

6. HAMPSHIRE STREET NEIGHBOURHOOD IMPROVEMENT PLAN

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The purpose of this report is to seek Board approval to proceed to final design, tender and construction of the Hampshire Street Neighbourhood Improvement Plan.

BACKGROUND

A budget of \$117,000 has been approved to implement a neighbourhood improvement plan for Hampshire Street.

Work is currently being undertaken jointly by the Council and Housing New Zealand and other agencies to upgrade Wainoni Park and some of the surrounding Housing New Zealand houses to improve both the living environment and the community environment in Aranui.

The Aranui Community Trust meetings are held bi-monthly and it was deemed appropriate that staff from the Transport and City Streets Unit should work closely with the Trust in developing a concept plan for Hampshire Street. This is the process that has been followed. Transport and City Streets Unit staff have attended meetings on a regular basis, firstly, to identify traffic safety concerns and issues that the community have in relation to the functioning of Hampshire Street and then to develop concept plans that would address those concerns.

Concept plans have been discussed with the wider community through an Aranui community get-together in Wainoni Park and at various Aranui Community Trust meetings.

The attached plan was discussed at an Aranui Community Trust meeting in February 2004. The Trust approved the plan for public consultation and the Burwood/Pegasus Community Board subsequently approved the same plan for formal consultation at the Board meeting on 29 March 2004.

Five written submissions have been received on the plan and these submissions were generally in favour of the project proceeding. Additional comments via the submissions were as follows:

- A request to address a speeding problem in Lyndhurst Crescent (this was passed onto the network operations team for further investigation).
- A request to install speed humps along the length of Hampshire Street (as Hampshire Street is a bus route speed 'cushions' rather than speed humps would be more appropriate, but the cost of installing these cannot be incorporated within the existing budget. However, the recommended plan would not prevent speed cushions being retrofitted in the future).
- A concern was raised that the proposed landscaping at the corner of Hampshire Street and Marlow Street may not be hardy enough to withstand foot traffic (the proposed landscaping will be reconsidered during the final design stage).

RECOMMENDED PLAN

The recommended plan looks to address the lack of safe crossing facilities to and from the strip shopping facilities on Hampshire Street and to a lesser extent and from the newly developed Wainoni Park. The plan addressed also the speed of vehicles through the strip shopping facilities and the current problem of some motorists short-cutting into Marlow Road and Lyndhurst Crescent.

The plan proposes landscaping along the east side of Hampshire Street to improve the street from an aesthetic perspective.

A painted flush median will be installed on Hampshire Street adjacent to the strip shopping facilities starting at the service land entrance and extending in a northerly direction to just past the Hampshire Street/Portsmouth Street intersection.

Within the painted flush median it is proposed to install three pedestrian courtesy islands to provide safer crossing facilities. The first courtesy island will be positioned between the service land entrance and Marlow Road, the second will be positioned just north of the Hampshire Street/Marlow Road intersection and the third will be positioned just south of the Hampshire Street/Portsmouth intersection.

Within the existing P30 parking restriction adjacent to the strip shopping facilities it is proposed to install a kerb build-out so that pedestrians waiting to cross to the middle pedestrian courtesy island are able to see and to be seen by approaching vehicles. It is also proposed to install a loading zone just north of the kerb build-out.

The kerb radii on the north-east side of the Hampshire Street/Marlow Road intersection and on the north-west side of the Hampshire Street/Lyndhurst Crescent intersection will be increased to prevent vehicles short cutting. The kerb build-out at the Hampshire Street/Lyndhurst Crescent intersection will also reduce the width of Hampshire Street, at this point, to 8 metres thereby providing an additional benefit by ensuring that there is less distance for pedestrians to cross.

LANDSCAPING

It is proposed to install 'callery' pears and ash trees along the east side of Hampshire Street from just south of the Hampshire Street/Lyndhurst Crescent intersection to just within the Hampshire Street/Portsmouth Street intersection.

It is also proposed to install three trees on the north-west side of Hampshire Street between the car park entrance to Wainoni Park and the Hampshire Street/Lyndhurst Crescent intersection.

