

5. KNOWLES STREET (CRANFORD STREET-JAMESON AVENUE) STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Shirley/Papanui Community Board to proceed to final design, tender and construction of the Knowles Street (Cranford Street-Jameson Avenue) Street Renewal Project, as shown in attachment 1.

EXECUTIVE SUMMARY

2. Previously Knowles Street (Papanui Road-Jameson Avenue) was programmed for kerb and channel renewal in the 2007/08 and 2008/09 financial years. A reduction in funding and subsequent reprioritisation of the kerb and channel renewal programme has permitted only the section of Knowles Street from Cranford Street to Jameson Avenue to be constructed at this stage, with work to now commence in the 2006/07 and 2007/08 financial years.
3. The initiating aim of the project is to renew the kerb and channel on both sides of Knowles Street from Cranford Street to Jameson Avenue.
4. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - Improve safety for pedestrians, cyclists and vehicles.
 - Maintain and enhance the character of the street environment.
 - Upgrade street lighting to comply with current standards.
 - Correct localised flooding problems.
5. Initial issues consultation was undertaken in April 2006. This was for the larger Knowles Street (Papanui Road-Jameson Avenue) kerb and channel renewal project.
6. Key issues raised in this initial consultation for Knowles Street (Cranford Street-Jameson Avenue) included traffic speed, through-traffic, landscaping, parking, drainage, lighting, cycling, footpaths and pedestrian issues.
7. Following further investigations and with the assistance of the April 2006 initial issues consultation findings, a preferred concept plan was developed. This was presented in a seminar to the Shirley/Papanui Community Board on 6 December 2006.
8. Consultation on the preferred concept plan was undertaken during February and March 2007 with landowners, occupiers and interest groups within the affected and nearby area, and citywide via the external stakeholders mailing list and libraries.
9. Those consulted also included the Innes/Mays Residents' Association, St Albans Residents' Group, Neighbourhood Trust, shopkeepers on Cranford Street between Knowles Street and Innes Road, the Fire and Ambulance Station on Cranford Street, Aldred Church and the Nancy Avenue Toy Library.
10. Primarily, this was done via the consultation newsletter and a project information evening held on 15 February 2007 at the Aldred Church Lounge on the corner of Knowles Street and Nancy Avenue. The project information evening provided people with an opportunity to discuss aspects of the project before the consultation newsletter close-off date. The meeting was attended by approximately 15 people.
11. Consultation was also undertaken by way of telephone calls, emails, site visits and the Council's 'Have Your Say' website.

12. Approximately 385 consultation newsletters were distributed, of which nine written responses were received. Some responses and comments were also received verbally. Of the written responses that were received, the majority (89%) were considered to be in support of the proposal.
13. A summary of consultation can be found in the Consultation Fulfilment section of this report (refer paragraphs 31-39 inclusive).
14. The concept plan for Board approval is shown in attachment 1. The key features of the plan include:
 - Replacement of the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - 9 metre wide carriageway along its length (excluding traffic calming treatments).
 - Threshold treatment at the Knowles Street/Cranford Street intersection, comprising a 9 metre wide entrance and a set back low profile road hump.
 - 6 metre wide narrowing located mid-block.
 - 7 metre wide narrowing and offset centreline at the Jameson Avenue intersection.
 - 1.5 metre wide footpath along both sides of the road.
 - Tactile pavers at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections.
 - Widened grass berms.
 - The removal of all existing trees due to their poor form and condition, and replacement with new trees: Pyrus Calleryana "Aristocrat" (Callery Pear), Fraxinus Excelsior "Green Glow" (Ash), Cornus "Walteri" (Dogwood).
 - Low level landscape planting at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections.

