

3. WEBB STREET – STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment
Officer responsible:	Unit Manager, Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's approval to proceed to final design, tender and construction of the street renewal works along Webb Street, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. Webb Street is located in the Fendalton Ward and is classified as a local road in the Council's roading hierarchy. It runs between Papanui Road, a minor arterial road, and Bristol Street, a local road. The street is approximately 280 metres long, has a legal width of 20 metres, and a formed carriageway of 14 metres. There is an existing demand for daytime parking at the Papanui Road end of the street, which also has a seagull island treatment to prevent right turns in and out of Webb Street.
3. The Land Transport New Zealand Crash Analysis System shows there have been two crashes recorded for the five-year period between 2001 and 2005 on Webb Street. Both of these crashes were recorded as non-injury.
4. An initial survey was carried out with the local community in January 2006, and the main issues raised related to road width and design, landscaping, St Albans Stream and flood management. The proposed concept design developed from this information was presented to the Community Board at a seminar on 13 June 2006.
5. The preferred option was put out for comment in a consultation newsletter to landowners and occupiers along Webb Street, as well as key stakeholders in June 2006. The concept plan showed new kerb and channel, footpaths, and a reduction in road width to nine metres. Additional landscaping included landscape plantings, and Red and Japanese Maple trees. It was also proposed to daylight St Alban's Stream. Kerb build-outs were proposed at the Bristol Street end of Webb Street, and in front of 29/37 Webb Street.
6. Twenty-three responses were received, of which 13 were in support of, three were in opposition to, and 7 had no preference to the proposed concept design. A summary of the submissions received, and an evaluation of the issues raised by the project team, is shown in **Attachment 2**.
7. Following the project team's consideration of this feedback, several amendments were made to the concept plan. Footpaths were no longer placed immediately adjacent to property boundaries, and any proposed Red Maple trees have been replaced with Japanese Maple trees. Footpaths and pedestrian crossings locations have been aligned to ensure ease of access for the visually impaired.
8. Those who responded to the concept plan received a copy of the summary of the feedback, the project team's evaluation, and the changes to the concept plan, as shown in the Plan for Board Approval in **Attachment 1**. Residents will receive a copy of the detailed design plan for the day lighting of St Albans Stream, when finalised.
9. The Plan for Board Approval shown in **Attachment 1** has been identified as the preferred option for the renewal of Webb Street as it satisfies the aims and objectives of the project, and has the general support of the community.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The street renewal works along Webb Street are programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2006/2007 financial year. The cost estimate for this project is \$579,200, \$72,510 of which is for the day lighting of the waterway and will be funded from the Greenspace budget and the remainder from the Kerb and Channel renewal Budget.
11. There are no notable heritage trees, heritage or historic buildings, places and objects identified in the City Plan or on Webmap 2 in the area of the proposed works. No resource consent issues have been identified, and there are no legal implications for this project.
12. Community Board resolutions are required to approve the "No Parking" restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Committee:

- (a) Approve the Webb Street street renewal works, as shown in **Attachment 1**, to proceed to final design, tender and construction.
- (b) Approve the following “No Stopping” restrictions:

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the northern side of Webb Street commencing at its intersection with Papanui Road and extending 17 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the southern side of Webb Street commencing at its intersection with Papanui Road and extending 21 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the northern side of Webb Street commencing at a point 133 metres from its intersection with Papanui Road and extending 56 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the southern side of Webb Street commencing at a point 133 metres from its intersection with Papanui Road and extending 56 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the southern side of Webb Street commencing at its intersection with Bristol Street and extending 17 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Bristol Street commencing at its intersection with Bristol Street and extending 17 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of Webb Street commencing at its intersection with Bristol Street and extending 17 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Bristol Street commencing at its intersection with Webb Street and extending 11 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Bristol Street commencing at its intersection with Webb Street on the northern side and extending 15 metres in a northerly direction.

