4. DARESBURY LANE AND ROCHDALE STREET – KERB AND CHANNEL REPLACEMENT PROJECTS

General Manager responsible:	General Manager City Environment, Jane Parfitt
Officer responsible:	Michael Aitken Manager Transport & Greenspace
Author:	Kirsty Ferguson, Consultation Leader, Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction of the Daresbury Lane and Rochdale Street kerb and channel replacement projects, as shown in the plans for Board approval at Attachment 1 and Attachment 2 respectively.

EXECUTIVE SUMMARY

2. Daresbury Lane and Rochdale Street form part of the Harakeke Cluster project. The other streets in the Cluster are Harakeke Street (from Daresbury Lane to Riccarton Road), Matai Street West and Nikau Place. The kerb and channel replacement works in these streets were grouped together to form a cluster for planning and design purposes.

3. Initial consultation was undertaken with the residents of Matai Street West in September 2004. A joint seminar was held with the Riccarton/Wigram Community Board and the Fendalton/Waimairi Community Board in October 2005, to discuss the concept plan for Matai Street West and the initial consultation proposed for Rochdale Street and Daresbury Lane. At this seminar, the Boards requested that the project team looks at the streets as a cluster, as proposals for one street could potentially affect traffic movements on another street.

4. The primary aim of the Daresbury Lane and Rochdale Street projects is to replace the existing kerb and dish channel with kerb and flat channel. Daresbury Lane has specific objectives relating to the road status, landscaping, street character, pedestrian and cycle access. Rochdale Street has specific objectives relating to safety for all road users, discouraging heavy vehicles and tour buses using this route, landscaping, street character and reduction of speeding and “rat running”.

5. The community was consulted on concept plans for the Harakeke Cluster in May 2006. Approximately 800 consultation newsletters were distributed to landowners/occupiers and an open evening and street meetings were held. Two options were developed for Daresbury Lane and Rochdale Street and distributed for consultation.

6. For Daresbury Lane, Option 1 comprised a 9-metre wide carriageway for the full length of Daresbury Lane, with a cul-de-sac head at the end of the lane. This aims to provide direct access for driveways and the railway cycleway at the east end of the lane. There is also provision for one footpath on the south side of Daresbury Lane, and narrowing of the intersection with Harakeke Street to 7 metres, which is offset to the north.

7. Option 2 for Daresbury Lane comprises a 6-metre wide carriageway with inset parking bays along both sides of the lane. A cul-de-sac head is located outside No. 17 and No. 18 Daresbury Lane, which creates a long driveway to the east end of the lane. This enables large green space areas to be included in the design at the end of the lane, before entering the railway cycleway. There is provision for footpaths along both sides of the lane, with the path curving out to the kerb adjacent to the protected poplar trees at 7 Daresbury Lane.

8. For Rochdale Street, Option 1 comprised an 8-metre wide carriageway along the full length of Rochdale Street, with an offset to the south increasing the width to 10 metres providing space for parking. There is on-street parking provided on the north side, and parking bays on the south side of the carriageway between existing trees.

9. Option 2 comprises a 6-metre wide carriageway along the full length of Rochdale Street, two raised platforms located at the Straven Road intersection and 250 metres west of the Rochdale Street intersection with Harakeke Street. Parking bays are located on each side of the carriageway located between the existing trees, and there is a general increase in the areas of landscaping.

10. Approval is now sought from the Fendalton/Waimairi Community Board to progress the preferred option for Daresbury Lane, shown at Attachment 1, and Rochdale Street, shown at Attachment 2, to final design, tender and construction to meet the 2007/2008 Transport and Greenspace Unit's capital programme. Daresbury Lane and Rochdale Street are both located within the Fendalton Ward, which falls within the jurisdiction of the Fendalton/Waimairi Community Board as decision-maker.

FINANCIAL IMPLICATIONS

11. The kerb and channel replacement works for Daresbury Lane and Rochdale Street are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The estimated cost for each of these projects is $318,100 for Daresbury Lane, and $405,600 for Rochdale Street.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

12. As above.

LEGAL CONSIDERATIONS

13. There are three notable trees listed in the City Plan at 7 Daresbury Lane. Any construction works carried out within 10 metres of these poplar trees will require resource consent. There is also a historic/heritage building at 7 Daresbury Lane. This building was the former Daresbury stables that served the Daresbury Homestead.

14. There are no notable/heritage trees or heritage/historic buildings, places or objects listed in the City Plan in relation to Rochdale Street.

Have you considered the legal implications of the issue under consideration?

