

## 8. KAURI CLUSTER – STREET RENEWALS PROJECT

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8608
<b>Officer responsible:</b>	Manager, Transport & Greenspace Unit
<b>Author:</b>	Kirsty Ferguson, Consultation Leader - Transport

### PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to proceed to final design, tender and construction for the Kauri Cluster street renewal project, as shown in the plans for Board approval at **Attachments 1, 2 and 3**.

### EXECUTIVE SUMMARY

2. The Kauri Cluster comprises Kauri Street, Rata Street and Rimu Street. The kerb and channel renewals in these three streets were grouped together to form a cluster for planning and design purposes.
3. The primary aim of the project is to replace the existing kerb and deep dish channel with kerb and flat channel along the length of Kauri Street (between Riccarton Road and Rata Street), along Rata Street (between Kauri Street and Straven Road), and Rimu Street (between Riccarton Road and Titoki Street). There are also specific objectives for the project relating to the safety for pedestrians, cyclists and vehicles, drainage design, lighting upgrades, and landscaping.
4. Initial consultation was undertaken with the residents of Kauri Street in October 2004. Further consultation was undertaken in June 2006 with Kauri Street and Rata Street (Kauri – Rimu) residents to identify the issues and concerns of residents in this area. In January 2007, a consultation leaflet was sent to all residents in the Kauri Cluster area asking if there were any additional issues or concerns about the proposal to renew the kerb and channel within the three streets. A summary of the feedback received is outlined at **Attachment 4A**.
5. A seminar was held with the Riccarton/Wigram Community Board on 30 March 2007, prior to the concept plans being distributed to the community and stakeholder groups for feedback.
6. The community were consulted on the concept plans for the Kauri Cluster in April 2007. Approximately 350 consultation leaflets were distributed to landowners, occupiers and stakeholder groups. Thirty-nine responses were received, of which 30 (77%) were generally in support of the project, 4 (10%) did not support the project, and 5 (13%) specified no preference.
7. The key issues raised related to parking restrictions, trees, landscaping, the Rata Street/Rimu Street intersection, the Rata Street/Straven Road intersection, the Rimu Street/service lane narrowing, property access, street lighting, the water feature, Titoki Street, drainage, telecom poles, mid-block narrowing in Rata Street, street width and tactile pavers. A summary of the consultation responses received is outlined at **Attachment 4B**.
8. As a result of the feedback received, the preferred option for Kauri Street, Rata Street and Rimu Street comprises the features outlined in paragraph 49, and is shown at Attachments 1, 2 and 3.

### FINANCIAL IMPLICATIONS

9. The street renewal works for Kauri Street, Rata Street and Rimu Street are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The estimated cost for Kauri Street is \$335,600, Rata Street \$848,300, and for Rimu Street is \$367,200. The total estimated cost for the Cluster is \$1,551,100.

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

10. As above.

## **LEGAL CONSIDERATIONS**

11. There are no property issues associated with this project. There is one notable tree shown in the City Plan, which is located at No. 17 Rata Street, and will require resource consent for any work undertaken within 10 metres of the tree. There are also notable trees located in Riccarton Bush, which are not affected by this project. There are no heritage or historic buildings, place or objects shown in the City Plan for this area.

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

12. There appear to be no legal implications for this project. Community Board resolutions are required to revoke the existing traffic and parking restrictions within the Cluster and approve the new traffic and parking restrictions.

## **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

14. As above.

## **ALIGNMENT WITH STRATEGIES**

15. This project is 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?**

16. As above.

## **CONSULTATION FULFILMENT**

17. Initial consultation was undertaken with the residents of Kauri Street in October 2004. Further consultation was undertaken in June 2006 with Kauri Street and Rata Street (Kauri – Rimu) residents to identify the issues and concerns of residents in this area. In January 2007, a consultation leaflet was sent to all residents in the Kauri Cluster area requesting any additional issues or concerns about the proposal to renew the kerb and channel within the three streets.
18. A seminar was held with the Riccarton/Wigram Community Board on 30 March 2007, prior to the preferred concept plan for Kauri Street, Rata Street and Rimu Street being presented to the public for consultation. Community consultation was undertaken in April 2007 on the preferred concept plans.
19. Approximately 350 households in Kauri Street, Rata Street and Rimu Street and other interested parties were consulted, of which 39 responded. The majority of respondents, i.e. 30 (77%) were in general support of the proposals. There were 4 (10%) respondents who opposed the project and 5 (13%) who specified no preference.

