road environment in its current condition.
33. This option to maintain the status quo would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, including the road safety, pedestrian, and cycle strategies, as well as the asset management plan.
34. It is therefore considered inappropriate to maintain the status quo in Carrick Street because the opportunity exists to ensure the development of an efficient, safe and sustainable transport system in the city, whilst providing for all modes of transport.

### **Preferred Option**

35. The preferred option for Carrick meets the aims and objectives of the project as follows:

#### **Improve traffic and pedestrian safety**

- (a) The proposed narrowing to nine metres will reduce pedestrian crossing distances and help reduce traffic speeds, particularly when cars are parked on both sides of the road. The reduced radius at the intersections will reduce traffic turning speeds and reduce pedestrian crossing distances. The Carrick Street and Flockton Street intersection will be narrowed to six metres with the Carrick Street approach alignment made perpendicular to Flockton Street. This also reduces pedestrian crossing distances and provides a better position for visibility of vehicles exiting the street.

#### **Improve safety for cyclists**

- (b) Cyclists will benefit from a potential speed reduction of motor vehicle traffic. It is proposed to install kerb build-outs opposite 12, and outside 28 and 35 Carrick Street. There will be 4.5 metres between the two kerb lines, which is sufficient for a single vehicle and a cyclist to use the road. However, the kerb build-outs will be offset from the kerb to create a 1.2 metre wide option cycle bypass. Broken yellow no stopping lines will be required on the approaches to and departures from the kerb build-outs to keep the bypasses clear from parked vehicles.

#### **Provide improved pedestrian crossing facilities**

- (c) The footpaths are located against the property boundary and the balance of the berm area is grass against the kerb. The crossing distances for pedestrians along Carrick Street will be reduced to nine metres and the proposed intersections will discourage motorists from turning at speed. For these reasons, it is considered that no specific pedestrian facilities are required.

#### **Improve safety of vehicles exiting Carrick Street**

- (d) The Carrick Street and Flockton Street intersection will be narrowed to six metres width with the Carrick Street alignment made perpendicular to Flockton Street. This position will be better for exiting vehicles as it increases their departure visibility.

**Enhance the streetscape**

- (e) The proposed kerb build-outs opposite 12 and outside 28 and 35 Carrick Street will provide areas that can be landscaped. This can be done in keeping with Thornton Street, which was previously upgraded within this cluster of streets, with a mixture of native ground covers and exotic specimen trees. The proposed kerb build-outs will make Carrick Street appear short, and not a good route for a thoroughfare. This will also keep the form of the street simple, and appropriate for this cluster.

**Improve street lighting where necessary**

- (f) The level of street lighting has been checked during the concept design stage to ascertain whether the existing level is sufficient, or whether an upgrade is required. A lighting upgrade is necessary for Carrick Street, as part of the street renewal project.