SECTION ONE - BACKGROUND ON WEBB STREET – STREET RENEWAL PROJECT

13. Webb Street is located in the Fendalton Ward, which falls within the jurisdiction of the Fendalton/Waimairi Community Board. Webb Street is classified as a local road in the Council's roading hierarchy that runs between Papanui Road, a minor arterial road, and Bristol Street, a local road.
14. Webb Street is approximately 280 metres long, has a legal width of 20 metres, and a formed carriageway of 14 metres. There is an existing demand for daytime parking at the Papanui Road end of the street. The intersection with Papanui Road has previously been upgraded and has a seagull island treatment to prevent right turns in and out of Webb Street.
15. This project was initiated as part of the Council's kerb and dish channel renewal programme.
16. The Land Transport New Zealand Crash Analysis System shows there have been two crashes recorded for the five-year period between 2001 and 2005 on Webb Street. Both of these crashes were non-injury. One of the crashes occurred at the Papanui Road intersection and involved a vehicle travelling south on Papanui Road colliding with a parked vehicle. The other crash occurred at the Bristol Street intersection and involved a vehicle turning right out of Webb Street losing control.
17. An initial survey was carried out with the local community in January 2006, and the main issues raised related to:
 - Narrowing the road
 - Landscaping / berms
 - Use of Webb St currently as a thoroughfare
 - Flooding
 - Ducks getting stuck in the weir under the road
 - Upgrading the street lighting
 - Opening up the waterway
 - Preserving existing trees
 - Undergrounding of services
 - Keeping the design simple, as the Royal NZ Foundation for the Blind (RNZFB) located nearby, and bricked thresholds can create problems for canes.
18. The objectives of the project were thus defined as:
 - To reflect the local road nature of the street.
 - To reduce the width of the carriageway, if appropriate.
 - To maintain or improve safety for pedestrians, cyclists and vehicles.
 - To ensure the design meets the demand for on-street parking.
 - To provide landscape enhancement, where possible.
 - To ensure the design caters for the visually impaired.
 - To work with the Greenspace Unit to open up the stream, if desired.
 - To upgrade the lighting, if appropriate.
 - To ensure adequate drainage design.
19. Two options were developed for comparison during the concept design phase, and the preferred option was sent out for feedback in a consultation newsletter to landowners and occupiers along Webb Street, as well as key stakeholders in June/July 2006. Twenty-three responses were received, of which 13 were in support of, 3 were in opposition to, and 7 had no preference for the concept plan. A summary of the submissions received and an evaluation of the issues raised, is shown in **Attachment 2**.
20. The key issues raised during this consultation phase were:
 - Carriageway alignment and width
 - Footpath alignment
 - Speed humps
 - Types and size of trees proposed
 - Design of the St Albans Stream enhancement
 - Pedestrian crossing locations and tactile paving.

21. The main features of the Plan for Board Approval are detailed in paragraphs 54 to 63 of this report. The modifications to the concept plan sent out for consultation and the concept plan shown in **Attachment 1** are:

- Installation of warning tactile pavers at the Webb Street/Papanui Street intersection and the use of landscaping to better identify the crossing points to visually impaired users. The kerb cut-down will also be narrowed and lined up with the central island on Webb Street.
- A new kerb cut-down crossing will be included at the Bristol Street intersection, to allow pedestrians to cross Bristol Street just north of the Webb Street intersection. Warning tactile pavers will be installed on the western side of the carriageway, and warning and directional tactile pavers will be installed on the eastern side of the carriageway. A small area of cobblestones will be placed just north of the tactile pavers on the western side to further highlight the crossing to visually impaired users.
- No stopping restrictions will be installed on the eastern side of Bristol Street where the new pedestrian cut-down will be located.
- The footpath will be changed from the initial concept design of running along the property boundary line, to being located between a 0.8 metre wide landscape strip along the property boundary line and a grass berm along the kerb line.
- The Red Maple trees proposed for the southern side of Webb Street will be changed to the smaller Japanese Maple trees.
- The tree proposed outside 5 Webb Street will be removed and a path will be provided through the grass berm area outside this property.
- The tree proposed outside 4 Webb Street will be removed.
- Trees will be planted outside 34 and 38 Webb Street in the grass berm.
- The vehicle crossing at 22 Webb Street will be widened from 3.5 metres to six metres towards their eastern boundary.

