

#### 4. LYTTTELTON STREET (SPARKS ROAD TO WYCHBURY STREET) KERB AND CHANNEL RENEWAL PROJECT

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##### PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Board to proceed to final design, tender and construction of the kerb and channel renewal along Lyttelton Street between Wychbury Street and Sparks Road.

##### EXECUTIVE SUMMARY

2. The Council has made a commitment to renew the kerb and channel along both sides of Lyttelton Street from Lincoln Road to Sparks Road. This is the final section to be designed between Wychbury Street and Sparks Road.
3. The principal aim of this project is to renew the existing kerb and dish channel with a new kerb and flat channel along both sides of Lyttelton Street between Wychbury Street and Sparks Road. Amenity improvements associated with the project include under-grounding of overhead services, upgrading of street lighting, new berms, associated tree planting and landscaping.
4. The preferred option continues the design of the previous three stages along Lyttelton Street, including a 14 metre wide carriageway, which narrows to 9.6 metres at the intersections and pedestrian crossing points. These narrower points provide the opportunity for landscaping and reduction of vehicle speeds.
5. Other facets of the project open for feedback from the community included parking options within the road reserve, pedestrian facilities, vehicle access ways, tree planting plans and landscaping, and the location of bus stops.
6. The owners and occupiers of Lyttelton Street, and adjacent streets (Stourbridge Street, Mountfort Street and Hennessey Place) were consulted via a publicity pamphlet and/or through the "Have Your Say" section of the CCC website. There were 41 responses received of which 15 were in agreement with the proposal, 12 were in conditional agreement, and 14 were in opposition to the proposal.
7. The preferred option is shown in the scheme plan attached. The objectives of the improvements to the street included:
  - Replacement of the existing kerb and dish channel with kerb and flat channel.
  - Provision of continuity in design with the sections of Lyttelton Street previously constructed or designed.
  - Improvement of safety for pedestrians, cyclists and vehicles.
  - Provision of suitable parking to meet the needs of residents.
  - Introduction of street trees and enhancement of the streetscape.
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10. Community Board resolutions are required to approve the "No Parking" restrictions.

**BACKGROUND ON LYTTTELTON STREET (SPARKS ROAD TO WYCHBURY STREET) KERB AND CHANNEL RENEWAL PROJECT**

11. The Council has made a commitment to renew the kerb and channel along both sides of Lyttelton Street from Lincoln Road to the Frankleigh Street/Sparks Road roundabout. The project was divided into four stages, and this is the final stage to be completed as part of this commitment.
12. Lyttelton Street is classified as a collector road that extends from Lincoln Road to Rose Street. It has a 14 metre wide carriageway, and this section of Lyttelton Street between Wychbury Street and Sparks Road is 580 metres in length. Lyttelton Street is part of a bus route, and part of the designated cycle network. The adjoining land uses are residential in nature, with the exception of West Spreydon School, George Manning House, and a corner dairy. The average daily traffic flow along Lyttelton Street is approximately 7,000 vehicles.
13. Due to the classification of Lyttelton Street as a collector road, it falls within the Council's programme to fully fund under-grounding of overhead services. The underground conversion will be completed prior to the road works associated with the kerb and channel renewal commencing.
14. As this is the final section of four to be completed to link Lincoln Road with the Pioneer Sports Complex, continuity of design has been an important factor in designing the preferred option. The design of this section of Lyttelton Street has been undertaken to mirror the existing sections already completed or currently under construction.
15. The aim of this project is to renew the kerb and channel along Lyttelton Street between Wychbury Street and Sparks Road, and to underground the overhead services along this final section to be upgraded.
16. The objectives of the project were defined as:
  - To replace the existing kerb and dish channel with kerb and flat channel.
  - To provide continuity in design with the sections of Lyttelton Street previously constructed or designed.
  - To improve safety for pedestrians, cyclists and vehicles.
  - To provide suitable parking to meet the needs of residents.
  - To introduce street trees and enhance the streetscape.
  - To convert the overhead services to underground.
  - To upgrade lighting.
  - To complete construction of the works by October 2006.
17. The project has two bus stops currently located within the project area, and these will stay in their existing locations.
18. Other features of the project include:
  - Provision for cycle lanes marked along the carriageway.
  - Road narrowing at intersections, and pedestrian crossing points.
  - Footpaths at 1.65 metres width, with wider footpaths outside the school where there is a higher pedestrian demand.
  - Provision of a continuous path of travel across intersections with standard kerb cut down treatments, including provision for disabled access at the kerb cut downs and cross falls at the pedestrian crossing points.
  - Provision of tactile paving at the school crossing outside West Spreydon School.

