

## 15. CHARLESTON CLUSTER KERB AND CHANNEL RENEWAL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	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 of the kerb and channel renewals in Frederick Street, Grenville Street and Laurence Street as shown in the concept plans in Attachment 2.

### EXECUTIVE SUMMARY

2. The Charleston Neighbourhood Plan (NIP) was published in September 2001 and since that time the focus has been putting it into action.
  - (a) The Charleston Cluster project involves the kerb and channel renewal for Barbour Street (between Charles Street and Ferry Road), Grafton Street, Frederick Street, Grenville Street, Laurence Street and Henry Street. These streets have been grouped into a cluster for planning and design purposes.
  - (b) The primary aim of the project is to renew the old kerb and dish channel and replace it with kerb and flat channel. Secondary objectives of the project relate to road user safety, enhancing the streetscape, maximise parking in the industrial areas, creating a buffer between residential and industrial areas, and reduce traffic speed and through traffic.
  - (c) The estimated total costs for the six streets that comprise the Charleston Cluster is \$3,948,512.
  - (d) Consultation with the community has been undertaken via a consultation newsletter distributed in April/May 2006, and an open day held in May 2006. The feedback from the community was generally in support of the concept plans for Barbour Street, Frederick Street, Grenville Street and Laurence Street. Feedback on Grafton Street and Henry Street was generally in opposition to the concept plans. The feedback from the community has been considered and the concept plans amended where possible. (See Attachment 1 - Report to Hagley Ferrymead Community Board 12 July 2006).
3. In July 2006 approval was sought from the Board to progress the preferred option for Barbour Street, Grafton Street and Henry Street to final design, tender and construction as these project features in the 2006/07, 2007/08 Capital Programme.
4. In December 2006, Council approved the underground of the services in all of the Charleston Streets over four years.
5. For the undergrounding options to proceed, approval is now sought from the Board to progress the preferred option for Frederick Street, Grenville Street and Laurence Street to final design, tender and construction during the 2007-2011 financial years.

### FINANCIAL AND LEGAL CONSIDERATIONS

6. The kerb and channel renewal works within the Transport and Greenspace Capital Programme have been reviewed to maximise Land Transport New Zealand subsidy levels and some changes to the programme have occurred. The effect of this process on the Charleston Cluster is that Barbour Street will be undertaken in the 2006/07 year and the remaining streets will follow in the 2007-2011 years. As Grafton Street and Henry Street have already been approved, this report therefore only seeks approval for Frederick Street, Grenville Street and Laurence Street.
7. The total estimated cost of upgrading these six streets is \$3,948,512 (the budget is \$3,768,000), which is comprised of the following estimates for each of the streets:
  - Barbour Street \$558,150
  - Grafton Street \$1,314,762
  - Frederick Street \$425,600
  - Grenville Street \$779,700
  - Laurence Street \$758,200
  - Henry Street \$112,100

8. There are no legal implications for this project.
9. Community Board resolutions are required to approve the "No Parking" restrictions.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Board:

- (a) Approve the Frederick Street, Grenville Street and Laurence Street projects as illustrated in Attachment 2, to proceed to final design, tender and construction.
- (b) The following No Stopping restrictions:

#### **New No Stopping**

##### **Frederick Street.**

- (i) That the stopping of vehicles be prohibited at any time on the north side of Frederick Street commencing at its intersection with Isabella Place and extending in a westerly direction for a distance of 27 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Frederick Street commencing at its intersection with Isabella Place and extending in a westerly direction for a distance of 27.5 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Frederick Street commencing at its intersection with Isabella Place and extending in a easterly direction for a distance of 10 metres.

##### **Isabella Place**

- (iv) That the stopping of vehicles be prohibited at any time on the west side of Isabella Place commencing at its intersection with Frederick Street and extending in a northerly direction for a distance of seven metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Isabella Place commencing at its intersection with Frederick Street and extending in a southerly direction for a distance of 22 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Isabella Place commencing at its intersection with Frederick Street and extending in a southerly direction for a distance of 12 metres.

##### **Grenville Street**

- (vii) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 11 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at a point 75 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 40 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at a point 97 metres from its intersection with Osborne Street and extending in an easterly direction for a distance of 38 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Grenville Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 18 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of 15 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at a point 93 metres from its intersection with Osborne Street and extending in an easterly direction for a distance of 41 metres.

- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at a point 79 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 40 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Grenville Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 13 metres.