## **STAFF RECOMMENDATIONS**

It is recommended that the Riccarton/Wigram Community Board:

- (a) Approve the Kauri Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 1.
- (b) Approve the Rata Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 2.
- (c) Approve the Rimu Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 3.

- (d) Revoke the following existing “no stopping” restrictions and parking restrictions:
- (i) That the existing no stopping restrictions for Kauri Street, from the service lane north, Rimu Street and Rata Street be revoked.
  - (ii) That the existing P60 restrictions in Kauri Street and Rimu Street from the service lane northwards to the intersection with Rata Street and the P120 restrictions in Rata Street, and in Rimu Street between Rata Street and Titoki Street be revoked.
- (e) Approve the following “no stopping” restrictions and parking restrictions:

**New “No Stopping” – Kauri Street**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Kauri Street commencing at a point 50 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 10 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Kauri Street commencing at its intersection with Rata Street and extending in a southerly direction for a distance of 26 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Kauri Street commencing at a point 50 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 20 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Kauri Street commencing at its intersection with Rata Street and extending in a southerly direction for a distance of 18 metres.
- (v) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Kauri Street commencing at a point 60 metres north of the intersection with Riccarton Road and extending in a northerly direction to a point 26 metres south of the intersection with Rata Street.
- (vi) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Kauri Street commencing at a point 70 metres north of the intersection with Riccarton Road and extending in a northerly direction to a point 18 metres south of the intersection with Rata Street.

**New “No Stopping” – Rata Street**

- (i) That the stopping of vehicles be prohibited at any time on the north side of Rata Street commencing at its intersection with Kauri Street and extending in an easterly direction for a distance of 22 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Rata Street commencing at a point 74 metres west from its intersection with Rimu Street and extending in a westerly direction for a distance of 10 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Rata Street commencing at its intersection with Rimu Street and extending in a westerly direction for a distance of 15 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Rata Street commencing at its intersection with Rimu Street and extending in an easterly direction for a distance of 14 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Rata Street commencing at a point 70 metres east of its intersection with Rimu Street and extending in an easterly direction for a distance of 16 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Rata Street commencing at its intersection with Straven Road and extending in a westerly direction for a distance of 21 metres.

- (vii) That the stopping of vehicles be prohibited at any time on the south side of Rata Street commencing at its intersection with Straven Road and extending in a westerly direction for a distance of 14 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Rata Street commencing at a point 108 metres west of its intersection with Rimu Street and extending in a westerly direction for a distance of 16 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Rata Street commencing at its intersection with Rimu Street and extending in an easterly direction for a distance of 20 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Rata Street commencing at its intersection with Rimu Street and extending in a westerly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Rata Street commencing at a point 70 metres west from its intersection with Rimu Street and extending in a westerly direction for a distance of 10 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Rata Street commencing at its intersection with Kauri Street and extending in an easterly direction for a distance of 18 metres.
- (xiii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Rata Street commencing at a point 22 metres east of the intersection with Kauri Street and extending in an easterly direction for a distance of 88 metres.
- (xiv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Rata Street, commencing at a point 15 metres west of the intersection with Rimu Street and extending in a westerly direction for a distance of 59 metres.
- (xxiii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Rata Street, commencing at a point 14 metres east of the intersection with Rimu Street and extending in an easterly direction for a distance of 56 metres.
- (xv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Rata Street, commencing at a point 21 metres west of the intersection with Straven Road and extending in a westerly direction for a distance of 90 metres.
- (xvi) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Rata Street, commencing at a point 14 metres west of the intersection with Straven Road and extending in a westerly direction for a distance of 94 metres.
- (xvii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Rata Street, commencing at a point 20 metres east of the intersection with Rimu Street and extending in an easterly direction for a distance of 52 metres.
- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Rata Street, commencing at a point 16 metres west of the intersection with Rimu Street and extending in a westerly direction for a distance of 56 metres.
- (xix) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Rata Street, commencing at a point 18 metres east of the intersection with Kauri Street and extending in an easterly direction for a distance of 82 metres.