19. The Land Transport Safety Authority Crash Analysis System shows that there have been 13 crashes recorded along Lyttelton Street for the five year period between 2000 and 2004. These crashes include seven crashes at the intersection of Lyttelton Street with Sparks Road and one crash at the intersection of Lyttelton Street with Wychbury Street. This project does not address the crashes at these intersections, with the proposed kerb line mating into the existing kerb line before the intersections themselves. It should be noted that the crash pattern at these intersections is under constant review by the Transport and City Streets Unit, and appropriate actions will be taken if crash frequency and severity raise the priority for intersection improvement works.
20. There have been five crashes recorded on Lyttelton Street between Wychbury Street and Sparks Road, of which four were intersection crashes (two at Stourbridge Street, and two at Mountfort Street). The other crash within the project area was a vehicle colliding mid-block with a parked car. There does not appear to be any commonality among the crashes and it is therefore difficult to predict crash reduction measures.
21. Consultation was undertaken with the owners and occupiers of Lyttelton Street, and the owners and occupiers of the adjacent streets (Stourbridge Street, Mountfort Street and Hennessey Place), as well as key stakeholders. The feedback received by the 41 respondents was considered carefully in finalising the design of the scheme plan.
22. None of the respondents were opposed to the kerb and channel renewal, under grounding of overhead services, and upgrade of street lighting. Concerns raised included access issues, loss of on-street car parking, pedestrian crossing points, and tree planting and landscaping. Where possible, the concerns raised have been addressed in the design of the preferred option. A summary of the submissions made and an evaluation of the issues raised is attached.

#### **OPTIONS**

23. Due to the objective to ensure continuity with the design of the previous three sections, the development of options was limited, and only one option, which met the project objectives, was developed for consultation.
24. The preferred option, and option to maintain the status quo, are evaluated in paragraph 35 of this report.

#### **PREFERRED OPTION**

25. The preferred option involves maintaining a 14 metre wide carriageway, with kerb build-outs narrowing the carriageway to 9.6 metres at the intersections, the school pedestrian crossing, and outside the school gate. Street lighting will be upgraded as part of the project and the kerb build-outs will be well lit. The narrower sections are evenly spaced along Lyttelton Street to create regular traffic calming and shorter pedestrian crossing distances at the desired crossing points.
26. The existing kerb and dish channel will be replaced with kerb and flat channel, which will reduce "local flooding", associated with vehicle crossings. The preferred option has been designed to ensure that the drainage in the street is maintained or improved on that which currently exists.
27. Cycle lanes will be continued along Lyttelton Street connecting the existing cycle network to Sparks Road, Frankleigh Street and the Lyttelton Street cycle pathway from Rose Street. Kerb build-outs at the intersections and outside the school will reduce the pedestrian crossing distance to increase the safety for all users.
28. The proposal retains most of the existing on-street parking, and better defines the parking spaces between the kerb build-outs. The 14 metre wide carriageway accommodates parallel parking on both sides of the street.

29. The street trees and landscape planting have been continued from the previous three stages of Lyttelton Street from Lincoln Road to Wychbury Street. The landscaping at intersections will consist of low groundcovers that will at no stage exceed 500 mm in height, including the following species:
  - Carex testaceae (sedge)
  - Flower carpet roses
  - Day lilies
  - Dwarf manuka cultivars.
30. The following tree species are proposed for planting:
  - Fraxinus ornus (manna ash)
  - Magnolia kobus (Japanese magnolia)
  - Sophora tetralera (NI kowhai).
31. Street lighting will be upgraded as part of the under-grounding of services and, in particular, around road narrowings and intersections.
32. The zebra crossing outside West Spreydon School will remain, and will continue to be flush with the road. West Spreydon School is quite a way down the list of schools to have a 40kph speed zone implemented, and has therefore not been included as part of this project. In front of the school grounds, where children are dropped off, a full footpath width of 3m will be constructed, with trees in small planted areas against the kerb. This is to ensure the continued “avenue of trees” effect, but keep the hard surface where there is a high volume of pedestrian traffic, and to allow a continuous path of travel.
33. The bus stops within this section of Lyttelton Street will not change from their existing locations.
34. It is anticipated that construction will commence in February 2006, and it is likely that construction will take approximately five months to complete.