FINANCIAL IMPLICATIONS

15. Knowles Street (Cranford Street-Jameson Avenue) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2006/07 and 2007/08 financial years.
16. Previously this work was included as part of a larger project, Knowles Street (Papanui Road-Jameson Avenue), which was programmed for kerb and channel renewal in the 2007/08 and 2008/09 financial years. A reduction in funding and subsequent reprioritisation has permitted only the section of Knowles Street from Cranford Street to Jameson Avenue to be constructed at this stage, with work to now occur in the 2006/07 and 2007/08 financial years.
17. As at November 2006 the budget included \$42,000 in 2006/07 and \$375,000 in 2007/08. Late January 2007 indications were that money had been advanced for construction to commence this financial year, i.e. 2006/07. An exception report was submitted to clarify the situation. The decision to provide \$277,000 in 2006/07 and the remainder of \$235,000 in 2007/08 was given.
18. The estimated cost of the design and construction of this project is \$501,000. It has been confirmed through the exception report that \$512,000 is budgeted. This is made up of \$277,000 in 2006/07 and \$235,000 in 2007/08.

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

19. Yes - see above.

LEGAL CONSIDERATIONS

20. There are some minor land ownership issues along this section of Knowles Street with fence lines not on the boundary. As the proposal narrows the existing carriageway and intersections and increases the widths of the grass berms, these minor property boundary issues do not impact on the outcome of this proposal. No action is therefore proposed.
21. There are no notable or heritage trees shown in the City Plan. Consents are not required.
22. There are no heritage or historic buildings, places or objects shown in the City Plan. Consents are not required.
23. The City Plan, Part 14 Appendix 5, states minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. The proposal has a width of nine metres and the requirement in the City Plan is 9 metres, therefore a consent is not required.
24. The minimum lane width in this proposal is three metres occurring at the mid-block narrowing (six metres kerb to kerb). This lane width is adequate and appropriate for a local road slow-point traffic calming feature.
25. The parking restrictions need to be resolved by the Shirley/Papanui Community Board.

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

26. Yes- see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

27. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

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

28. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

29. This project is consistent with key Council strategies including the Parking, Road Safety, Pedestrian and Cycling Strategies.

Do the recommendations align with the Council's strategies?

30. As above.

CONSULTATION FULFILMENT

31. Initial issues consultation was undertaken in April 2006. This was for the larger Knowles Street (Papanui Road-Jameson Avenue) kerb and channel renewal project.
32. Key issues raised in this initial consultation for Knowles Street (Cranford Street-Jameson Avenue) included traffic speed, through traffic, landscaping, parking, drainage, lighting, cycling, footpaths and pedestrian issues.
33. Following further investigations and with the assistance of the April 2006 initial issues consultation findings, a preferred concept plan was developed. This was presented in a seminar to the Shirley/Papanui Community Board on 6 December 2006.
34. Consultation on the preferred concept plan was undertaken during February and March 2007 with landowners, occupiers and interest groups within the affected and nearby area, and citywide via the external stakeholders mailing list and libraries.

35. Those consulted also included the Innes/Mays Residents' Association, St Albans Residents' Group, Neighbourhood Trust, shopkeepers on Cranford Street between Knowles Street and Innes Road, the Fire and Ambulance Station on Cranford Street, Aldred Church and the Nancy Avenue Toy Library.
36. Primarily this was done via the consultation newsletter and a project information evening held on 15 February 2007 at the Aldred Church Lounge on the corner of Knowles Street and Nancy Avenue. The project information evening provided people with an opportunity to discuss aspects of the project before the consultation newsletter close-off date. The meeting was attended by approximately 15 people.
37. Consultation was also undertaken by way of telephone calls, emails, site visits and the Council's 'Have Your Say' website.
38. Approximately 385 consultation newsletters were distributed, of which nine written responses were received. Some responses and comments were also received verbally. Of the written responses that were received, the majority (89%) were considered to be in support of the proposal.
39. Key issues raised by respondents during this phase of the consultation process are included as attachment 2.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui Community Board:

