

6. CAMBRIDGE TERRACE (PETERBOROUGH STREET TO BARBADOES STREET)-ROADING AND RIVERBANK IMPROVEMENTS

General Manager responsible:	General Manager City Environment
Officer responsible:	Manager, Transport & City Streets
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PURPOSE OF REPORT

1. The purpose of this report is:
 1. to seek approval from the Board for the Cambridge Terrace (Peterborough Street to Barbadoes Street) Roading and Riverbank Improvement project to proceed to final design, tender and construction.
 2. to seek approval from the Board to implement parking restrictions, including the one way restriction, outlined in this report.

EXECUTIVE SUMMARY

2. The Council has budgeted for the Cambridge Terrace (Peterborough Street to Barbadoes Street) Roading and Riverbank Improvement project in the 2005/2006 financial year.
3. This project is funded by the Council through the Capital Programme budget of the Transport & City Streets Unit and the Greenspace Unit.
4. The Terms of Reference for this project had three overall project aims:

To meet the asset management targets of the Council: This project was initiated as part of the replacement of 20 km of kerb and dish channel per annum. Another asset management target is to minimise the write off of existing assets.

To meet the future goals and objectives of the Council for the riverbank area: This section of the Avon River and riverbank is included in the "Avon River (Central City) Strategy (January 2005).

To provide a central city community asset that meets the expectations of the Christchurch community:

5. As a result of the investigation and consultation to meet these project objectives, the Council is proposing to change the function and the "look" of this section of Cambridge Terrace. The work is intended to enhance one of the City's historically significant areas while conserving its unique character.
6. The major change to this area will see the removal of that section of roadway in Cambridge Terrace adjacent to the riverbank, between Peterborough Street and Barbadoes Street. The riverbank area will then be significantly enlarged to incorporate the grass triangle area and existing Lime tree. The removed roadway will be replaced by a path, gentle grass mounding and a number of trees.
7. The existing width of the remaining section of Cambridge Terrace that runs behind the Lime Tree varies between 6.2 metres and 6.7 metres. The new kerb will be built on the same alignment. Vehicle simulation modelling indicates that vehicles greater than 10.5 metres in length would have difficulty negotiating the corner when the parking spaces are occupied. Therefore, as part of this project it is necessary to include an addition to the Christchurch City Council Traffic and Parking Bylaws (1991) to restrict the length of vehicles entering Peterborough Street, between Madras Street and Cambridge Terrace.
8. The recommended option meets both of the asset management objectives. The Avon River Strategy document contains a scheme plan for this part of the Avon River (the document has been developed with extensive stakeholder input) - the recommended option implements this scheme plan. The recommended option will change the area significantly from a riverside road dominated by all-day parking to a local road where property access is the core function. Much of the existing road space will be converted to a new reserve. Overall the recommended project option meets all project objectives, and has a high level of support from residents of the street also.
9. Details of what is to be installed within the enlarged river bank area is yet to be finalised, however, like other areas along the Avon River this area is of significance to Ngai Tuahuriri and Ngai Tahu and will be recognised as such.

10. Along the road section that runs behind the grass triangle area and is currently used as access to properties and for all day commuter parking, the existing width will be retained, but the dish guttering will be replaced with flat kerb and channel and the junction with Barbadoes Street made exit only. Parking will be controlled with no stopping lines along with 120 minute parking restrictions installed.

FINANCIAL AND LEGAL CONSIDERATIONS

11. A pre-tender cost estimate of \$437,100 has been identified. Project expenditure will be managed through routine capital project expenditure processes.
12. Resolutions are necessary to change the Traffic and Parking by-law. Other than this, there are no legal considerations.

STAFF RECOMMENDATIONS

13. It is recommended that the Board:
 - (a) Approve the Cambridge Terrace Road and Riverbank Improvement project proceed to final design, tender and construction.
 - (b) Approve the following parking restrictions, including the one way restriction.

CAMBRIDGE TERRACE PARKING RESTRICTIONS

That all existing parking restrictions in this section of Cambridge Terrace be rescinded:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at its intersection with Barbadoes Street and extending in a westerly direction for a distance of 37 metres
- (b) That the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at a point 72 metres from its intersection with Barbadoes Street and extending in a south-westerly direction for a distance of 23 metres
- (c) That the stopping of vehicles be prohibited at any time on the south side of Cambridge Terrace commencing at its intersection with Barbadoes Street and extending in a westerly direction for a distance of 78 metres and then continuing on the east side of Cambridge Terrace in a southerly direction for a distance of 58 metres
- (d) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the north side of Cambridge Terrace commencing at a point 37 metres from its intersection with Barbadoes Street and extending in a westerly direction for a distance of 22 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 30 minutes from Monday to Friday on the north side of Cambridge Terrace commencing at a point 66 metres from its intersection with Barbadoes Street and extending in a westerly direction for a distance of 5 metres.
- (f) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the west side of Cambridge Terrace commencing at a point 8 metres from its intersection with Peterborough Street and extending in a northerly direction for a distance of 14 metres
- (g) That the parking of vehicles be restricted to a maximum period of 30 minutes from Monday to Sunday on the west side of Barbadoes Street commencing at a point 22 metres from its intersection with Salisbury Street and extending in a southerly direction for a distance of 6 metres.

NEW ONE-WAY RESTRICTION

That pursuant to the powers vested in the Council under Section 66 of the Christchurch City Traffic and Parking Bylaw 1991 that the following paragraph be added to the fifth schedule.

Cambridge Terrace easterly from its intersection with Barbadoes Street and extending in westerly direction for a distance of 15 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND ON THE CAMBRIDGE TERRACE (PETERBOROUGH STREET TO BARBADOES STREET) ROADING AND RIVERBANK IMPROVEMENT PROJECT.

