

11. MARCROFT STREET- STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Andrew Hensley, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Hagley/Ferrymead Community Board to proceed to final design, tender and construction of the Marcroft Street - Street Renewal Project, as shown in **Attachment** - Plan for Board Approval.

EXECUTIVE SUMMARY

2. Previously Marcroft Street was programmed for kerb and channel renewal in the 2009/10 financial year. With the construction of the Wastewater Pump Station 11 and associated pipe work, sections of Randolph Street and Bass Street require kerb and channel and carriageway renewal to be undertaken in the 2007/08 financial year. A decision was made by the Asset Team to have Marcroft Street constructed as a variation to the Randolph Street and Bass Street - Street Renewal Project to minimise disruption to residents.
3. The initiating aim of the project is to renew the kerb and dish channel on both sides of Marcroft Street from Aldwins Road to Randolph Street. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Reflect the local road nature of Marcroft Street;
 - Reduce the width of the carriageway if appropriate;
 - Improve safety for pedestrians, cyclists and vehicles where practicable;
 - Upgrade street lighting;
 - Ensure adequate drainage within the street;
 - Ensure the design meets the demand for on street parking;
 - Provide landscape enhancement where possible.
4. Initial issues consultation for Marcroft Street was considered to have been undertaken from September to November 2006 as part of the consultations for the Randolph Street/Bass Street-Street Renewal Project. Marcroft Street residents and property owners were involved with this process.
5. The key issues raised for Marcroft Street included requests to formalise the temporary access out onto Aldwins Road, to make people aware that it is planned to return to 'entry access only' at Aldwins Road, and to renew Marcroft Street as part of the Randolph Street/Bass Street-Street Renewal Project.
6. Following further investigations, and with the assistance of the relevant Randolph Street/Bass Street - Street Renewal Project consultation findings, a preferred Consultation Plan was developed. This was presented in a seminar to the Board on 13 June 2007.
7. The Board raised the issue as to whether the project would meet the standard width for footpaths. The proposal does meet the standard width for footpaths in a residential area.
8. Consultation on the preferred Consultation Plan was undertaken during June and July 2007 with landowners, occupiers and interest groups within the affected and nearby area (including the Woolston Community Association), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the consultation newsletter, but also included phone calls and the Council's 'Have Your Say' website.
9. Approximately 375 consultation newsletters were distributed, of which six written responses were received. Some comments were also received verbally. Of the written responses received, five were in general support, and one opposed to the Consultation Plan. The opposed response was not from a Marcroft Street resident or property owner.
10. A summary of consultation can be found in the Consultation Fulfilment section of this report.

11. The plan for Board approval is shown in **Attachment**. The key features of the Plan include:
- New kerb and flat channel is to be installed, reducing the carriageway width from 10.2 metres to 9 metres;
 - 1.8 metre wide grass berms on the southern side of Marcroft Street to allow for street trees;
 - 1.65 metre wide footpath on both sides of the street.
 - Entry only access to be reinstated, following the completion of the Pump Station 11 Project;
 - Design meets demand for on street parking;
 - Landscape enhancement at Randolph Street intersection (to be completed as part of the Randolph Street/Bass Street - Street Renewal Project works);
 - Timed to coincide with the Randolph Street/Bass Street - Street Renewal Project works;
 - Although the majority of properties in Marcroft Street occupy legal road in some form or another, it is not the Council's intention to reclaim this land at this time.

FINANCIAL IMPLICATIONS

12. Marcroft Street is part of the Council's kerb and channel renewal programme, and is currently programmed for construction in the 2007/08 financial year. This project has a budget of \$240,476. The bulk of the currently approved budget is in 2008/09. This will require reprogramming into 2007/08 to allow construction to go ahead this year.
13. The project cost is estimated at \$153 300 including fees and contingencies. It is expected that work will be commenced early in the 2007/08 financial year in order to coincide with street works in the adjoining Randolph Street. The work is estimated to take approximately six weeks to complete.