#### **ASSESSMENT OF OPTIONS**

##### **Option 1 - The Preferred Option**

35. The objectives for this project are met by the preferred option, in that the kerb and dish channel will be replaced with kerb and flat channel. The design continues on from the previous sections. Safety has been improved for all road users. On-street parking has been better defined and most retained. The street tree theme has been continued from the previous sections. The overhead services will be under-grounded, and street lighting will be upgraded at the same time.
36. There are no land ownership issues associated with this project, as the works are all contained on Council road reserve.
37. The following consent and legal issues have been considered:
  - Trees – there are no protected or notable trees along the length of this section of Lyttelton Street.
  - Buildings – there are no heritage or historic buildings, places or objects in the area of the proposed works.
  - Road width – there is no change to the existing roadway width, so there is no requirement for resource consent.
  - Bylaw Changes – amendments and/or additions will be required to the Christchurch City Traffic and Parking Bylaw 1991 for parking restrictions.
38. The option to maintain the status quo essentially means to do no capital works along this section of Lyttelton Street. This would retain the road environment in its existing condition.
39. This option would be inconsistent with the pedestrian, cycling and road safety strategies of the Council, and would be inconsistent with the Community Outcomes outlined in the LTCCP. Additionally, this would not enable completion of the final section of the upgrade of Lyttelton Street for kerb and channel renewal, under-grounding of services, upgrading of street lighting, and continuation of the cycle network, which was a commitment made by the Council.

40. Therefore, it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system in the City, whilst providing for all modes of transportation.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) The Lyttelton Street (Wychbury Street to Sparks Road) Kerb and Channel Renewal project, as illustrated in the attachment, to proceed to final design, tender and construction.
- (b) The following traffic restrictions:
- (i) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Wychbury Street and extending in a southerly direction for a distance of 22 metres."
  - (ii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at a point 86 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 19 metres."
  - (iii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at a point 166 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 23 metres."
  - (iv) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at its intersection with Wychbury Street and extending in a southerly direction for a distance of 26 metres."
  - (v) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 85 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 18 metres."
  - (vi) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 168 metres south of its intersection with Wychbury Street and extending in a southerly direction for a distance of 28 metres."
  - (vii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Stourbridge Street and extending in a northerly direction for a distance of 12 metres."
  - (viii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Stourbridge Street and extending in a southerly direction for a distance of 24 metres."
  - (ix) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 14 metres north of the intersection with Stourbridge Street and extending in a southerly direction for a distance of 23 metres."
  - (x) "That the stopping of vehicles be prohibited at any time on both sides of Stourbridge Street commencing at the intersection with Lyttelton Street and extending in an easterly direction for a distance of 17 metres."
  - (xi) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Mountfort Street and extending in a northerly direction for a distance of 16 metres."
  - (xii) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Mountfort Street and extending in a southerly direction for a distance of 18 metres."
  - (xiii) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at a point 15 metres south of the intersection with Mountfort Street

- (xiv) "That the stopping of vehicles be prohibited at any time on both sides of Mountfort Street intersection commencing at its intersection with Lyttelton Street and extending in an easterly direction for a distance of 13 metres."
- (xv) "That the stopping of vehicles be prohibited at any time on the eastern side of Lyttelton Street commencing at its intersection with Sparks Road and extending in a northerly direction for a distance of 49 metres."
- (xvi) "That the stopping of vehicles be prohibited at any time on the western side of Lyttelton Street commencing at its intersection with Sparks Road and extending in a northerly direction for a distance of 48 metres."

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be supported.