**New “No Stopping” – Rimu Street**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Rimu Street, commencing at a point 54 metres north of its intersection with Riccarton Road and extending in a northerly direction for a distance of 10 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Rimu Street, commencing at its intersection with Rata Street and extending in a southerly direction for a distance of 16 metres.

- (iii) That the stopping of vehicles be prohibited at any time on the west side of Rimu Street, commencing at its intersection with Rata Street and extending in a northerly direction for a distance of 14 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Rimu Street, commencing at its intersection with Titoki Street and extending in a southerly direction for a distance of 24 metres.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Rimu Street, commencing at its intersection with Titoki Street and extending in a southerly direction for a distance of 10 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Rimu Street, commencing at its intersection with Rata Street and extending in a northerly direction for a distance of 16 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Rimu Street, commencing at its intersection with Rata Street and extending in a southerly direction for a distance of 22 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Rimu Street, commencing at a point 53 metres north of its intersection with Riccarton Road and extending in a northerly direction for a distance of 10 metres.
- (ix) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Rimu Street commencing at a point 64 metres north of the intersection with Riccarton Road and extending to a point 16 metres south of the intersection with Rata Street.
- (x) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Rimu Street commencing at a point 52 metres north of the intersection with Riccarton Road and extending in a northerly direction to a point 22 metres south of the intersection with Rata Street.
- (xi) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Rimu Street commencing at a point 14 metres north of the intersection with Rata Street and extending to a point 24 metres south of the intersection with Titoki Street.
- (xii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Rimu Street commencing at a point 16 metres north of the intersection with Rata Street and extending to a point 10 metres south of the intersection with Titoki Street.

**New “No Stopping” – Titoki Street**

- (i) That the stopping of vehicles be prohibited at any time on the north side of Titoki Street, commencing at its intersection with Rimu Street and extending in a westerly direction for a distance of 21 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Titoki Street, commencing at its intersection with Rimu Street and extending in a westerly direction for a distance of 14 metres.

## **BACKGROUND (THE ISSUES)**

20. The Kauri Cluster is located in the Riccarton area and includes Kauri Street from Riccarton Road to Rata Street, Rata Street from Kauri Street to Straven Road, and Rimu Street from Riccarton Road to Titoki Street.
21. All three streets are classified as local residential roads in the City Plan's roading hierarchy, and have a low to medium level of through traffic. Kauri Street and Rimu Street are linked to Riccarton Road to the south with existing threshold treatments and landscaping, and extend north. Rata Street runs parallel with Riccarton Road between Kauri Street and Straven Road.
22. Historic Riccarton House and Riccarton Bush are located just to the north of this project.
23. Initial consultation was undertaken with the immediate community in Kauri Street in October 2004 and in both Kauri Street and Rata Street (between Kauri Street and Rimu Street) in May/June 2006. A survey was distributed to residents for these two consultation periods, with 17 responses received in 2004, and 27 in 2006. The key issues raised are outlined in Attachment 4A.
24. A consultation leaflet was sent to all residents in the Kauri Cluster area in January 2007, outlining the issues already raised by residents in the surveys already undertaken, and inviting any further comment on issues or concerns that the project team should be aware of when designing the project. There were 19 responses received, which raised a few issues not previously identified. The feedback received is outlined at Attachment 4A.
25. The primary aim of the project is to renew the existing kerb and dish channel with kerb and flat channel. The objectives of the project are outlined below in paragraphs 34 to 36.
26. Kauri Street is 120 metres long from north of the existing build-out to Rata Street, with an existing carriageway width of approximately 13 metres. There are 60-minute parking restrictions and kerbside footpaths along both sides of the street. A service lane and existing threshold treatment is located on the eastern side of Kauri Street, approximately 40 metres north of the intersection with Riccarton Road. The road reserve is 20 metres wide. There are no overhead services along Kauri Street, except for the kerbside street lighting poles.
27. Rata Street is 400 metres long from Kauri Street to Straven Road, with an existing carriageway width of approximately 13 metres. There are 120-minute parking restrictions and kerbside footpaths along both sides of the street. The road reserve is 20 metres wide. There are no overhead services along Rata Street, except for kerbside street lighting poles.
28. Rimu Street is 270 metres long from Riccarton Road to Titoki Street, with an existing carriageway width of approximately 13 metres. There are 60-minute parking restrictions and kerbside footpaths along both sides of the street between Riccarton Road and Rata Street, and 120-minute parking restrictions along both sides of the street between Rata Street and Titoki Street. There is an existing threshold treatment located at the intersection of Rimu Street with Riccarton Road. The road reserve is 20 metres wide. There are no overhead services along Rimu Street, except for the kerbside street lighting poles and telecom services. The telecom services will be under-grounded as part of the street renewal work.
29. The Land Transport New Zealand Crash Analysis System shows that there have been no crashes reported in the Kauri Cluster.
30. A seminar was held with the Riccarton/Wigram Transport and Roothing Committee on 30 March 2007, prior to sending the concept plans to the local community and stakeholder groups. Approximately 350 consultation leaflets were distributed in April 2007 to landowners and occupiers, as well as key stakeholders. 39 responses were received on the project, of which 30 (77%) indicated support for the project, 4 (10%) objected to the project, and 5 (13%) specified no preference. A summary of the feedback received on the concept plans is shown at Attachment 4B.