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

14. Yes. See clause 12 above.

LEGAL CONSIDERATIONS

15. There are land ownership issues associated with this project. The majority of properties occupy legal road but there are to be no road resumptions, as this land is not required for the kerb and channel renewal.
16. There are no Notable or Heritage trees shown in the City Plan.
17. There are no Heritage of Historic buildings, places or objects, shown in the City Plan.
18. The City Plan, part 14, Appendix 5, has 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. This scheme has a width of 9 metres and the requirement in the City Plan is 9 metres, therefore a consent is not required.
19. Council resolutions are required to approve the proposed traffic and parking restrictions.

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

20. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. 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?

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

ALIGNMENT WITH STRATEGIES

23. This project aligns with the Council's Parking Strategy, Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

24. As above.

CONSULTATION FULFILMENT

25. Initial consultation for Marcroft Street was considered to have been undertaken from September to November 2006 as part of the consultations for the Randolph Street/Bass Street - Street Renewal Project. Marcroft Street residents and property owners were involved with this process.
26. The key issues raised for Marcroft Street included requests to formalise the temporary access out onto Aldwins Road, to make people aware that it is planned to return to entry access only at Aldwins Road, and to renew Marcroft Street as part of the Randolph Street/Bass Street - Street Renewal Project.
27. Following further investigations, and with the assistance of the relevant Randolph Street/Bass Street - Street Renewal Project consultation findings, a preferred Consultation Plan was developed. This was presented in a seminar to the Board on 13 June 2007.
28. The Board raised the issue as to whether the project would meet the standard width for footpaths. The proposal does meet the standard width for footpaths in a residential area.
29. Consultation on the preferred Consultation Plan was undertaken during June and July 2007 with landowners, occupiers and interest groups within the affected and nearby area (including the Woolston Community Association), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included phone calls and the Council's 'Have Your Say' website.
30. Approximately 375 consultation newsletters were distributed, of which six written responses were received. Some comments were also received verbally. Of the written responses received, five were in general support, and one opposed the Consultation Plan. The opposed response was not from a Marcroft Street resident or property owner.
31. Key issues raised by respondents during this phase of the consultation process included the following (with Project Team responses shown in italics).

Access:

- (a) Access to Marcroft Street from Ferry Road via Randolph Street is difficult so would like to see the left turn in/left turn out at Aldwins Road retained.

The left turn out at Aldwins Road is a temporary measure while Pump Station 11 is being constructed and will not be retained due to safety issues associated with the signalised intersection at Harrow Street.

- (b) Could a speed hump be considered at the Aldwins Road entrance to slow vehicles, can be quite perilous exiting driveways, especially numbers 1, 4, 6 and 9 Marcroft Street.

A speed hump would not resolve the issue of exiting these properties. The kerb design already restricts the traffic speed of vehicles entering from Aldwins Road.

- (c) Making the 'No Exit' look like a 'No Exit' may discourage the practice of vehicles exiting out onto Aldwins Road.

There is a 'No Exit' sign below the street name plate at Randolph Street. Another 'No Exit' sign is to be added to the design outside 4 Marcroft Street.

Landscaping:

- (a) Trees and flowers would enhance Marcroft Street.

Street trees will be planted on the southern side of Marcroft Street, and landscaping at the Randolph Street intersection will occur as part of the Randolph Street and Bass Street - Street Renewal Project.

- (b) Will trees raise the footpath?

Root barriers will be placed around trees.

- (c) Will vandals wreck the trees?

To deter vandalism, it is hoped to source larger specimen trees.

Lighting:

- (a) There is a dark spot between 22 and 24 Marcroft Street.

The street lighting will be assessed as part of the design process.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the proposal shown in **Attachment** - Plan for Board Approval to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions in Marcroft Street:

Remove Existing No Stopping:

- (i) That the existing no stopping restriction on the northern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 15 metres be revoked.
- (ii) That the existing no stopping restriction on the southern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 14 metres be revoked.

