

10. HASTINGS STREET EAST (WALTHAM-JORDAN) – KERB AND CHANNEL RENEWAL

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

1. The purpose of this report is to:
 - (a) Seek the Board's approval for the Hastings Street East (Waltham-Jordan) kerb and channel renewal to progress to final design, tender and construction; and
 - (b) Seek the Board's approval to implement new no stopping restrictions associated with the Hastings Street East (Waltham-Jordan) kerb and channel renewal.

EXECUTIVE SUMMARY

2. Hastings Street East (between Waltham Road and Jordan Street) is a relatively narrow residential street, which is classified in the roading hierarchy as a local road. The section of Waltham Road that intersects with Hastings Street East is classified as a minor arterial road.
3. Issue identification consultation was undertaken with the community in January 2004. The following issues were identified:
 - Vehicles cutting the corner at Jordan Street/Hastings Street East
 - Speeding vehicles
 - Parking - parked vehicles making access to driveways difficult, on-street parking creating a 'bottleneck' in the street at times
 - Improved safety for cyclists
 - Landscaping - more trees in the street wanted, including native trees
 - Graffiti and litter identified as a problem.
4. The concept plan involves the following elements on Hastings Street East:
 - New kerb and channel extended along Hastings Street East
 - Hastings Street East carriageway and its intersection with Waltham Road narrowed to 6 metres with a paved threshold set back from the intersection
 - A raised platform in place of the existing speed hump, and at the Jordan Street bend
 - Provision of a short right turn bay on Waltham Road
 - A pedestrian median island on Waltham Road, south of the Hastings Street East intersection
 - Three recessed parking bays, 90 degree and parallel on-street parking
 - Enhanced landscaping.
5. Community consultation on the preferred option was undertaken in March 2005. A publicity pamphlet was distributed to approximately 100 households. This pamphlet included a summary of the kerb and channel renewal project, an initial concept plan, and a feedback form. Eighteen responses were received to the pamphlet, with the majority of respondents happy with the proposal and keen to see it proceed. The feedback from the publicity was considered by the project team and is included in the preferred option where practical.
6. A number of amendments were made to the concept plan as a result of feedback from the community. The modified plan (attached) is the preferred option as it satisfies the aims and objectives of the project and has a good degree of community support. It is estimated that construction would take approximately four months to complete. Construction is scheduled to begin in November 2005.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The estimated total cost for this project is \$370,974 inclusive of all consultation, design and project management.

8. Hastings Street East (Waltham-Jordan) kerb and channel renewal is part of the Street Renewal Programme, with construction intended in the 2005/06 year. The annual budget for Street Renewal Improvements is approximately \$15 million. Planning costs were provided for in the 2004/05 budget and the 2005/06 draft budget provides sufficient funding for the detailed design and construction.
9. Without the approval of the resolutions for traffic restrictions, the amended restrictions will not be enforceable upon implementation.

BACKGROUND ON HASTINGS STREET EAST (WALTHAM-JORDAN) KERB AND CHANNEL RENEWAL

10. Hastings Street East (between Waltham Road and Jordan Street) is a relatively narrow residential street, which is classified as a local road. The section of Waltham Road that intersects with Hastings Street East is a minor arterial road.
11. Hastings Street East is part of the Sydenham Neighbourhood Improvement Area (SNIA), which aims to enhance the residential zones by:
 - Removing unwanted traffic from residential streets
 - Enhancing the visual qualities of the area through improvements to the streets and public open spaces
 - Identifying and developing pedestrian and landscape linkages between community facilities.
12. The SNIA supports the clear definition of the roading hierarchy. It seeks that local streets be narrowed and provided with parking bays. The proposed concept plan for the Hastings Street East (Waltham-Jordan) kerb and channel renewal seeks to implement the objectives of the SNIA.
13. Bus Route 18, St Albans to Huntsbury, travels along Waltham Road. There is a bus stop on the east side of Waltham Road, south of Hastings Street East.
14. In January 2004 an initial questionnaire was sent to residents and businesses in the vicinity of Hastings Street East seeking their feedback on what they would like to see in their reconstructed street. The following issues were identified, as summarised:
 - Vehicles cutting the corner at Jordan Street/Hastings Street East
 - Speeding vehicles
 - Parked vehicles making access to driveways difficult
 - On-street parking creating a 'bottleneck' in the street at times
 - More trees in the street, including native trees
 - Graffiti and litter are a problem
 - Improved safety for cyclists.
15. These responses indicated a clear concern about corner cutting, vehicle speeds, cycle safety, parking, property access and landscaping.
16. The Terms of Reference and objectives for the project were based on the initial issues identified above and the Council's own rationale for placing the project on the programme. The principal aim of the project is to replace the kerb and dish channel with flat channel in Hastings Street East between Waltham Road and Jordan Street. The objectives of the project are to:
 - Ensure suitable access to residential properties
 - Maximise on-street parking as far as possible
 - Improve pedestrian facilities at Waltham Road
 - Enhance negotiation of the corner between Hastings Street East and Jordan Street
 - Maintain or enhance the existing level of service and safety currently available to cyclists, including through the western section of the street
 - Discourage anti-social driving behaviour (including "rat running" and speeding)
 - Improve lighting as required
 - Improve landscaping using native species, including the reserve area within the diagonal diverter.