31. In addition, a meeting was held with the Riccarton Business Association on 30 April 2007 to discuss the concerns of that group. The main issues raised by this group included:
- (a) Increased pressure on parking in the Kauri Cluster area from the various expansions of Riccarton Mall. During construction of the Mall, contractors used Rata Street, and parking restrictions were put in place. However, the assumption was that these would be temporary.
  - (b) Lack of parking available for staff who work in the 50 businesses along Riccarton Road between Kauri and Rata Street. The RBA considers that parking is not just for the residents in the Cluster, and there should be unrestricted parking along one side of the street. The RBA are concerned about the security for staff that leave their work premises in the dark, such as late night Thursdays or during winter, and then have to walk some distance to their cars, as they cannot park close by.
  - (c) Rimu Street narrowing is a concern, as at the time of the Kauri Street narrowing and Straven Road narrowing, there was also a proposal to put a narrowing in Rimu Street (similar to that proposed now), and the RBA agreed to not object to the Kauri Street and Straven Road narrowings, if the Rimu Street narrowing was removed. The Rimu Street narrowing was subsequently deleted from the plans.
  - (d) Visibility at the Kauri Street intersection is restricted when trying to turn right into Riccarton Road due to the height of the planter boxes. Would like to see something done about this "street furniture" now.
  - (e) Concerned that there would be no turning in and out of Kauri Street in the future at Riccarton Road.
  - (f) It was noted that the traffic queues at the Clarence Street/Straven Road/Riccarton Road intersection are quite significant during peak times, and this affects the ability of vehicles to turn onto Straven Road if using the Cluster.
  - (g) The RBA confirmed that the area is busy at all times of the day, and there is a transient population of both staff and customers using Rimu Street, Rata Street and Kauri Street as well as the service lane.
  - (h) The potential for angle parking and the pros and cons of this, was discussed.
  - (i) The RBA would like to see parking restrictions reviewed (and removed), and removal of the proposed narrowing on Rimu Street. The RBA were advised that the parking restrictions would be reviewed one year after their implementation; however, this has not yet been done.
  - (j) In summary, the key issues for the RBA from this proposal are the loss of car parking, congestion on Riccarton Road resulting from the deterrence of cars from the Kauri Cluster area, a high volume of traffic using Rimu Street in particular, and customers from the NW of the City using these streets as a thoroughfare.
32. After consideration of the feedback received through a variety of media, the preferred option for each street within the Cluster is shown at Attachments 1, 2 and 3 to this report.

#### **THE OBJECTIVES**

33. The aim of this project is to renew the existing kerb and dish channel with kerb and flat channel along both sides of Kauri Street, Rata Street and Rimu Street.
34. Thus, the primary objectives for the Kauri Cluster project are to:
- Renew the kerb and dish channel with kerb and flat channel.
  - Improve safety for pedestrians, cyclists and vehicles, where practicable.
  - Ensure adequate drainage design.
  - Upgrade lighting, where appropriate.
  - Reflect the local road nature of the street.