New No Stopping:

- (i) That the stopping of vehicles be prohibited at any time on the northern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 20 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the southern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 21 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

32. Marcroft Street is classified as a local road in the Council's roading hierarchy. The surrounding area is primarily residential. In the adjoining Randolph Street there has been a major upgrade of the Waste Water Pump Station 11 and associated pipe work.
33. Marcroft Street is located in the Hagley Ward, which falls within the jurisdiction of the Hagley/Ferrymead Community Board.
34. Previously Marcroft Street was programmed for kerb and channel renewal in the 2009/10 financial year. With the construction of the Wastewater Pump Station 11 and associated pipe work, sections of Randolph Street and Bass Street require kerb and channel and carriageway renewal to be undertaken in the 2007/08 financial year. A decision was made by the Asset Team to have Marcroft Street constructed as a variation to the Randolph Street and Bass Street - Street Renewal Project to minimise disruption to residents.
35. The Land Transport New Zealand Crash Analysis System shows there have been no crashes recorded in Marcroft Street for the five year period between 2001 and 2006.
36. Refer to the Consultation Fulfilment section of this report for consultation details.

THE OBJECTIVES

37. The initiating aim of the project is to renew the kerb and channel on both sides of Marcroft Street from Aldwins Road to Randolph Street. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Reflect the local road nature of Marcroft Street;
 - Reduce the width of the carriageway if appropriate;
 - Improve safety for pedestrians, cyclists and vehicles where practicable;
 - Upgrade street lighting;
 - Ensure adequate drainage within the street;
 - Ensure the design meets the demand for on street parking;
 - Provide landscape enhancement where possible.

THE OPTIONS

38. Three options including the status quo were developed for comparison.

THE PREFERRED OPTION

Option 3 (see Attachment - Plan for Board Approval)

39. Option 3 includes:
 - New kerb and flat channel is to be installed, reducing the carriageway width from 10.2 metres to 9 metres;
 - 1.8 metre wide grass berms on the southern side of Marcroft Street to allow for street trees;
 - 1.65 metre wide footpath on both sides of the street.
 - Entry only access to be reinstated, following the completion of the Pump Station 11 Project;
 - Landscape enhancement at Randolph Street intersection (to be completed as part of the Randolph Street - Street Renewal Project).

OTHER OPTIONS

Option 1- Maintain the Status Quo

40. This option maintains the existing road layout. The existing street width is 10.2 metre wide with kerb and dish covered channel.

Option 2

41. Option 2 includes:

- New kerb and flat channel to be installed on the existing 10.2 metre alignment;
- 0.6 metre grass berms on both sides of the street;
- 1.65 metre wide footpath on both sides of the street;
- Entry only access to be reinstated, following the completion of the Pump Station 11 Project;
- Landscape enhancement at Randolph Street intersection (to be completed as part of the Randolph Street - Street Renewal Project).

ASSESSMENT OF OPTIONS

The Preferred Option

Option 3

42. Option 3 meets all the project objectives and is consistent with the Capital Programme in the 2006-2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
43. The existing kerb and dish covered channel will be replaced with new kerb and flat channel.
44. The narrowing of the carriageway and the proposed raised platform at the Randolph Street intersection (part of the Randolph Street and Bass Street - Street Renewal Project) will reflect the local nature of the road.
45. The carriageway will be reduced from 10.2 metres to 9 metres which is the minimum for a local road in the City Plan without requiring a resource consent.
46. The proposal has been designed to slow traffic through the street as a result of the narrowed carriageway, and with the left only entrance at Aldwins Road intersection and a raised platform at Randolph Street, which will make the street safer for all road users. No additional facilities specifically for pedestrians and cyclists are in the proposal except for the upgrading of street lighting.
47. The street lighting and drainage will be upgraded.
48. The 9 metre wide carriageway will allow parking on both sides of Marcroft Street and caters for the low demand for on-street parking. There will be a minor reduction of on-street parking at the intersection for safety reasons.
49. The berm on the south side of Marcroft Street will provide an opportunity for the establishment of street trees.

Option 3 (the preferred option)

	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: \$153,000
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the 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>		

Maintain the Status Quo

Option 1

50. This option does not meet any of the project objectives and does not meet the requirements of asset renewal. It 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 for deteriorating kerb and channel asset.		
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.		

Option 2

51. This option meets five of the eight project objectives, but does not achieve the following:

- (a) Carriageway width is not reduced as the kerb and channel is replaced on the existing alignment.
- (b) No changes to the safety of pedestrians, cyclists or vehicles.
- (c) No opportunities for landscaping due to the amount of occupation of legal road by residential properties.

	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 \$150,000
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.		