SECTION TWO - OPTIONS

22. Neither of the two options developed for comparison provide for specific cycle facilities, however the 9 metre width is appropriate for all road users on a local road. A street lighting upgrade was investigated as part of the design of the preferred option.

Option 1 – Maintain the Status Quo

Option 2

23. Option 2 involves the full pavement reconstruction of Webb Street and day lighting of part of St Albans Stream. This option reduces the existing carriageway width from 14 metres to nine metres.
24. Kerb build-outs are proposed as a threshold treatment at the Bristol Street intersection, which will reduce the carriageway width to six metres on Webb Street for the first 15 metres. There will be another kerb build out at 29/37 Webb Street where St Albans Stream crosses Webb Street, this kerb build-out reduces the carriageway width to five metres for 30 metres to allow the area around St Albans Stream to be enhanced.
25. The shape of the island at the Papanui Road intersection will be altered to make it harder to turn right into Webb Street.
26. The existing footpaths will be removed and a new footpath will be installed on both sides of the carriageway. This path will be 1.65 metres wide and will be located between the kerbside berm and a landscape strip running along the property boundary lines. The path has been located so the existing power poles are located within the berm area.

27. The new kerbside berm area will be approximately 4.0-4.5 metres wide on the northern side of the carriageway and 2.0-2.5 metres wide on the southern side of the carriageway to fit around the existing services and power poles. A 0.5-1 metre wide grass strip will run along the property boundary lines.
28. The footpath running along the western side of Bristol Street will continue in a straight line through the new area of narrowing at the intersection to ensure that visually impaired users do not get confused when crossing Webb Street. Warning tactile pavers will be installed at the Webb Street intersection to further highlight the intersection for visually impaired users.
29. The area of road narrowing outside 29/37 Webb Street (on the northern side of the carriageway) will incorporate day lighting of St Albans Street out to an existing manhole approximately eight metres out from the property boundary, improvements to drainage around the culvert and manhole, and landscaping of the area to enhance and encourage community use.
30. Landscaping and additional specimen trees are proposed in the berm areas.
31. No stopping areas are proposed at the Webb Street/Bristol Street intersection for the extent of the road narrowing, and on both sides of the carriageway adjacent to the road narrowing at St Albans Stream. This will extend from 23 to 37 Webb Street on the northern side, and from 26 to 36 Webb Street on the southern side.
32. Narrow vehicle crossovers will be widened to 3.5 metres as part of the works, and the three driveways located within the narrowed section by the stream will have additional widening to make manoeuvring in and out of their properties easier.

Option 3

33. Option 3 is similar to Option 2, except that the carriageway width outside 15/16A Webb Street will reduce to six metres. The existing central island on Papanui Road will be lengthened to eliminate right turning into Webb Street. Two additional crossing points are proposed, with the first at the kerb build-out where St Albans Stream crosses the road, and the second at the kerb build-out outside 15/16A Webb Street. A splitter island will be installed on Webb Street at the Webb Street / Bristol Street intersection.
34. No stopping areas are proposed at the Webb Street/Bristol Street intersection for the extent of the splitter island, and on both sides of the carriageway adjacent to the road narrowing at 15/16A Webb Street.

PREFERRED OPTION

35. Option 2 is the preferred option.
36. The preferred option is described above in paragraphs 24-33.

SECTION THREE - ASSESSMENT OF OPTIONS

Option 1- Maintain the Status Quo

37. The option to maintain the status quo essentially means to undertake no capital works along Webb Street. This would retain the street and road environment in its existing condition, including deep dish kerb and channel.
38. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, particularly the Pedestrian Strategy, Road Safety Strategy, and the Council's asset management plan.
39. Therefore it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

Option 3- Alternative Option

40. Option 3 provided an additional kerb build-out and splitter island at Bristol Street, which would require the removal of six additional on-street parking spaces compared with the preferred option.
41. This option provides a splitter island at the Bristol Street intersection as opposed to road narrowing, which was not considered to be as user friendly for visually impaired users as the road narrowing option.
42. The lengthening of the central island on Papanui Road will eliminate the small amount of right turning that is still occurring into Webb Street, but will block right turning into the property, which is a hostel / hotel, on the opposite side of the carriageway. The central island already blocks right turning in and out of the side road adjacent to this property and blocking the driveway on Papanui Road may cause significant access problems to this property.
43. This option is also the more expensive of the two options developed.