35. The secondary objectives for the project are to:
- Ensure the design meets the demand for on-street parking.
  - Provide landscape enhancement, where possible.
36. The project constraints included:
- Retention of the threshold at the service lane in Kauri Street, which forms the boundary between the Business and Residential Zones, as outlined in the City Plan.
  - The flush tank at the bend of Kauri Street and Rata Street may limit possibilities for design.
  - The flat kerb on the west side of Rimu Street between Riccarton Road and Rata Street.
  - The existing threshold at Riccarton Road on Rimu Street.
  - The four way stop controls and the platform at the Rata Street/Rimu Street intersection.

## **THE OPTIONS**

37. There were three options developed for the kerb and channel renewal of Kauri Street, Rata Street and Rimu Street. As noted above, this project is based on the need for the renewal of the existing kerb and dish channel along the three streets, which includes the need to reconstruct the carriageway pavement due to its current poor condition.
38. The section of Rimu Street (i.e. west kerb) between Riccarton Road and Rata Street has already been replaced with kerb and flat channel, and there is an existing raised threshold at the intersection of Rata Street and Rimu Street. Therefore these two items have been excluded from within the scope of the project.

### **Option 1**

39. Option 1 was a minimal change option, which involved just the renewal of the kerb and channel and road reconstruction with no alteration to the location of the majority of the existing kerbs.
40. Some work involving the storm water drainage on the corner of Kauri Street and Rata Street would be undertaken, which would significantly narrow the carriageway through the corner, and thus slow vehicles down. Otherwise the existing alignment, road width, parking and pedestrian facilities would remain unchanged.

### **Option 2**

41. Option 2 introduced road narrowing into these residential streets, by narrowing the carriageway from 13 metres down to 10 metres with parallel parking permitted. This reduces the through carriageway width to 6 metres.
42. Kerb build-outs were located mid-block to provide a visual constraint to the width of the street and to provide a location for a vertical landscaping element.
43. A threshold was proposed in Rimu Street north of the Riccarton Road service lane to reinforce the residential nature of the streets.
44. This option included the introduction of street trees and grass berms.

### **Option 3**

45. Option 3 was based on the same principle as Option 2 in that existing parking restrictions and locations remained unchanged, and the street width was reduced from 13 metres. However, the parking was located at a 90 degree angle to the kerb line. This parking would alternate from side to side to provide a chicane "speed controlling" effect.
46. Whilst the layout achieved some of the aims and objectives of the project, there was a substantial loss of parking on Rata Street, so this option was not developed further.



## THE PREFERRED OPTION

47. As a result of the feedback received during consultation, the following changes were made to the concept plan presented in the consultation newsletter (April 2007):

- The narrowed carriageway on Rata Street west of Rimu Street was moved southwards by 1 metre. This will widen the berm on the northern side and allow for the planting of rata trees along the northern kerb.
- The threshold treatment proposed north of the service lane on Rimu Street was widened to 6 metres to allow two-way traffic. This has been located to align with the two through lanes.
- The proposed rimu trees in Rimu Street were replaced with native beech trees, which provides a faster growing tree and better visibility at driveways.
- A centre line was added to Rata Street on the approach to the Straven Road intersection.
- The viability and location of the proposed water feature has been further investigated, and a concept design has been developed for a feature at the Rata Street/Rimu Street intersection, and at the corner of Kauri Street and Rata Street. A copy of the concept designs for these two water features is shown at Attachments 5A and 5B.

48. Thus the key features of the preferred option for each of the streets in the Kauri Cluster project are:

### **Kauri Street**

- (a) Full kerb and channel renewal, with the existing kerb and dish channel being replaced with kerb and flat channel along its entire length (i.e. 120 metres).
- (b) Narrowing of the road carriageway from the existing 13 metres to 10 metres width with parking permitted along both sides.
- (c) Maintenance of the existing parking time restrictions along the new carriageway. Parking bays will be marked on both kerbs, which results in a through carriageway width of 6 metres.
- (d) Retention of the existing threshold treatments at the intersection with Riccarton Road and north of the intersection with Riccarton Road in their present location and design.
- (e) Location of wider grass berms (between 1.9 metres and 2.6 metres wide) between the parking areas and the footpaths. 1.65-metre wide footpaths will be constructed with a 1.1-metre wide grass service strip adjacent to the property boundaries.
- (f) Planting of kauri trees in the grass berm at 15-20-metre intervals, and inclusion of low level landscaping at the intersection of Kauri Street and Rata Street.
- (g) Narrowing of the carriageway around the intersection with Rata Street to slow vehicle speeds around the bend. No stopping restrictions will be introduced around the corner.
- (h) Introduction of a water feature in the berm on the outside corner at the intersection of Kauri Street and Rata Street. The water feature will be lit with a raised surround made of recycled bricks and a raised grill top that people can see through.

