

9. KESWICK STREET - STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
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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 for the Keswick Street - Street Renewal Project, as shown in the plan for Board approval at **Attachment 1**.

EXECUTIVE SUMMARY

2. Keswick Street connects Mackenzie Avenue with Sullivan Avenue, and is 180 metres long. The existing carriageway is approximately 8.5 metres wide, with grass verges and trees at the edge of the carriageway (ie 14 metres wide between kerbs).
3. The surrounding area is primarily residential in nature, and there are no parks or reserves adjoining the street. Sullivan Avenue, which runs parallel to Mackenzie Avenue, has recently been reconstructed.
4. Initial consultation was undertaken with the community in September 2006. A survey was distributed to all residents of Keswick Street, asking what they would like and would not like to see in their reconstructed street. The key issues arising from the 17 responses received included:
 - The grass verge.
 - Speed/boy racers.
 - Flooding and gathering of rubbish in channels.
 - Street trees.
5. The project team commissioned a report from the Council's arborist, and a letter was sent to all residents of Keswick Street on 2 October 2006, advising them that it is the Council's intention to remove and replace the street trees in Keswick Street as part of this project. Only one response was received, and there were no objections to the removal of the existing street trees.
6. In accordance with the aims and objectives of the project, two options were developed for comparison by the project team for Keswick Street, and a preferred option was presented in a seminar to the Board on 8 November 2006.
7. There were nine responses received on the consultation newsletter presented to the community and key stakeholders, which closed on 8 December 2006. Of these nine responses, six (67%) were fully supportive of the project, and three (33%) were generally supportive of the project, but included some comments in their feedback. A summary of the feedback received is shown at **Attachment 2**.
8. The key issues arising from the responses received included:
 - Reduction of vehicle speed and corner cutting.
 - Raised platforms/speed bumps.
 - Parking.
 - Footpaths location.
9. There were no changes made to the plan, as a result of the feedback received.
10. The key aspects of the preferred option are described in paragraphs 37-44 below, and the plan for Board approval is shown at Attachment 1.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The street renewal works for Keswick Street are recommended in the Transport and Greenspace Unit's capital programme, for implementation in the 2007/2008 financial year. The estimated cost of this project is \$289,100. The budget for the project is \$328,216. It is expected that the project works will start in the 2006/2007 financial year, to compensate for works that have been delayed elsewhere.
12. There are a number of land ownership issues associated with this project; however, none of these issues affect the proposed scheme design for Keswick Street, and it is not intended to action any of these resumptions or acquisitions as part of this project. Where existing hedges intrude into the legal road, they will be trimmed back or a landscape strip will be added to the front of the property.
13. There are no notable or heritage trees, and no heritage or historic buildings, places and objects, shown in the City Plan or on Webmap2 on the intranet. The existing street trees along Keswick Street will be removed due to their poor condition and replaced with new street trees.
14. The City Plan defines minimum roadway widths for different road classifications. Keswick Street has a road width of nine metres, which is the minimum for a local road. Therefore no resource consent is required, and there appear to be no legal implications for this project.
15. Community Board resolutions are required to approve the new traffic restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Keswick Street - Street Renewal Project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 1.
- (b) Approve the following traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the western side of Keswick Street commencing at its intersection with Mackenzie Avenue and extending 18 metres in a southerly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Keswick Street commencing at its intersection with Mackenzie Avenue and extending 18 metres in a southerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the western side of Keswick Street commencing at its intersection with Sullivan Avenue and extending 10 metres in a northerly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Keswick Street commencing at its intersection with Sullivan Avenue and extending 10 metres in a northerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