15. There appear to be no legal implications for these projects. Community Board resolutions are required to approve the new traffic restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. Aligns with Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

17. As above.

ALIGNMENT WITH STRATEGIES

18. These projects are consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

19. As above.

CONSULTATION FULFILMENT

20. A seminar was held with the Fendalton/Waimairi and Riccarton/Wigram Community Boards on 11 April 2006, prior to the preferred concept plan for Daresbury Lane and Rochdale Street being presented to the public for consultation. Community consultation was undertaken in May 2006 on the preferred concept plans.

21. Approximately 23 households in Daresbury Lane and other interested parties were consulted, of which 12 responded. The majority of respondents (83%) were in support of the proposal.

22. Approximately 25 households in Rochdale Street and other interested parties were consulted, of which 14 responded. The majority of respondents (72%) were in support of the proposal.

STAFF RECOMMENDATION

It is recommended that the Board:

(a) Approve the Daresbury Lane kerb and channel replacement project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 1.

(b) Approve the Rochdale Street kerb and channel replacement project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 2.

(c) Approve the following "no stopping" restrictions:

New No Stopping – Daresbury Lane

(i) That the stopping of vehicles be prohibited at any time on the north side of Daresbury lane commencing at its intersection with Harakeke Street and extending 17 metres in an easterly direction.

(ii) That the stopping of vehicles be prohibited at any time on the south side of Daresbury lane commencing at its intersection with Harakeke Street and extending 16 metres in an easterly direction.

(iii) That the stopping of vehicles be prohibited at any time on the north side of Daresbury Lane commencing at a point 210 metres east of its intersection with Harakeke Street and extending 28 metres in an easterly direction.

(iv) That the stopping of vehicles be prohibited at any time on the south side of Daresbury lane commencing at a point 210 metres east of its intersection with Harakeke Street and extending 28 metres in an easterly direction.

New No Stopping – Rochdale Street

(v) That the stopping of vehicles be prohibited at any time on the north side of Rochdale Street commencing at its intersection with Straven Road and extending 18 metres in an easterly direction.

(vi) That the stopping of vehicles be prohibited at any time on the south side of Rochdale Street commencing at its intersection with Straven Road and extending 18 metres in an easterly direction.

(vii) That the stopping of vehicles be prohibited at any time on the north side of Rochdale Street commencing at a point 121 metres east of its intersection with Straven Road and extending 19 metres in an easterly direction.

(viii) That the stopping of vehicles be prohibited at any time on the south side of Rochdale Street commencing at a point 122 metres east of its intersection with Straven Road and extending 18 metres in an easterly direction.

(ix) That the stopping of vehicles be prohibited at any time on the north side of Rochdale Street commencing at its intersection with Harakeke Street and extending 14 metres in a westerly direction.

(x) That the stopping of vehicles be prohibited at any time on the north side of Rochdale Street commencing at its intersection with Harakeke Street and extending 8 metres in a westerly direction.

BACKGROUND (THE ISSUES)

23. Daresbury Lane and Rochdale Street are both part of the Harakeke Cluster kerb and channel replacement project. This cluster includes Daresbury Lane, Rochdale Street, Harakeke Street, Matai Street West and Nikau Place.

24. In October 2005 a joint seminar was held with the Riccarton/Wigram Community Board and the Fendalton/Waimairi Community Board to discuss the concept plan for Matai Street West, and proposed initial consultation for Rochdale Street and Daresbury Lane. At this seminar, the Community Boards asked whether the project team could consider Daresbury Lane, Rochdale Street, Harakeke Street, Matai Street West and Nikau Place as a cluster for street renewal, as works on one street could potentially affect traffic movements on the other streets. At that time, Daresbury Lane and Rochdale Street were scheduled in the Transport and Greenspace Unit's capital programme for the 2006/2007 financial year, Matai Street West and Nikau Place for the 2005/2006 financial year, and Harakeke Street for the 2008/2009 financial year. These streets were then clustered for planning and design purposes to form the Harakeke Cluster.

25. In July 2006, the Transport and Greenspace Unit's capital programme was reviewed to maximise Land Transport New Zealand subsidy levels. As a result of this review, Matai Street West and Nikau Place were recommended on the capital programme for construction in the 2007/2008 financial year. Daresbury Lane, Rochdale Street and Harakeke Street were reprogrammed to future years at that time.

26. Approval was sought to proceed to final design, tender and construction for Matai Street West and Nikau Place in November 2006. The Riccarton/Wigram Community Board resolve to approve the kerb and channel replacement for these two streets at an extraordinary meeting held on 8 November 2006.