#### **Ensors Road**

- (xv) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Grenville Street and extending in a northerly direction for a distance of 10 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Grenville Street and extending in a southerly direction for a distance of 10 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Laurence Street and extending in a northerly direction for a distance of nine metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the west side of Ensors Road commencing at its intersection with Laurence Street and extending in a southerly direction for a distance of eight metres.

#### **Laurence Street**

- (xix) That the stopping of vehicles be prohibited at any time on the north side of Laurence Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 11 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the north side of Laurence Street commencing at a point 57 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 41 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the north side of Laurence Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of eight metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the south side of Laurence Street commencing at its intersection with Ensors Road and extending in a westerly direction for a distance of eight metres.
- (xxiii) That the stopping of vehicles be prohibited at any time on the south side of Laurence Street commencing at a point 55 metres from its intersection with Grafton Street and extending in an easterly direction for a distance of 31 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the south side of Laurence Street commencing at its intersection with Grafton Street and extending in an easterly direction for a distance of 12 metres.

#### **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## **BACKGROUND**

10. The Charleston Neighbourhood Plan (NIP) was published in September 2001 and since that time the focus has been putting it into action. A public meeting in September 2002 agreed to a co-ordinated solution for roading improvements in the area, and Charles Street, the southern end of Barbour Street (Charles Street to the end), Short Street and Osborne Street have been completed.
11. The Charleston Cluster includes Barbour Street (between Charles Street and Ferry Road), Grafton Street, Frederick Street, Grenville Street, Laurence Street and Henry Street. These streets have been grouped into a cluster for planning and design purposes. This cluster methodology also ensures that there is consistency in treatments throughout the cluster, as well as providing the opportunity to achieve financial savings. The cluster works will integrate with already completed works.
12. All of the streets in the Charleston Cluster are classified as Local Roads in the City Plan roading hierarchy. Most streets have an existing width of 10 metres. Grafton Street and Barbour Street are 10.3 metres wide at Ferry Road. Henry Street has an existing width of 10.4 metres.
13. The Charleston Cluster has a split City Plan zoning across the cluster area. At the southern end of Grafton Street, Osborne Street and Barbour Street the zoning is Business 3 (Inner City Industrial) and Business B3 (Inner City Industrial Buffer). At the Ferry Road end of Barbour Street and Grafton Street the zoning is Business 1 (Local Centre). The remainder of the Charleston Cluster is primarily residential and zoned Living 3 (Medium Density).
14. The primary aim of the project is to renew the old kerb and dish channel in the streets within the Charleston Cluster, and replace it with kerb and flat channel.
15. The objectives of the Charleston Cluster project include:
  - (a) To maintain and improve road user safety.
  - (b) Maximise landscape opportunities and enhance the streetscape consistent with the NIP objectives and the completed work in neighbouring streets.
  - (c) Where possible provide suitable parking to meet the needs of the residents and maximise the parking in the industrial zone.
  - (c) Create a visual buffer between the residential and industrial areas.
  - (e) Reduce traffic speed and industrial traffic in these local streets through traffic calming that is consistent with completed work.
16. A consultation newsletter was distributed to the Charleston community in April/May 2006 for formal consultation. This newsletter included an explanation of the project, concept plans for each of the streets, artists impressions/photographs of the seating area, landscaping, and heritage feature on Grafton Road, and a feedback form. The newsletter also included an invitation to an open day held in the Charleston Reserve on the 6 May 2006.
17. 100 responses were received to the consultation newsletter. A summary of the consultation outcomes for each of the streets is outlined in Attachment 1. A full summary of the consultation feedback is included in Attachment 3.

## **OPTIONS**

18. A common option considered for each of the streets in the Charleston Cluster was the maintenance of the status quo (ie that the kerb and channel is not replaced).

### **Frederick Street**

19. Two options were developed for comparison. Both options narrowed the carriageway to nine metres and narrowed the intersection with Isabella Place to six metres. Option 1 anticipated the undergrounding of services and included a mid-block, two-way angled road narrowing. Option 2 did not anticipate the undergrounding of services and included a mid-block, one-way road narrowing.

### **Grenville Street**

20. Two options were developed for comparison. Both options narrowed the carriageway to nine metres, and narrowed the intersection with Grafton Street to six metres. Both options included the installation of a splitter island at the Ensors Road end of Grenville Street. Both options included mid-block road narrowings between Grafton Street and Osborne Street, and between Osborne Street and Ensors Road. Option 1 included two mid-block, two-way road narrowings, and Option 2 included two mid-block, one-way road narrowings.