15. In October 2003 the Council advised residents in this section of Cambridge Terrace that it was proposing to renew the old dish guttering on the north side of Cambridge Terrace (Madras Street to Barbadoes Street) in the 2003/2004 financial year.
16. Residents were also advised that in addition to the proposed carriageway work to be undertaken the Council wanted to investigate the options available for the future enhancement of the riverbank along this section of Cambridge Terrace. The Avon Loop Planning Association, the Chester Street Residents Association and the Moa Neighbourhood Committee have been consulted and are happy for the proposed changes to go ahead.
17. At that time the Council did not have funding available for the enhancement work nor a time frame in mind, but, among the issues the Council wanted to investigate was the realignment of this section of Cambridge Terrace away from riverbank and the removal of existing on street parks that were utilised primarily by commuters. The aim of the Council at that time was to instigate the engineering work without preventing any future initiatives for the riverbank area.
18. Feedback received from the initial consultation was supportive of the project especially the proposed riverbank work and further, many submitters requested that both the engineering and the riverbank improvements should take place at the same time. Submitters were comfortable that the engineering work be delayed until the Council could secure funding for the riverbank improvements.
19. Fortunately, work programmes on the various elements of this project coincided to allow the Council to implement this suggestion and since that time, November 2003, staff have been working with the community, through neighbourhood public meetings, to design an outcome for this section of Cambridge Terrace that would be acceptable to the community.
20. In August/September 2005 a Council produced publicity brochure was delivered to residents of Cambridge Terrace, Peterborough Street and the wider community outlining the proposed plan for this section of Cambridge Terrace.
21. Thirty six submissions were received on the project and were overwhelmingly in favour of the proposal outlined. Some minor changes were suggested and these have been integrated into the plan.

OPTIONS

22. Initially the Cambridge Terrace project was to replace the old dish guttering on Cambridge Terrace between Madras Street and Barbadoes Street. Effectively only three options were investigated:
 - Replace the kerb and channel only on the existing alignment, with other proposed riverbank work to follow at an unspecified time (option 1).
 - Replace the kerb and channel on a slightly modified alignment, while combining the work with other area amenity improvements (option 2).
 - Do nothing (option 3).
23. The initial consultation process outlined the proposed work (effectively option 1) but also identified possible future enhancement of the riverbank in this area. Community feedback clearly indicated that both the engineering work and the riverbank enhancement work should be undertaken at the same time.
24. At the same time as the early consultation was taking place on this project an in depth public consultation process was underway to produce a Council Strategy for the management and enhancement of the Avon River.
25. The extended project management process for the project was sufficient to allow for the completion of the "Avon River (Central City) Strategy" (January 2005). Subsequently, it proved an ideal opportunity to plan the remainder of the Cambridge Terrace street renewal project in conjunction with the Avon River process, and develop an integrated plan. Option 1 was therefore effectively superseded, and option 2 became the preferred version. The recommended option for this section of Cambridge Terrace implements the recommendations outlined in the "Avon River Strategy".
26. The option to do nothing was not considered extensively. Retaining this option would effectively mean no change to parking, riverbank amenity and road function in the area, but would see increasing kerb and channel maintenance costs. This would mean non-compliance with the Avon River strategy and the road asset management plan.

PREFERRED OPTION

27. The recommended option is attached as Attachment 1. The following paragraphs detail its features.

28. Roading Improvements

- Remove the riverbank road between Peterborough Street and Barbadoes Street (this land is actually legal reserve – not road)
- Replace old dish guttering with kerb and flat channel
- Make Cambridge Terrace at its intersection with Barbadoes Street, exit only. This will significantly reduce the traffic along this section of road and further enhance the riverbank.
- Install a raised platform on Peterborough Street at its intersection with Madras Street
- Ban vehicles over 9 metres in length entering Peterborough Street from Madras Street (except emergency and/or delivery vehicles). The new section of road is narrower than the former.
- Widen the berm along the west side of Barbadoes Street between Salisbury Street and Oxford Terrace and plant trees

29. Riverbank Improvements

- Enlarge the river bank area to include the existing grass triangle and Lime tree
- Plant more trees, shrubs and groundcovers within the enlarged riverbank area
- Install new path, seats, lights and a drinking fountain

The combination of the road and riverbank improvements is designed to improve safety while enhancing one of the City's beautiful and historically significant areas.

30. Several submitters to the consultation process raised a number of issues, which have been incorporated into the project as follows:

- To install an indented parking bay on Barbadoes Street adjacent to 353 Barbadoes Street. The indented park will have a P5 minute time restriction.
- To install two P30 minute parking restrictions on Cambridge Terrace. One P30 park is proposed adjacent to the northern boundary of 319 Cambridge Terrace and the other P30 park is proposed adjacent to 329 Cambridge Terrace.
- To install a cycle bypass from Barbadoes Street, utilising the proposed kerb cut down for the indented parking bay adjacent to 353 Barbadoes Street, so cyclists can access Cambridge Terrace safely
- To install a small area of landscaping against the Barbadoes Street boundary of 343 Cambridge Terrace
- To retain the proposed drinking fountain adjacent to the new pathway at the Barbadoes Street end, however, to move the park bench further along the path and therefore away from a busy arterial road

Another suggestion was that once the existing seats, adjacent to the Lime Tree in the triangle area, are removed to make way for new seating that they then be installed on the bank on the opposite side of the river. This would provide those residents living in apartments along Oxford Terrace, Barbadoes Street to Kilmore Street, with riverbank seating (currently there isn't any seating on this side at all) The project group has agreed to this with the view that these seats be replaced with more aesthetically attractive seating if and when this section of Oxford Terrace and adjacent riverbank are enhanced.