27. In November 2006, Daresbury Lane, Rochdale Street and Harakeke Street were reconsidered and recommended for inclusion in the capital programme for construction in the 2007/2008 financial year. This report seeks approval to proceed to final design, tender and construction for kerb and channel replacement along Daresbury Lane and Rochdale Street. Harakeke Street is addressed in a separate report to the Fendalton/Waimairi Community Board and the Riccarton/Wigram Community Board.

28. The primary aim of the Daresbury Lane and Rochdale Street projects is to replace the existing kerb and dish channel along both sides of these streets with new kerb and flat channel.

29. Daresbury Lane is a no-exit lane, which runs from Harakeke Street to the Main South Railway Line and has an existing carriageway width of approximately 14 metres. Daresbury Lane is classified as a local road in the Council's roading hierarchy and as such, it is not expected to carry significant traffic volumes. The surrounding area is generally residential in nature.

30. Rochdale Street links Straven Road with Harakeke Street and has an existing carriageway width of approximately 9 metres. Rochdale Street is classified as a local road in the Council's roading hierarchy and as such, it is not expected to carry significant traffic volumes. The surrounding area is generally residential in nature.

31. Initial consultation was undertaken with the community in September 2004. A survey was distributed to residents, which asked what they would like and would not like to see in their reconstructed street. Approximately 40 responses were received, with the following general issues raised:

- Narrow the road / don't narrow the road.
- Discourage through traffic, heavy traffic and speeding traffic.
- Don't install any judder bars, speed humps or calming devices.
- Underground overhead services.
- Install cycle lanes / don't install cycle lanes.
- Provide angle parking / don't provide angle parking.
- Grass berm and landscaping / no grass berms and landscaping.
- Improve drainage.

32. The Land Transport New Zealand Crash Analysis System shows that there have been no crashes reported in Daresbury Lane for the 2002-2007 period, and one speed related crash on Rochdale Street for the 5-year period between 2002-2007. The proposal for Rochdale Street is expected to reduce speed and therefore a reduction in any crashes is expected.

33. In May 2006, concept plans for the Harakeke Cluster were distributed to the community for consultation. Approximately 800 consultation newsletters were distributed to landowners and occupiers in the area and an open evening and street meetings were held. At the open evening and street meeting, 115 responses were received as well as other verbal feedback. A summary of the feedback received for the Harakeke Cluster is shown at **Attachment 3** and is summarised below.

34. There were 12 specific responses received for the Daresbury Lane concept plans (i.e. feedback forms that indicated they related to Daresbury Lane). Of these responses, 50% indicated support for Option 1, 33% indicated support for Option 2 and 17% did not support either option. The main issues raised include:

- **Footpaths** – prefer footpath on both sides of the street; footpaths could be wider.
- **Landscaping** – request for specimen trees to mark the entrance; concern about the maintenance of the berm / park areas.
- **Traffic Calming** – vehicle crossing at No. 1 and No. 2 Daresbury Lane needs to change; minimum reduction in street width to 9 metres; cul-de-sac will create access issues at No. 16 Daresbury Lane.

35. There were 14 specific responses received for the Rochdale Street concept plans (i.e. feedback forms that indicated they related to Rochdale Street). Of these responses, 43% indicated support for Option 1, 29% indicated support for Option 2, 21% opposed both options and 7% did not specify a preference. The main issues raised include:

- **Parking** – need maximum parking.
- **Landscaping** – replace badly damaged trees; don't want plantings against fences.
- **Traffic Calming** – want a two-lane exit onto Straven Road; mid-block threshold not necessary.

36. A seminar was held with the Riccarton/Wigram Transport and Roading Committee on 25 August 2006 to update them on the outcomes of the consultation and with the Fendalton/Waimairi Works and Traffic Committee on 28 August 2006.

THE OBJECTIVES

37. The primary objective of these projects is to replace the existing kerb and dish channel with new kerb and flat channel along both sides of Daresbury Lane and Rochdale Street.

38. The secondary objectives for the Daresbury Lane project are to:

- Develop a design supportive of Daresbury Lane to signify its local road status.
- Install appropriate landscaping to further enhance Daresbury Lane.
- Maintain and enhance the character of the street environment in accordance with its SAM 8 designation.
- Maintain and enhance the pedestrian and cycle access connecting the railway pathway with the community and local schools.

39. The secondary objectives for the Rochdale Street project are to:

- Reduce speeding and "rat running".
- Maintain or improve safety for pedestrians, cyclists and vehicles.
- Discourage tour bus operators and heavy vehicles using Rochdale Street as a short cut.
- Install appropriate landscaping to further enhance Rochdale Street.
- Maintain and enhance the character of the street environment in accordance with its SAM 8 designation.