- (a) Approve the proposal shown in attachment 1 of the agenda (TP186801) to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the east side of Cranford Street, commencing at its intersection with Knowles Street and extending 26 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Cranford Street, commencing at its intersection with Knowles Street and extending 21 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Knowles Street, commencing at a point 124.5 metres east of its intersection with Cranford Street and extending 13 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Knowles Street, commencing at a point 124.5 metres east of its intersection with Cranford Street and extending 13 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Knowles Street, commencing at the intersection with Cranford Street and extending 16 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Knowles Street, commencing at the intersection with Cranford Street and extending 16 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Knowles Street, commencing at its intersection with Jameson Avenue and extending 16 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Knowles Street, commencing at its intersection with Jameson Avenue and extending 16 metres in a westerly direction.

- (ix) That the stopping of vehicles be prohibited at any time on the north side of Knowles Street, commencing at its intersection with Jameson Avenue and extending 16 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Knowles Street, commencing at its intersection with Jameson Avenue and extending 16 metres in a easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Jameson Avenue, commencing at its intersection with Knowles Street and extending 20 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Jameson Avenue, commencing at its intersection with Knowles Street and extending 20 metres in a northerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Jameson Avenue, commencing at its intersection with Knowles Street and extending 20 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Jameson Avenue, commencing at its intersection with Knowles Street and extending 20 metres in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

BACKGROUND (THE ISSUES)

40. Knowles Street is classified as a local road in the Council's roading hierarchy. The surrounding area is primarily residential, with some nearby local shops on Cranford Street between Knowles Street and Innes Road.
41. Knowles Street (Cranford Street-Jameson Avenue) is located in the Shirley ward, which falls within the jurisdiction of the Shirley/Papanui Community Board.
42. Knowles Street (Cranford Street-Jameson Avenue) is part of the kerb and channel renewal programme and is currently programmed for construction in 2006/07 and 2007/08 financial years. Previously this work was included as part of a larger project, Knowles Street (Papanui Road-Jameson Avenue), which was programmed for kerb and channel renewal in the 2007/08 and 2008/09 financial years. A reduction in funding and subsequent reprioritisation has permitted only the section of Knowles Street from Cranford Street to Jameson Avenue to be constructed at this stage, with work to now commence in the 2006/07 and 2007/08 financial years.
43. Initial issues consultation was undertaken in April 2006 for Knowles Street (Papanui Road-Jameson Avenue). Key issues raised in this initial consultation for the section of Knowles Street between Cranford Street and Jameson Avenue included traffic speed, through traffic, landscaping, parking, drainage, lighting, cycling, footpaths and pedestrian issues.
44. Following further investigations and with the assistance of the April 2006 initial issues consultation findings, a preferred concept plan was developed. This was presented in a seminar to the Shirley/Papanui Community Board on 6 December 2006.
45. The Land Transport New Zealand Crash Analysis System shows there have been three crashes recorded for a five year period between 2001 and 2005 in this section of Knowles Street. There has been one loss of control crash and two turning crashes at the Cranford Street intersection. None of these could be eliminated by engineering actions.
46. Refer to the Consultation Fulfilment section of this report for concept plan consultation details.

THE OBJECTIVES

47. The initiating aim of the project is to renew the kerb and channel on both sides of Knowles Street from Cranford Street to Jameson Avenue.
48. The objectives of the project are as follows:
 - Replacement of the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - Improve safety for pedestrians, cyclists and vehicles.
 - Maintain and enhance the character of the street environment.
 - Upgrade street lighting to comply with current standards.
 - Correct localised flooding problems.

THE OPTIONS

49. Five options, including the status quo, were developed for comparison.

THE PREFERRED OPTION

50. Option 4 (refer to attachment 1- Plan for Board Approval) includes:
 - Replacement of the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
 - 9 metre wide carriageway along its length (excluding traffic calming treatments).