### **Rata Street**

- (a) Full kerb and channel renewal, with the existing kerb and dish channel being replaced with kerb and flat channel along its entire length both east and west of the intersection with Rimu Street (i.e. 400 metres).
- (b) Narrowing of the road carriageway from the existing 13 metres to 10 metres width with parking permitted on both sides.
- (c) Narrowing of the carriageway to 6 metres width on Rata Street adjacent to No. 11/12 Rata Street and No. 27/32 Rata Street, with low groundcover landscaping in the build-outs, and no stopping restrictions placed around them. The road reconstruction offers the opportunity to include the introduction of traffic calming through narrower carriageway widths.
- (d) Maintenance of the existing parking time restrictions on the new carriageway, which results in a through carriageway width of 6 metres.
- (e) Retention of the existing threshold treatment at the intersection of Rata Street with Straven Road; however, the carriageway width will be narrowed from the existing 8 metres to 7 metres through the threshold.
- (f) Location of wider grass berms between the carriageway and the footpath, together with a 1.65-metre wide footpath and a 0.8-metre wide grassed service strip.

- (g) Planting of rata trees in the grass berm at 15-20-metre intervals along both sides of the street between Kauri Street and Straven Road.
- (h) Minor kerb realignments at the intersection of Rata Street with Rimu Street; however, the 4-way Stop sign intersection will remain as existing with some no stopping areas introduced.
- (i) Introduction of a water feature in the berm on the south-west corner at the intersection of Rata Street and Rimu Street. The water feature will include a surge pool; will be lit with a raised surround made of recycled bricks and a raised grill top that people can see through.

### **Rimu Street**

- (a) Full kerb and channel renewal, with the existing kerb and dish channel on the eastern side of Rimu Street between Riccarton Road and Rata Street, and on both of the kerbs north of Rata Street being replaced with kerb and flat channel.
- (b) Retention of the existing kerb and flat channel on the western side of Rimu Street between Riccarton Road and Rata Street, which is in good condition. This has also determined the location of the carriageway along this section of Rimu Street.
- (c) Retention of the existing threshold treatment with Riccarton Road in its present design.
- (d) Installation of a new threshold treatment in Rimu Street just north of the Riccarton Road rear service road. This will mirror the existing threshold on Kauri Street and will provide a clear entrance into the residential area. The carriageway width through the threshold treatment will be 6 metres to allow two-way flow, and will be located and designed to allow full access to the service lane similar to the threshold in Kauri Street to the north of the service lane. The carriageway to the south of the service lane will remain at its current width.
- (e) Narrowing of the road carriageway from the existing 13 metres to 10 metres width with parking permitted along both sides.
- (f) Maintenance of the existing parking time restrictions on the new carriageway. Parking bays will be marked at 2-metre intervals, with a through carriageway width of 6 metres.
- (g) Location of wider grass berms (i.e. between 2.0 metres and 2.9 metres) between the parking areas and the footpaths on the eastern side of Rimu Street between Riccarton Road and on both sides north of Rata Street. 1.65-metre wide footpaths will be constructed with a 0.8-metre wide grass service strip adjacent to the property boundaries.
- (h) There is no grass berm between the carriageway and the footpath along the unchanged section on the western side of Rimu Street south of Rata Street.
- (i) Planting of native beech trees in the grass berm at a spacing of 15-20-metre intervals. Trees will not be located on the western berm due to the location of a 66kV power cable.
- (j) No changes will be undertaken for the corner at the intersection with Titoki Street, nor on Titoki Street itself apart from introducing no stopping restrictions on the western kerb around the corner.
- (k) Minor kerb realignments will be required at the intersection of Rata Street with Rimu Street; however, the 4-way Stop sign intersection will remain as existing with some no stopping areas introduced.