THE OPTIONS

40. Five options were initially developed for the kerb and channel replacement of Daresbury Lane and for Rochdale Street, which all involved full reconstruction of the pavement. Shoulder reconstruction is not appropriate for this street due to high deflections and thin pavement. The carriageway crown will be lowered to improve the cross section.

DARESBURY LANE

Option 1

41. Option 1 features a 9-metre wide carriageway for the full length of Daresbury lane and a cul-de-sac head outside No. 16 and No. 17 Daresbury Lane. Access to the properties east of the cul-de-sac is via a communal driveway with large green space areas on either side.

42. Access onto the railway cycleway is via the communal driveway instead of directly from the carriageway. There is a footpath on both sides of the lane with a curve in the path around the three protected poplar trees at No. 7 Daresbury Lane.

Option 2

43. The features of Option 2 include a 10-metre wide carriageway for the full length of Daresbury Lane, with a narrowing of the intersection with Harakeke Street to 7 metres.

44. There is a cul-de-sac head at the end of the lane, which provides direct access for driveways and the railway cycleway at the east end of the lane. There is provision for footpaths on both sides of the lane, with the path curving out to the kerb adjacent to the three protected poplar trees at No. 7 Daresbury Lane.

Option 3

45. Option 3 features a 10-metre wide carriageway for the full length of Daresbury Lane, with a narrowing of the intersection with Harakeke Street to 7 metres.

46. There is a hammerhead cul-de-sac at the end of the land, which incorporates the driveways to No. 18, No. 19, No. 20 and No. 22 Daresbury Lane. There is provision for footpaths on both sides of the lane, with the curving out to the kerb adjacent to the three protected poplar trees at No. 7 Daresbury Lane.

Option 4

47. The features of Option 4 include a 9-metre wide carriageway for the full length of Daresbury lane, with a narrowing of the intersection with Harakeke Street to 7 metres, which is offset to the north.

48. There is provision for one footpath on the south side of Daresbury Lane and a cul-de-sac head at the end of the lane, which provides direct access for driveways and the railway cycleway at the east end of the lane.

Option 5

49. The features of Option 5 include a 6-metre wide carriageway with inset parking bays along both sides of the lane. There is a cul-de-sac head outside No. 17 and No. 18 Daresbury Lane creating a long driveway to the east end of the lane. There is provision for footpaths along both sides of the lane, with the path curving out to the kerb adjacent to the three protected poplar trees at No. 7 Daresbury Lane. There are large green space areas at the end of the lane, before entering the railway cycleway.

50. Options 4 and 5 were presented to the community in May 2006 for their feedback, as part of the Harakeke Cluster consultation newsletter.

ROCHDALE STREET

Option 1

51. Option 1 features a 9-metre wide carriageway along the full length of Rochdale Street and a raised platform on the east side of the Rochdale Street intersection with Straven Road. It is considered that the raised platform will reduce traffic speeds on Rochdale Street. There is parking available along both sides of the carriageway.

Option 2

52. The features of Option 2 include an 8-metre wide carriageway along the full length of Rochdale Street, with an offset to the south increasing the width to 10 metres, which provides space for parking.

53. There is provision for on-street parking on the north side of the street and parking bays on the south side of the carriageway between the existing trees.

Option 3

54. Option 3 features a 6-metre wide carriageway along the full length of Rochdale Street, with two raised platforms. One of the platforms is located at the intersection with Straven Road and the other platform is located 250 metres west from the Rochdale Street intersection with Harakeke Street.

55. There is parking bays placed on each side of the carriageway, which are located between the existing trees. There will also be a general increase in the amount of landscaped areas.

Option 4

56. The features of Option 4 include an 8.2-metre wide carriageway along the full length of Rochdale Street, with an offset to the south increasing the width to 10 metres, which provides space for parking.

57. There is provision for on-street parking on the north side of the street and parking bays on the south side of the carriageway between the existing trees.

Option 5

58. Option 5 features a 6-metre wide carriageway along the full length of Rochdale Street, with two raised platforms. One of the platforms is located at the intersection with Straven Road and the other platform is located 250 metres west from the Rochdale Street intersection with Harakeke Street.

59. There is parking bays placed on each side of the carriageway, which are located between the existing trees. There will also be a general increase in the amount of landscaped areas.