### **Laurence Street**

21. Two options were developed for comparison. Both options narrowed the carriageway to nine metres and narrowed the intersection with Grafton Street to seven metres. Both options included the installation of a splitter island at the Ensors Road end of Laurence Street. Both options included mid-block road narrowings between Grafton Street and Osborne Street, and between Osborne Street and Ensors Road. Option 1 included two mid-block, two-way road narrowings, and Option 2 included two mid-block, one-way road narrowings.

### **PREFERRED OPTION**

#### **Frederick Street**

22. The preferred option for Frederick Street includes the following features:
- Nine metre carriageway.
  - The intersection with Isabella Place is narrowed to six metres and a cobbled threshold is proposed.
  - Grass berms and street trees are proposed on the northern side of the street, and at the intersection with Isabella Place.
  - Landscaping strips are proposed against the property boundaries on the southern side of the street.
  - A 1.65 metre footpath is proposed on both sides of the street.

#### **Grenville Street**

23. The preferred option for Grenville Street includes the following features:
- Nine metre carriageway.
  - Two mid-block one-way road narrowings - one between Grafton Street and Osborne Street (outside 17 Grenville Street) and one between Osborne Street and Isabella Place (outside 56 Grenville Street).
  - The intersection with Grafton Street is narrowed to six metres.
  - A splitter island is proposed at Ensors Road.
  - A seat is proposed outside 15 Grenville Street.
  - A 1.65 metre footpath is proposed on both sides of the street.
  - Grass berms and street trees are proposed on the northern side of the street between Grafton Street and 15 Grenville Street, and on the southern side of the street between 22 Grenville Street and Ensors Road.
  - Landscaping strips are proposed against the property boundaries on the southern side of the street between Grafton Street and 15 Grenville Street, and on the northern side of the street between 19 Grenville Street and Ensors Road.

#### **Laurence Street**

24. The preferred option for Laurence Street includes the following features:
- Nine metre carriageway.
  - One mid-block one-way road narrowing between Osborne Street and Grafton Street (outside 11 Laurence Street).
  - The intersection with Grafton Street is narrowed to seven metres.
  - A splitter island is proposed at Ensors Road.
  - A 1.65 metre footpath is proposed on both sides of the street.
  - Grass berms and street trees are proposed on the northern side of the street between Grafton Street and 15 Laurence Street, on both sides of the street between 16 Laurence Street and Osborne Street, and on the southern side of the street between Osborne Street and Ensors Road.

## ASSESSMENT OF OPTIONS

25. The preferred options for streets in the Charleston Cluster meet the objectives of the project as follows:
- (a) **To maintain and improve road user safety.** The proposed carriageway narrowing to nine metres width, and the one-way narrowings, thresholds and narrowing at intersections will reduce through traffic speeds.
  - (b) **To maximise landscape opportunities and enhance the streetscape.** The narrowed carriageways allow for grass berms, landscape strips, and the planting of street trees. Street trees and landscaping are also proposed at the narrowed sections and at intersections. The street trees and landscaping are consistent with completed streets in the Charleston Cluster and the Charleston NIP.
  - (c) **Where possible provide suitable parking to meet the needs of the residents and maximise the parking in the industrial zone.** On-street parking along both sides of all streets is retained, except at the narrowed sections and intersections. Two parking spaces have been created at the southern end of Grafton Street.
  - (d) **Create a visual buffer between the residential and industrial areas.** Thresholds at the Ferry Road end of Barbour Street and Grafton Street mark the change between the business and residential zones. A narrowing and threshold at the southern end of Grafton Street (outside 21 Grafton Street) also marks the change between the residential and business zone. Street trees, grass berms, landscaping and seats are also proposed in the residential areas of the cluster
  - (e) **Reduce traffic speed and industrial traffic in this local street through traffic calming that is consistent with completed work.** The one-way narrowings, thresholds and intersection narrowings will reduce traffic speed and make the residential area of the Charleston Cluster less desirable for heavy traffic. Laurence Street and the southern end of Grafton Street have been identified as the heavy vehicle route to the Osborne Street and Grafton Street business area, and as such there is no one-way road narrowing on Laurence Street. In addition, the kerb and channel is replaced on the existing alignment at the southern end of Grafton Street.