17. In March 2005 a publicity pamphlet was distributed to approximately 100 households with a scheme plan that met the project's objectives. This pamphlet included a summary of the kerb and channel renewal project, an initial concept plan, and a feedback form. Eighteen responses were received to the pamphlet, with the majority of respondents happy with the proposal and keen to see it proceed. A summary of consultation responses is attached (Hastings Street East – Consultation Summary). The key issues identified relate to:
- Property access – concern that adequate property access is provided
 - Landscaping – maintenance, effect of leaf drop, frangibility (ability to bend/snap), visibility to signage
 - Parking – seeking relocation, more parking
 - Bollards – concern that cyclists may not have sufficient room to pass through
 - Waltham Road merge location – interaction with Hastings Street East intersection
 - Services - concern that an overhead services pole restricts footpath width, desire to include under-grounding of services
 - Lighting – provision of adequate lighting required
 - Social problems - concern raised about congregation of children and people drinking on weekends.
18. The project team considered the feedback from the consultation and the final recommended design includes changes where practical. A summary of the Project Team's responses is attached (Hastings Street East – Consultation Summary). Amendments to the plan related to landscaping, the merge lanes at Waltham Road, and the relocation of two power poles.
19. Some of the issues raised in consultation did not result in changes to the recommended design of the project. The rationale for these responses by the Project Team are summarised in the attachment (Hastings Street East – Consultation Summary). In general, they were as follows:
- Property access – the proposal was not considered to adversely affect property access
 - Landscaping – maintenance would be undertaken, additional landscaping would jeopardise the amount of parking, trees would not obscure signage and requirements of SNIA need to be considered
 - Parking – relocation of parking not technically possible, more parking would jeopardise pedestrian safety
 - Services - no budget for under-grounding of services.

OPTIONS

20. Two options were assessed as part of Hastings Street East kerb and channel renewal as follows:
- (a) Maintain the status quo.
- (b) A narrowed entrance to Hastings Street East with a raised threshold (Waltham Road end), a raised platform in the centre of Hastings Street East (to replace the existing speed hump) and at the Jordan Street bend (see attached concept plan).

PREFERRED OPTION

21. Option (b) was selected as the preferred option and was amended in accordance with consultation feedback, where practical. In general, the proposed thresholds, platforms, parking bays and narrowing the street address the issue of corner cutting, vehicle speed, and pedestrian/cycle safety. The final concept plan consists of the following elements:
- New kerb and channel will be extended along Hastings Street East to link in with existing kerb and channel on Waltham Road and Jordan Street
 - Hastings Street East carriageway and the intersection with Waltham Road narrowed to 6 metres with a paved threshold set back from the intersection. The road width of Hastings Street East increases at the parking bays and no stopping lines are included in the central section where there are no parking bays
 - New no stopping lines will be installed at the intersection and extended northward and southward along Waltham Road. New no stopping lines will also be installed on the southern central part of Hastings Street East and at the Jordan Street bend

- Two recessed parking bays on the southern side of the street, and one on the northern side of the street, 90 degree angle parking outside the drycleaners, and parallel parking on the north side of the street
- Enhanced landscaping along Hastings Street East and on the area between Hastings Street East and Hastings Street West, and the installation of a heritage lamp in this area. To accommodate the proposed landscaping, two existing Silver Birch trees at the Jordan Street bend will be removed – all other existing trees will remain
- A raised platform in place of the existing speed hump, and at the Jordan Street bend
- A raised threshold at the Waltham Road end of Hastings Street East, and kerb build-outs on Waltham Road. Footpaths and pedestrian crossings will be installed at the intersection.