60. Options 4 and 5 were presented to the community in May 2006 as part of the Harakeke Cluster consultation newsletter.

THE PREFERRED OPTION

61. As a result of the feedback received during consultation, the following changes were made to Option 4 (i.e. presented as Option 1 in the consultation newsletter), which was chosen as the preferred option for Daresbury Lane:

- Footpath on both sides of the street.
- Daresbury Lane is in a SAM (Special Amenity area) and the planted amenity strip on the boundaries is to remain.
- Specimen trees at the entrance to Daresbury Lane are to be considered at the design stage of the project.
- Vehicle crossings at No. 2 Daresbury Lane and No. 88 Harakeke Street will be altered, as requested by the residents.

62. Thus the key features of the preferred option for Daresbury Lane are:

- A 9-metre wide carriageway for the full length of Daresbury Lane.
- Narrowing of the intersection with Harakeke Street to 7 metres, this is offset to the north.
- Provision for footpath on both sides of Daresbury Lane.
- Cul-de-sac head at the end of the lane provides access for driveways and the railway cycleway at the east end of the lane.

63. As a result of the feedback received from the Community Board and during consultation, the following changes were made to Option 4 (i.e. presented as Option 1 in the consultation newsletter), which was chosen as the preferred option for Rochdale Street:

- Rochdale Street at the Straven Road intersection is to be 8 metres wide, with a 3-metre wide entry and 5-metre wide exit.
- Mid-block threshold outside 21 Rochdale Street has been removed.
- Rochdale Street is in a SAM and the planted amenity strip on the boundaries is to remain.
- Two trees were badly damaged during a house removal and these will be assessed and/or replaced.

64. Thus the key features for the preferred option at Rochdale Street are:

- An 8.2-metre wide carriageway along the full length of Rochdale Street, with offset parking to the south increasing the width to 10 metres.
- An 8-metre narrowing at the intersection with Straven Road.
- A road hump at the intersection with Straven Road.
- A 7-metre narrowing at the intersection with Harakeke Street.
- A 6-metre mid-block narrowing.
- On-street parking on the north side and parking bays on the south side of the carriageway between existing trees.
- Planted amenity strip on road boundaries.
- “Give Way” sign to remain at the Straven Road intersection.

ASSESSMENT OF OPTIONS

The Preferred Option

65. Option 4 (i.e. shown as Option 1 in the consultation newsletter) has been selected as the preferred option for Daresbury Lane, as described in paragraphs 61 and 62 above.

66. Option 4 (i.e. shown as Option 1 in the consultation newsletter) has been selected as the preferred option for Rochdale Street, as described in paragraphs 63 and 64 above.

	Benefits (current and future)	**Costs (current and future)**
Social	Positive impact on social, cultural, environmental and economic wellbeing of community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate $318,100 (Daresbury) Cost estimate $405,600 (Rochdale)

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and responsibilities to undertake its functions.

Effects on Maori:

Nil - no specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.

Views and preferences of persons affected or likely to have an interest:

As stated in paragraphs 20-22 above and as detailed in Attachment 3 to this report.

Other relevant matters:

No other relevant matters identified.

Maintain the Status Quo

67. Maintenance of the status quo (i.e. the kerb and channel is not replaced) does not satisfy any of the project objectives and is inconsistent with the Transport and Greenspace Unit's capital programme.

	Benefits (current and future)	**Costs (current and future)**
Social	No short-term disruption during construction.	
Cultural	N/A	
Environmental	No improvement in amenity value.	
Economic	No outlay of capital cost.	Increasing maintenance costs.

Extent to which community outcomes are achieved:

N/A

Impact on the Council's capacity and responsibilities:

Increase in maintenance responsibilities for deteriorating kerb and channel asset.

Effects on Maori:

Nil.

Consistency with existing Council policies:

Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016.

Views and preferences of persons affected or likely to have an interest:

As detailed in Attachment 3 to this report.

Other relevant matters:

No other relevant matters.

Alternative Option

68. Option 5 (i.e. shown as Option 2 in the consultation newsletter) was presented to the community in May 2006, as an alternative option for the Daresbury Lane kerb and channel replacement project. This option is described in paragraph 49 above.

69. Option 5 (i.e. shown as Option 2 in the consultation newsletter) was presented to the community in May 2006, as an alternative option for the Rochdale Street kerb and channel replacement project. This option is described in paragraphs 58 and 59 above.

	Benefits (current and future)	**Costs (current and future)**
Social	Positive impact on social, cultural, environmental and economic wellbeing of community.	Not preferred option for community.
Cultural	As above.	
Environmental	As above.	
Economic	As above.	

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and responsibilities to undertake its functions.

Effects on Maori:

Nil - no specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.

Views and preferences of persons affected or likely to have an interest:

As stated in paragraphs 20-22 above and as detailed in Attachment 3 to this report.

Other relevant matters:

No other relevant matters identified.