- Threshold treatment at the Knowles Street/Cranford Street intersection, comprising a 9 metre wide entrance and a set back low profile road hump.
- 6 metre wide narrowing located mid-block.
- 7 metre wide narrowing and offset centreline at the Jameson Avenue intersection.
- 1.5 metre wide footpath along both sides of the road.
- Tactile pavers at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections.
- Widened grass berms.
- The removal of all existing trees due to poor form and condition, and replacement with new trees: Pyrus Calleryana "Aristocrat" (Callery Pear), Fraxinus Excelsior "Green Glow" (Ash), Cornus "Walteri" (Dogwood).
- Low level landscape planting at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections.

Other Options

51. Option 5 - Status Quo

- This option maintains the existing road layout.

52. Option 1 includes:

- Replacement of the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
- 9 metre wide carriageway along its length (excluding traffic calming treatments).
- Threshold treatment at the Knowles Street/Cranford Street intersection, comprising a 7 metre wide entrance and platform.
- Two 6 metre wide narrowing located mid-block.
- 9 metre wide intersection at the Jameson Avenue.
- 1.5 metre wide footpath along both sides of the road.
- Widened grass berms.
- The removal of all existing trees due to poor form and condition, and replacement with new trees: Pyrus Calleryana "Aristocrat" (Callery Pear), Fraxinus Excelsior "Green Glow" (Ash), Cornus "Walteri" (Dogwood).
- Low level landscape planting at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections.

53. Option 2 includes:

- Replacement of the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
- 10 metre wide carriageway along its length (excluding traffic calming treatments).
- Threshold treatment at the Knowles Street/Cranford Street intersection, comprising a 7 metre wide entrance and platform.
- 6 metre wide narrowing located mid-block.

- 7 metre wide narrowing at the Jameson Avenue intersection.
- 1.5 metre wide footpath along both sides of the road.
- Widened grass berms.
- The removal of all existing trees due to poor form and condition, and replacement with new trees: Pyrus Calleryana "Aristocrat" (Callery Pear), Fraxinus Excelsior "Green Glow" (Ash), Cornus "Walteri" (Dogwood).
- Low level landscape planting at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections.

54. Option 3 includes:

- Replacement of the existing kerb and dish channel with kerb and flat channel, including a full reconstruction of the carriageway.
- 10 metre wide carriageway along its length (excluding traffic calming treatments).
- Threshold treatment at the Knowles Street/Cranford Street intersection, comprising an 8 metre wide narrowing and platform.
- 6 metre wide narrowing located mid-block.
- 8 metre wide narrowing at the Jameson Avenue intersection.
- 1.5 metre wide footpath along both sides of the road.
- Widened grass berms.
- The removal of all existing trees due to poor form and condition, and replacement with new trees: Pyrus Calleryana "Aristocrat" (Callery Pear), Fraxinus Excelsior "Green Glow" (Ash), Cornus "Walteri" (Dogwood).
- Low level landscape planting at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections.

ASSESSMENT OF OPTIONS

The Preferred Option

Option 4

55. Option 4 meets all five of the project objectives and is consistent with the Capital Programme in the Council's 2006-2016 LTCCP.
56. The general narrowing of the carriageway, a six metre wide mid-block narrowing and road hump are all standard and acknowledged techniques to create a low vehicle speed environment. This will create a safer road environment for all road users. These treatments are in keeping with the local road status of Knowles Street in the Council's roading hierarchy.
57. The proposal has symmetrical kerb lines suitable to enhance the avenue effect required by the overall character of the area. Although not in a SAM area, the widened grass berms, with the additional tree planting, will be consistent with the SAM area adjoining.
58. The proposal will reduce on-street parking to allow the construction of narrow intersections, raised platforms and a 6 metre wide mid-block narrowing. The area does not have a high parking demand, although it has been noted that vehicles for staff at local businesses on Cranford Street tend to park on Knowles Street near the Cranford Street intersection. While the loss of some parking close to the intersection of Cranford Street may affect these parkers and the immediate residents, the overall loss of parking for this section of road is not considered to be an issue.