Option 2 - The Preferred Option

45. The objectives for this project are met by the preferred option, as follows. The local road nature of the street is enhanced by narrowing the carriageway from 14 metres to nine metres, installing kerb build-outs at the Bristol Street intersection and in the middle of Webb Street, increasing the berm area along the street, planting street trees in the berm area and enhancing the kerb build-out areas with landscaping. This project also provides an opportunity to day light St Albans Stream and enhance the area surrounding the stream with landscaping, a pedestrian bridge and provision of a seat to encourage community use of the area.
45. The road narrowing, particularly in the kerb build-out areas, is expected to reduce vehicle speeds along Webb Street, which will reduce the likelihood and severity of future accidents thereby improving safety for road users. The reshaping of the central island at the Papanui Road intersection is expected to further deter vehicles from turning right into Webb Street (i.e. this movement is banned at present, but some vehicles still turn right). This will reduce the likelihood of vehicles being struck when completing this manoeuvre thereby improving safety for road users.
46. Pedestrian facilities will be improved along Webb Street with an increase in the width of the footpaths from 1.2 metres to 1.65 metres along both sides of the carriageway. The paths will be located between a narrow landscaping strip along the property boundary line and wide berms along the roadway. The new paths have been located so the existing power poles, which are currently located at the edge of the footpath, are located within the berm area. The crossing width at the Bristol Street intersection will reduce from 14 metres to six metres, and the footpath running along Bristol Street will run in a straight line across Webb Street for the benefit of visually impaired users. The path and crossing points are well defined with landscaping located on both sides of the path in the kerb build-out area.
47. The main parking demand in the street currently is at the Papanui Street end, particularly during school pick up/drop off times. There is also a small amount of parking demand at the Bristol Street intersection, mainly associated with Mozart's Performing Arts School, which is located in Bristol Street. The on-street parking demand in the centre of Webb Street is very low, with all properties having off-street parking areas. The proposed design will meet the parking demand for on-street parking in the area.
48. Landscaping enhancement will be provided along the full length of Webb Street by the inclusion of wide berms on both sides of the carriageway, street trees located in the new berm area along the length of Webb Street. A strip will be provided running along the property boundary lines on both sides of the road, and landscaping will be further enhanced at the Papanui Road intersection, and introduced at the Bristol Street intersection. The area surrounding St Albans Stream will include landscaping enhancement as well as a seat and a pedestrian bridge.

49. The proposed design caters for visually impaired users by installing warning tactile pavers at the intersections. The footpath running along the western side of Bristol Street will continue in a straight line through the new area of narrowing at the intersection so visually impaired users do not get confused when crossing over Webb Street. The new footpath alignment on both sides of Webb Street has the existing power poles located in the grass berm area, which removes a hazard off the footpath and provides a safer environment for visually impaired users. In some locations, service lids will be located within the new path area, and these lids will be changed where necessary to provide lids that are safer for use in pedestrian areas.
50. The Greenspace Unit was consulted during the preliminary scheme design for the day lighting of St Albans Stream. Existing street lighting will be upgraded as part of this project. A drainage review has been completed particularly around the St Albans Stream area where a number of options were considered for the day lighting of the stream, improving flooding problems associated with the stream, and access to the manhole and culvert at the stream.
51. There are no land ownership issues associated with this project. However, a hedge at 28 Webb Street is intruding onto the road, and the wall is set back behind the boundary. There is a minor intrusion of a fence onto the road at 34 Webb Street. These issues are not expected to impact on the project.
52. There are no consent or legal issues to be considered.