The placement of the proposed trees does take into account the proposed vehicle crossings for the new Housing New Zealand houses that are to be built on Hampshire Street between Lyndhurst Crescent and Marlow Road.

PROJECT COSTS

Currently, the cost of implementing this plan stands at \$115,000.

CONSTRUCTION

Construction was initially anticipated to start in September 2004 and take two months to complete. However, this time frame will need to be 'pushed' out because of the existing workload commitments of contractors.

The parking restrictions proposed are:

1. That the existing P30 parking restriction adjacent to the Hampshire Street strip shopping facility be removed.
2. That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Hampshire Street commencing at a point 10 metres south of its intersection with Portsmouth Street and extending in a southerly direction for a distance of 10 metres.
3. That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Hampshire Street commencing at a point 36 metres south of its intersection with Portsmouth Street and extending in a southerly direction for a distance of 34 metres.
4. That a 'loading zone' (goods vehicles only) P30 be created on the west side of Hampshire Street commencing at a point 23 metres south from its intersection with Portsmouth Street and extending in a southerly direction for a distance of 13 metres.
5. That the Board revoke all existing no stopping restrictions relating to the area covered by the proposed neighbourhood improvement plan.
6. That the Board prohibit the parking of vehicles at any time in the following areas:
 - (a) That the stopping of vehicles be prohibited at any time on the west side of Hampshire Street commencing at its intersection with Portsmouth Street and extending in a northerly direction for a distance of 16 metres.
 - (b) That the stopping of vehicles be prohibited at any time on the west side of Hampshire Street commencing at its intersection with Portsmouth Street and extending in a southerly direction for a distance of 10 metres.
 - (c) That the stopping of vehicles be prohibited at any time on the north side of Portsmouth Street commencing at its intersection with Hampshire Street and extending in a westerly direction for a distance of 8 metres.
 - (d) That the stopping of vehicles be prohibited at any time on the south side of Portsmouth Street commencing at its intersection with Hampshire Street and extending in a westerly direction for a distance of 8 metres.

- (e) That the stopping of vehicles be prohibited at any time on the west side of Hampshire Street commencing at a point 36 metres south of its intersection with Portsmouth Street and extending in a southerly direction for a distance of 10 metres.
- (f) That the stopping of vehicles be prohibited at any time on the east side of Hampshire Street starting at a point 32 metres north of its intersection with Marlow Road and extending in a northerly direction for a distance of 42 metres.
- (g) That the stopping of vehicles be prohibited at any time on the east side of Hampshire Street commencing at its intersection with Marlow Road and extending in a northerly direction for a distance of 14 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Marlow Road commencing at its intersection with Hampshire Street and extending in an easterly direction for a distance of 10 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south side of Marlow Road commencing at its intersection with Hampshire Street and extending in an easterly direction for a distance of 10 metres.
- (j) That the stopping of vehicles be prohibited at any time on the east side of Hampshire Street commencing at its intersection with Marlow Road and extending in a southerly direction for a distance of 12 metres.
- (k) That the stopping of vehicles be prohibited at any time on the east side of Hampshire Street commencing at its intersection with Lyndhurst Crescent and extending in a northerly direction for a distance of 10 metres.
- (l) That the stopping of vehicles be prohibited at any time on the north side of Lyndhurst Crescent commencing at its intersection Hampshire Street and extending in an easterly direction for a distance of 10 metres.
- (m) That the stopping of vehicles be prohibited at any time on the south side of Lyndhurst Crescent commencing at its intersection with Hampshire Street and extending in an easterly direction for a distance of 10 metres.
- (n) That the stopping of vehicles be prohibited at any time on the east side of Hampshire Street commencing at its intersection with Lyndhurst Crescent and extending in a southerly direction for a distance of 14 metres.

Staff

- Recommendations:**
- 1. That the Board approve the Hampshire Street Neighbourhood Improvement Plan for final design, tender and construction.
 - 2. That the parking restrictions set out in the Senior Rooding Consultation Leader's report be approved.

Chairperson's

- Recommendation:** That the abovementioned recommendations be adopted.