59. The nine metre wide carriageway on Knowles Street will accommodate parallel parking on both sides, whilst still allowing for two-way traffic.
60. There is a known flooding history in Knowles Street. The proposed storm water upgrade will assist in catering for the design flows.
61. Tactile pavers are to be installed at the Knowles Street/Cranford Street and Knowles Street/Jameson Avenue intersections to improve mobility for the sight impaired.
62. The Land Transport New Zealand Crash Analysis System shows there have been three crashes recorded for a five year period between 2001 and 2005 in this section of Knowles Street. There has been one loss of control crash and two turning crashes at the Cranford Street intersection. None of these could be eliminated by engineering actions. However, the proposal will reduce speed and create an awareness of the intersections, and this will lead to an improved, low risk environment.
63. This proposal will not alter concerns expressed by respondents relating to the ease of access either into, or out of Knowles Street. It is not within the scope of this project to make alterations to lane widths or geometry on Cranford Street to make access easier.
64. Also narrowing the intersection thresholds on Knowles Street will have an impact on the ease of exiting for both left and right turning traffic. However, while this may be interpreted as a difficulty for the project, it also offers the distinct advantage of reducing the attraction of Knowles Street as a shortcut, reducing both vehicle numbers and speeds.
65. The proposal will remove approximately 20 metres of existing kerb and flat channel on the east side of Cranford Street, and its replacement is required to allow mating in with the intersection changes on Knowles Street.
66. This proposal will also involve the removal and replacement of approximately 60 metres in total of existing kerb and dish channel on the four corners of the Jameson Avenue intersection. It is necessary to conduct this work on the eastern side of the intersection to ensure appropriate intersection design.

	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: \$501,000
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 Capital Programme in the Council's 2006-2016 LTCCP.		
Views and preferences of persons affected or likely to have an interest:		
As detailed in the Consultation Fulfilment section.		
Other relevant matters:		
No other relevant matters identified.		

Maintain the Status Quo

Option 5

67. This option does not meet any of the project objectives and is inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP and has therefore not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction	
Cultural		
Environmental		
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.

Does not improve safety for pedestrians, cyclists and vehicles.

Does not correct localised flooding problems.

Effects on Maori:

Nil - no specific effects on Maori identified.

Consistency with existing Council policies:

Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.

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

As detailed in the Consultation Fulfilment section.

Other relevant matters:

No other relevant matters identified.

Options 1,2,3

68. Options 1, 2 and 3 each meet all five of the project objectives and are consistent with the Capital Programme in the Council's 2006-2016 LTCCP.

69. Option 1 was not selected by the Project Team as the preferred option because:

- Knowles Street/Jameson Avenue intersection should be narrowed to 7 metres, instead of 9 metres to assist traffic calming.
- 9 metre width should be kept through the Knowles Street/Cranford Street intersection, instead of 7 metres to assist vehicle movement.
- Does not include the eastern side of the Knowles Street/Jameson Avenue intersection as part of the proposal.
- Two 6 metre wide mid-block narrowing features not considered necessary.

70. Option 2 was not selected by the Project Team as the preferred option because:

- The 10 metre wide carriageway is too wide.
- 9 metre width should be kept through the Knowles Street/Cranford Street intersection, instead of 7 metres to assist vehicle movement.

71. Option 3 was not selected by the Project Team as the preferred option because:

- The 10 metre wide carriageway is too wide.
- 9 metre width should be kept through the Knowles Street/Cranford Street intersection, instead of 8 metres to assist vehicle movement.
- Knowles Street/Jameson Avenue intersection should be narrowed to 7 metres, instead of 8 metres to assist traffic calming.

72. The below table relates to Options 1,2 and 3.

	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	Options 1,2,3 similar to Option 4.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>Nil - no specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		