22. The concept plan involved the following elements on Waltham Road:

- Provision of a short right turn bay on Waltham Road for traffic turning right into Hastings Street East by shortening the existing median island
- A pedestrian median island on Waltham Road, south of the Hastings Street East intersection
- The bus stop on the east side of Waltham Road, south of Hastings Street East is proposed to move southward 10 metres into what is now parking and made shorter by 8 metres
- The no stopping line east side of Waltham Road, south of Hastings Street East will be extended to the new bus stop location. Currently this section of kerb is bus stop.

23. The preferred option (refer attached) satisfies the project aim and objectives as follows:

- **Replaces the kerb and dish channel with flat channel** – kerb and dish channel will be replaced in Hastings Street East between Waltham Road and Jordan Street
- **Ensures suitable access to residential properties** - the alignment of the Waltham Road build-out will allow sufficient room for vehicles to exit in reverse if required, the driveway cut-downs will be flared to allow easier manoeuvring, no stopping lines will be installed on the 6 metre section of the carriageway
- **Maximises on-street parking as far as possible** – parking areas are clearly marked, a small number of parks will be lost in order to ensure suitable access to residential properties, time restrictions could be instituted at the Waltham Road end of Hastings Street East, if required
- **Improves pedestrian facilities at Waltham Road** – Waltham Road is not considered safe to cross for pedestrians as it is wide and has a predominant traffic function. The proposal includes a pedestrian median island just south of Hastings Street on Waltham Road giving some protection for pedestrians waiting to cross Waltham Road. Hastings Street East will be narrowed and provide a safer crossing point for pedestrians
- **Enhances negotiation of the corner between Hastings Street East and Jordan Street** – the proposal has a raised 50 mm threshold around this curve with a constant 6m road width around the curve which is expected to slow traffic
- **Maintains or enhance the existing level of service and safety currently available to cyclists, including through the western section of the street** – the proposal has a widened cycle path between the two sections of Hastings Street with more user friendly bollards to accommodate cyclists but deter motorised traffic
- **Discourages anti-social driving behaviour (including 'rat running' and speeding)** – narrowing the intersection of Hastings Street East and Waltham Road in conjunction with the use of a threshold will aid in the differentiation of Hastings Street East as a local road in the roading hierarchy. It is expected that the preferred option, which narrows the intersection and includes a number of thresholds, will make the intersection less attractive for 'rat running' vehicles, and slow the traffic that is negotiating the intersection. Corner cutting at the Jordan Street bend will be reduced by the installation of the threshold and narrowing of the bend
- **Improves lighting as required**

24. The preferred option (refer attached) has been selected because it best satisfies project aims and objectives from the options considered, and it has a good degree of community support and includes community suggested items.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Hastings Street East (Waltham-Jordan) kerb and channel renewal, as shown in the attachment, for final design, tender and construction.
- (b) Approve the following new traffic restrictions:

New no stopping - Hastings Street East

- (i) That the stopping of vehicles be prohibited at any time on the south side of Hastings Street East, commencing at its intersection with Jordan Street and extending 25 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Hastings Street East, commencing at a point 60 metres east of its intersection with Jordan Street and extending 55 metres in a easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Hastings Street East, commencing at its intersection with Waltham Road and extending 15 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Hastings Street East, commencing at its intersection with Jordan Street and extending 30 metres in a easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Hastings Street East, commencing at its intersection with Waltham Road and extending 16 metres in a westerly direction.

Jordan Street

- (i) That the stopping of vehicles be prohibited at any time on the east side of Jordan Street, commencing at its intersection with Hastings Street East and extending 12 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Jordan Street, commencing at its intersection with Hastings Street East and extending 12 metres in a southerly direction.

Waltham Road

- (i) That the stopping of vehicles be prohibited at any time on the west side of Waltham Road, commencing at its intersection with Hastings Street East and extending 20 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Waltham Road, commencing at its intersection with Hastings Street East and extending 20 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Waltham Road, commencing at a point 25 metres from its intersection with Hastings Street East and extending 10 metres in a southerly direction.

Shorten existing bus stop:

- (i) That the existing bus stop be revoked from the east side of Waltham Road at its present position, commencing 25 metres south of the intersection with Hastings Street East and extending 20 metres in a southerly direction; and reinstated on the east side of Waltham Road, commencing 35 metres south of the intersection with Hastings Street East and extending 12 metres in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.