SECTION ONE

16. Keswick Street connects Mackenzie Avenue with Sullivan Avenue, and is 180 metres long. The existing carriageway is approximately 8.5 metres wide, with grass verges and trees at the edge of the carriageway (ie 14 metres wide between kerbs).
17. Keswick Street is located in the Hagley/Ferrymead Ward, which falls within the jurisdiction of the Board. It is classified as a local road in the Council's roading hierarchy. The traffic volume along Keswick Street has been measured at 370 vehicles per day (vpd).
18. The surrounding area is primarily residential in nature, and there are no parks or reserves adjoining the street. Sullivan Avenue, which runs parallel to Mackenzie Avenue, has recently been reconstructed.
19. Initial consultation was carried out with internal stakeholders in September 2006, which resulted in the following issues being raised:
 - Transport Issues - Mackenzie Avenue provides a useful link from the footbridge over the Heathcote River at Richardson Terrace through to Charleston and into the city centre. However, there does not appear to be a lot of cycle traffic along Keswick Street. There was no specific cycling, pedestrian, public transport or network issues raised.
 - Traffic Operations - Traffic volume and speed surveys were undertaken in September 2006, with 370 vpd measured along Keswick Street. The 85th percentile speed was 37 km/hr, with a mean speed of 30 km/hr. On-street parking demand along Keswick Street is minimal.
 - Waste and Water Issues - The water main in Keswick Street needs to be removed and replaced, and this is programmed in the 2007/2008 financial year. The water main renewal will be completed prior to the street renewal works.
 - Urban Planning Issues - This is neither a NIP nor a SAM area; however, consistency with Sullivan Avenue is desirable.
 - There were no parks and waterway issues, property issues or Treaty issues identified.
20. The Land Transport New Zealand Crash Analysis System shows there have been two crashes recorded on Keswick Street for the five-year period between 2001 and 2005. One occurred due to a loss of control while cornering at the Keswick Street/Mackenzie Avenue intersection and the other occurred at the Keswick Street/Sullivan Avenue intersection. The proposed changes along Keswick Street are expected to improve safety along the street by slowing vehicles down and highlighting the intersections with kerb build-outs.
21. Initial consultation was undertaken with the community in September 2006. A survey was distributed to all residents of Keswick Street, asking what they would like and would not like to see in their reconstructed street. The key issues arising from the 17 responses received included:
 - The grass verge.
 - Speed/boy racers.
 - Flooding and gathering of rubbish in channels.
 - Street trees.
22. The project team commissioned a report from the Council's arborist, and a letter was sent to all residents of Keswick Street on 2 October 2006, advising them that it is the Council's intention to remove and replace the street trees in Keswick Street as part of this project. Only one response was received, and there were no objections to the removal of the existing street trees.
23. Based on the feedback received from initial consultation, the initiating aim of the project was confirmed as the renewal of the existing kerb and dish channel with kerb and flat channel, with the following objectives:
 - To replace the existing kerb and dish channel with kerb and flat channel.
 - To maintain or improve safety for pedestrians, cyclists and vehicles.
 - To remove the existing trees and replace with new street trees.
 - To ensure vehicle speeds are appropriate for a local road.

- To ensure the design meets the demand for on-street parking.
 - To provide landscape enhancement, where possible, in conjunction with the kerb and channel renewal.
 - To ensure adequate drainage design.
 - To ensure the works are co-ordinated with the water main renewal.
24. In accordance with the aims and objectives of the project, two options were developed for comparison by the project team for Keswick Street, and a preferred option was presented in a seminar to the Board on 8 November 2006.
25. There were nine responses received on the consultation newsletter presented to the community and key stakeholders, which closed on 8 December 2006. Of these nine responses, six (67%) were fully supportive of the project, and three (33%) were generally supportive of the project, but included some comments in their feedback. A summary of the feedback received is shown at Attachment 2.
26. The key issues arising from the responses received included:
- Reduction of vehicle speed and corner cutting.
 - Raised platforms/speed bumps.
 - Parking.
 - Footpaths location.
27. There were no changes made to the plan, as a result of the feedback received, as the project team considered that the narrowing at each intersection will be adequate to discourage speed, and the speed surveys undertaken show extremely low speeds in the street.
28. The key aspects of the preferred option are described in paragraphs 37-44 below, and the plan for Board approval is shown at Attachment 1.

SECTION TWO

29. There were two options developed for comparison for Keswick Street - do nothing, and full road reconstruction.

Option 1 – Maintain the Status Quo

30. Option 1 involves making no changes to the existing street arrangement. The existing street width is 14 metres wide (ie between kerbs) with kerb and dish channels, between the footpath and grass berm. Street trees are provided on both sides of the carriageway in the grass berms.

Option 2

31. Option 2 involves the full pavement reconstruction of Keswick Street and the replacement of the existing kerb and dish channel with kerb and flat channel. This option reduces the existing carriageway width from 14 metres to nine metres.
32. Kerb build-outs are proposed at the Mackenzie Avenue intersection, where the width will reduce from nine metres to seven metres for a length of 15 metres, and at the Sullivan Avenue intersection, where the nine metre wide carriageway will tie in with the recently constructed seven metre wide narrowing at the intersection for a length of approximately 15 metres.
33. The existing footpaths will be removed and a new 1.65-metre wide footpath will be installed along both sides of the carriageway. The footpath will be located against the property boundaries for the full length of the street. The carriageway will tie in with the existing footpath alignment constructed at the Sullivan Avenue intersection. The footpath has been located so the existing power poles are located within the berm area.
34. The new kerbside berm area will be approximately four metres wide on the western side of the carriageway and 3.5 metres wide on the eastern side of the carriageway. The existing street trees on both sides of Keswick Street will be removed. Landscaping and new street trees will be planted in the new berm areas on both sides of the carriageway. A street lighting upgrade has been investigated and will be implemented.
35. "No Stopping" areas are proposed at the following locations:
- Sullivan Avenue intersection to tie in with the existing markings; and
 - Mackenzie Avenue intersection for the extent of the narrowing.
36. Narrow vehicle crossovers will be widened to 3.5 metres as part of the works.

