

# Memo

20 March 2017

To: Catherine Edmeades  
cc: Anneliese Sabrowski  
From: Peter Everett

Subject: **Nelson Street Slip Lane Improvement Options**

This memo has been developed to compare three potential options for the improvement of the Nelson Street Slip Lane. Sugartree Apartments (located along the slip lane) is working on the next stage of their residential development and anticipate approximately 5,000 people living in this block of Nelson Street over the next few years. Currently the street frontage is in poor condition, has existing CPTED issues, and poor visual amenity. Sugartree is creating a pedestrian link through their site from Union Street to Nelson street which will bring pedestrians into this area.

The three options evaluated below have differing levels of amenity value, material finishes. All options will improve the current street environment and ensure lighting, drainage and CPTED issues are addressed.

Existing streetscape looking north



Existing streetscape looking south



## Option 1- Do Minimum

This option represents a minimum level of improvement to the slip lane and allows for using simple materials including concrete kerb and footpath. A visual of this option is shown below and allows for the following improvements:

- New kerb and channel and 3m wide footpath
- Improved roadway drainage, including new catch pits
- Improved street lighting to current standards
- Planted screens along the open sections of the Nelson Street bridge and an allowance for painting and/or covering of the existing retaining wall
- No allowance has been made for carriageway resurfacing

This option is estimated at \$1.5 million.

### Option 1 Do Minimum Visual



## Option 2 – Streetscape Upgrade including Carriageway

This option seeks to increase the material specifications including bluestone kerbs and pavers and includes an allowance for stormwater water quality treatment and has a high specification panel on open sections of the Nelson Street bridge. This option allows for:

- New kerb and channel and 3m wide footpath at similar grade to the carriageway
- Improved roadway drainage, including new catch pits
- Improved street lighting to current standards
- Planted screens along the open sections of the Nelson Street bridge and an allowance for painting and/or cladding of the existing retaining wall.
- An allowance for street trees
- Carriageway resurfacing.

This option is estimated at \$3 million.

### Option 2 Streetscape Upgrade including Carriageway Visual



### Option 3 – Full Streetscape Upgrade

This option has assumed a material palette similar to existing City Centre Streetscape projects and looks to activate the road edge along the lane with store fronts under the Nelson Street. This option allows for:

- The footpath and carriageway to be a consistent level cross section with pedestrian and vehicle areas delineated through coloured paving and banding
- This option has an allowance for high quality materials
- Improved streetlighting and improved roadway drainage and stormwater treatment
- The store frontages are assumed to be approximately 3m deep to allow for activation along the roadway edge via cafes and store fronts but would be a developer cost item

This option is estimated to be \$6 million.

### Option 3 – Full Streetscape Upgrade Visual



### Funding Options

The City Centre Advisory Board has allocated \$24 million to the Hobson Nelson Street corridor streetscape Improvements over the next 8 years. The \$24 million allocated is not sufficient to complete the streetscape works over the length of both streets so staging and prioritising of the street sections will be required.

The three options for the Nelson Street Slip lane presented range in cost from \$1.5 million to \$6 million and provide differing levels of finishes and streetscape amenity. All three options will improve the streetlighting and drainage along the slip lane and will visually address the blank open spaces along the Nelson Street bridge.

If one of the three options presented is preferred, then the funding required will come from the currently allocated \$24 million which would require reprioritizing of works along the corridor.

The feasibility and timing of any proposed improvements along the Nelson Street Slip will need to be worked through to ensure the works are coordinated with the existing private development work already underway but anticipate a 12 to 18-month design period with construction to follow. The construction duration will be determined by the option selected but would typically range from 8 months for Option 1 to 15 months for Option 3.

### Recommendations

Improvements to the Nelson Street Slip lane are required to improve the amenity value of the area and to address current safety concerns. In addition, the private development work along the street

frontage and the Sugartree laneway connecting the slip lane to Union Street, and Wellington Street and beyond will improve connectivity and increase pedestrian traffic through this area.

Option 2 Streetscape Upgrade including Carriageway, is the recommended option as it strikes a balance between Option 1 and Option 3 by performing the necessary works to improve the streetscape while ensuring the detail and material pallet is both hard wearing and higher specification. It allows for streetscape features such as street trees, a comprehensive roadway cross section and improved panelling and finishes along the bridge frontage. This option will create a welcoming environment and integrate within the wider Nelson Street streetscape upgrade in terms of look and feel. This option is estimated at \$3 million and would be funded from the existing \$24 million Hobson Nelson allocation. The project could be ready for construction in 2019.