## **ASSESSMENT OF OPTIONS**

### **The Preferred Option**

- 49. Option 2 has been selected as the preferred option for Kauri Street, Rata Street and Rimu Street, as described in paragraphs 41 to 44 above.
- 50. The introduction of the threshold on Rimu Street will further contribute to enhancing the residential nature of the streets in the Cluster, whilst maintaining full access to the service lane running parallel with Riccarton Road.
- 51. Street trees are not proposed on the west side of Rimu Street north of Rata Street due to the location of a 66kV power cable under the footpath. The section of the west kerb of Rimu Street south of Rata Street already has new flat kerb and channel, and will not be renewed as part of the project. No additional landscaping will be introduced along this section.
- 52. The threshold at the intersection of Rata Street and Straven Road is narrowed from 8 metres to 7 metres to better suit the new road alignment of Rata Street and to discourage the use of Rata Street by through traffic. The Council's Design Guidelines for a Type B threshold has a maximum width of 7 metres.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on the social, cultural, environmental and economic wellbeing of the community.	-
<b>Cultural</b>	As above.	-
<b>Environmental</b>	As above.	-
<b>Economic</b>	As above.	Cost estimate for Kauri Street (\$335,600), Rata Street (\$848,300) and Rimu Street (\$367,200).
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>No specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As stated in paragraphs 17 to 19 above, and as detailed in Attachments 4A and 4B to this report.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		

## Maintain the Status Quo

53. Option 1 to maintain the status quo is described in paragraphs 39 and 40 above.
54. Option 1 meets some of the objectives of the project. The kerb and channel would be replaced, which meets Objective 1; however, it would be on the existing alignment and carriageway reconstruction would still be required. There would be some reduction in traffic speeds around the Kauri Street / Rata Street corner, which would improve safety, but would not meet Objective 2 otherwise. Drainage would be designed to an appropriate standard, as required by Objective 3, and lighting would be upgraded to meet Objective 4. The design will meet the demand for on-street parking by not changing the existing parking arrangements. This meets Objective 6.
55. There would only be a minor improvement in the local road nature of the street at the Kauri Street / Rata Street corner. There would be little or no opportunity to provide improved landscaping except at this intersection. Thus Objectives 5 and 7 are not met by this option.
56. In summary, the main shortfall of this option is that the existing situation will continue with no improvement to the overall traffic conditions in these streets. The benefits are that there will be drainage improvements and improved driveway conditions for residents. Option 1 was not selected as the preferred option as two of the objectives are not met and the only additional benefit is the potential to lower cost.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Minimal short-term disruption during construction.	Little or no deterrent to through traffic.
<b>Cultural</b>	-	-
<b>Environmental</b>	Drainage improvements and improved driveway conditions for residents.	No improvement in amenity value.
<b>Economic</b>	Minimal outlay of capital cost.	-
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Existing situation will continue with no improvement to the overall traffic conditions in these streets.</p> <p><b>Effects on Maori:</b></p> <p>There are no specific effects on Maori.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As detailed in Attachments 4A and 4B to this report.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		

## Alternative Option

57. Option 3 is described in paragraphs 45 and 46 above.
58. Option 3 meets Objectives 1-5 and 7, by replacing the kerb and channel along a new alignment.
59. There would be some reduction in traffic speeds around the Kauri Street / Rata Street corner, which would improve safety. The road narrowings, where parking changes sides, would act as chicanes and contribute to slowing vehicles and enhancing the residential nature of the area.
60. Lighting would be upgraded, and the narrow carriageway, chicanes, landscaping and street tree planting would improve the local street nature of the area. The landscape would be enhanced through providing street trees, low landscaping and grass berms on all three streets.
61. The shortfall associated with this option is the reduction of on-street parking spaces by approximately 28 spaces. The parking time limits would not change. It was also anticipated that there would be some opposition to the potential for intrusion caused by vehicles parking with the face of the vehicle towards private properties.
62. Option 3 was not selected as the preferred option, as the design does not meet the demand for on-street parking.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on social, cultural, environmental and economic wellbeing of community.	Loss of 28 parking spaces.
<b>Cultural</b>	As above.	-
<b>Environmental</b>	As above.	Increased lighting intrusion into private properties.
<b>Economic</b>	As above.	-
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>No specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the street renewal capital programme in the Council's 2006-2016 LTCCP.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As stated in paragraphs 17 to 19 above, and as detailed in Attachments 4A and 4B to this report.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		