PREFERRED OPTION

37. Option 2 is the preferred option and involves the full pavement reconstruction of Keswick Street and the replacement of the existing kerb and dish channel with kerb and flat channel. The carriageway width is reduced from 14 metres to nine metres (ie from kerb to kerb).
38. Kerb build-outs are proposed at the Mackenzie Avenue intersection, where the width will reduce from nine metres to seven metres for a length of 15 metres, and at the Sullivan Avenue intersection, the nine metre carriageway will tie in with the recently constructed seven metre wide narrowing for a length of approximately 15 metres.
39. The existing footpaths will be removed and a new footpath installed in the berm along both sides of the carriageway. The footpath will be 1.65 metres wide, and will be located against property boundaries for the full length of the street. The footpaths will tie in with the alignment constructed at the Sullivan Avenue intersection, and the footpath has been located so the existing power poles are located within the berm area.
40. The new grass berm area will be approximately four metres wide on the western side of the carriageway and 3.5 metres wide on the eastern side of the carriageway.

41. The existing street trees located on both sides of Keswick Street will be removed. The Council's arborist, who reported that the trees are in poor condition and have an expected remaining life span of up to five years, has recommended this. Landscaping and new street trees (*Acer griseum* - Paper bark maple) are proposed in the new berm areas on both sides of the street.
42. A street lighting upgrade will be undertaken as part of the street renewal works.
43. "No Stopping" areas are proposed at the Sullivan Avenue intersection to tie in with the existing markings, and at the Mackenzie Avenue intersection for the extent of the narrowing.
44. The existing narrow vehicle crossovers to access each property will be widened to 3.5 metres as part of the street renewal works.

SECTION THREE

Maintain the Status Quo

45. The option to maintain the status quo essentially means to undertake no capital works along Keswick Street. This would retain the street and road environment in its existing condition, including deep-dish kerb and channel.
46. This option would be inconsistent with the Community Outcomes, including the pedestrian strategy, cycle strategy, road safety strategy and parking strategy, as well as the Council's asset management plan.
47. Therefore, it is considered inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

The Preferred Option

48. Option 2 is the preferred option and satisfies all of the project objectives as follows:

Replace the existing kerb and dish channel with kerb and flat channel

49. The existing kerb and dish channel will be replaced with kerb and flat channel for the full length of Keswick Street.

Maintain or improve safety for pedestrians, cyclists and vehicles

50. The road narrowing in the kerb build-out areas at each end of Keswick Street is expected to reduce vehicle speeds along Keswick Street. Speed reduction will reduce the likelihood and severity of future accidents thereby improving safety for road users.
51. Pedestrian facilities will be improved along Keswick Street in the following ways:
 - The existing footpaths are 1.2-1.4 metres wide. The width will be increased to 1.65 metres on both sides of the street.
 - The footpaths will be located along the property boundary line and wide berms will be run along the roadway for the majority of the length of the street. The new footpaths will be located so the existing power poles, which are currently located at the edge of the footpath, are located within the berm area.
 - The crossing width at the Mackenzie Avenue intersection will reduce from 14 metres width to seven metres, and the crossing width at the Sullivan Avenue intersection has been reduced to seven metres as part of the works along that street.
 - Improved lighting along the street will improve pedestrian safety at night.

Remove the existing trees and replace with new street trees

52. The existing street trees will be removed as they are in poor condition. The trees will be replaced with new trees, which will provide ongoing enhancement to the street for many years to come.

Ensure vehicle speeds are appropriate for a local road

53. The current speed environment along Keswick Street is low with a mean speed of 30km and an 85th percentile speed of 37 km/hr. The proposed changes to the street will ensure that vehicle speeds remain low and are appropriate for a local road.

Ensure the design meets the demand for on-street parking

54. This scheme will result in the removal of approximately six on-street car parking spaces at the kerb build-outs at each end of the street. However, as the existing on-street parking demand is relatively low, the proposed parking supply will be sufficient to cater for the parking demand.

Provide landscape enhancement where possible in conjunction with the kerb and channel renewal

55. Landscaping enhancement will be provided along the full length of Keswick Street by the inclusion of wide berms on both sides of the carriageway, replacement of the existing street trees with new street trees, and by the provision of landscaping at the kerb build-out areas at each end of the street.

Ensure adequate drainage design

56. A drainage review has been completed for Keswick Street, and there are minimal issues along the street. Adequate drainage design has been allowed for during the scheme design process.

Ensure the works are co-ordinated with the water main renewal

57. The street renewal works along Keswick Street will be co-ordinated with the proposed water main renewal, which is currently programmed to be completed in the 2007/2008 financial year. This renewal will be brought forward to coincide with the kerb and channel renewal works, if possible.