

5. CHILCOMBE STREET - KERB AND DISH CHANNEL REPLACEMENT

General Manager responsible:	General Manager City Environment
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PURPOSE OF REPORT

1. The purpose of this report is to request the Board approve the plan for street renewal of Chilcombe Street to proceed to construction.

EXECUTIVE SUMMARY

2. The Chilcombe Street kerb and dish channel replacement project is programmed for construction in the 2005/06 and 2006/07 financial years in conjunction with Hamilton Avenue. This local road at present is used by an average of 400 vehicles per day and has a fourteen metre wide carriageway with dish channel on both sides for its full length.
3. Extensive consultation has been conducted with the Hamilton Avenue Action Committee, local schools, residents, property owners, and other interested parties. Feedback to the initial concept plan (**attachment 1**) was highly critical of it although it addressed all the project objectives. A second plan was therefore drawn up by the project team (**attachment 2**) and presented to the community. This new plan received strong support.
4. The do nothing, straight carriageway, and curved carriageway alignment options have been considered. The curved carriageway alignment option as shown in **attachment 2** has been identified as the preferred design option for the renewal of the kerb and dish channel in Chilcombe Street as it satisfies the majority of the aims and objectives of the project and has strong community support. Minor changes to landscaping have been made to this plan in response to feedback as shown in **attachment 3**. It is therefore recommended that the work as shown on the amended plan (**attachment 3**) proceed to construction.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total cost for this project is \$341,000 inclusive of all consultation, design and project management.
6. There are no legal implications.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the street renewal for Chilcombe St, as shown on plan No. TP 170002 amended 01/11/05, for construction.
- (b) Approve the following traffic restrictions for Chilcombe St:
 - i) That the stopping of vehicles be prohibited at any time on the north side of Chilcombe Street commencing at its intersection with Hamilton Ave and extending 22 metres in a north easterly direction.
 - ii) That the stopping of vehicles be prohibited at any time on the north side of Chilcombe Street commencing at a point 88 metres north east of its intersection with Hamilton Ave and extending 38 metres in a north easterly direction.
 - iii) That the stopping of vehicles be prohibited at any time on the north side of Chilcombe Street commencing at its intersection with Memorial Avenue and extending 13 metres in a south westerly direction.

- iv) That the stopping of vehicles be prohibited at any time on the south side of Chilcombe Street commencing at its intersection with Hamilton Ave and extending 22 metres in a north easterly direction.
- v) That the stopping of vehicles be prohibited at any time on the south side of Chilcombe Street commencing at a point 88 metres north east of its intersection with Hamilton Ave and extending 38 metres in a north easterly direction.
- vi) That the stopping of vehicles be prohibited at any time on the south side of Chilcombe Street commencing at its intersection with Memorial Avenue and extending 17 metres in a south westerly direction.

CHAIRMAN'S RECOMMENDATION

That staff recommendations (a) and (b) above be adopted.

BACKGROUND

7. Chilcombe Street is a local road, has deep dish channels, a fourteen metre wide carriageway, and an average daily traffic count of 400 vehicles per day. There has been one accident recorded in the last five years on the New Zealand Land Transport Safety Authority's accident database for Chilcombe St. This involved a vehicle turning right onto Memorial Avenue that failed to give way to a west bound vehicle on Memorial Avenue.
8. The Hamilton/Chilcombe Action Committee consulted with the residents in both streets to assess the work that needed to be done and requested that the Fendalton/Waimairi Community Board have the work brought forward on the Christchurch City Council's capital works programme in 2002. The work was then reprogrammed for construction in the 2005/06 and 2006/07 financial years. The Council officers started working with the committee in May 2004. As a result the following objectives for the project were developed:
 - To replace the existing kerb and dish channel, with kerb and flat channel.
 - Improve safety for pedestrians and cyclists by lowering the speed of vehicles in the street.
 - Ensure that the scheme adopted falls within the guidelines laid out in The City Plan.
 - Ensure that all stakeholders are kept informed.
 - Enhance the streetscape with trees and planting where suitable.
 - Successful consultation with key stakeholders and residents along the route.
 - A completed project which will satisfy the needs of the asset unit and the community.
 - Ensure we work within a defined budget and programme.
9. Specific project issues at the time of Terms of developing the objectives are:
 - Look at the potential flooding issues around the Otara drain in Chilcombe street.
 - Look into the potential under grounding of both Hamilton Ave and Chilcombe Street.
 - Potential Cul-de-sacing of the Chilcombe - Memorial Ave intersection at residents' request.
10. A public meeting was held in October 2004 to check for any further issues and concerns additional to those identified by the Hamilton/Chilcombe Action Committee. As a result the initial concept plan (**attachment 1**) was developed. This plan featured:
 - A nine metre wide carriageway to reduce through vehicle speeds.
 - A seven metre wide paved threshold off Memorial Avenue to reduce the number of short cutting vehicles and their entry speed off Memorial Avenue both now and in the future.
 - Acer street trees to enhance the aesthetic appearance of the street.
 - A roundabout on the Hamilton Avenue intersection to slow through traffic on Hamilton Avenue and improve safety at the intersection.
11. In January 2005 a publicity pamphlet incorporating this concept plan, and that for Hamilton Avenue, was distributed and a public meeting held in February. Up to this stage consultation for this project was combined with that of Hamilton Avenue. After this date Chilcombe Street was done as an individual consultation because responses for Chilcombe Street were significantly negative. The summarised feedback from the public meeting and responses to the initial publicity pamphlet is summarised in **attachment 4**.
12. In response to this feedback a public meeting was held in June 2005 and a new scheme plan (**attachment 2**) drawn up. This was distributed as a publicity pamphlet in August 2005. This plan featured: -
 - A ten metre wide carriageway (to allow easier car and trailer access into driveways)
 - A six metre wide angled narrowing in the middle to slow through traffic.
 - A ten metre wide paved threshold at the Memorial Avenue intersection to allow left and right turning vehicles to exit Chilcombe Street at the same time. Residents have been advised this could encourage drivers to use Chilcombe Street as a short cut in the future.
 - Clusters of street trees to enhance the streetscape.
13. Responses to this concept plan can be seen in summarised form in **attachment 5**. In response to requests for minor alterations in the landscaping design the scheme plan was altered as shown in **attachment 3**.

14. Residents of Chilcombe Street were initially advised that the undergrounding of the overhead wiring is not part of this kerb and channel renewal project. Following this advice they requested that no construction work be started until the review of the Council's undergrounding policies is completed. The Council also received several submissions, submitted by the residents and property owners through the 2005 Annual Plan, requesting that the overhead wiring in Chilcombe Street be undergrounded at the Council's expense. A review of the Council's undergrounding policies in late 2005 effectively confirmed that undergrounding the overhead wiring in Chilcombe Street will not be carried out as part of this project either at Council's expense, or on a cost share basis.

OPTIONS

15. Three options were assessed as part of the Chilcombe Street kerb and channel replacement as follows:
- Option (a) has a 10.0 metre carriageway narrowing to 6.0 metres wide through a narrow curved alignment in the middle, a 10.0 metre wide paved threshold at the Memorial Avenue intersection, with parallel parking on both side of the street (except where no stopping restrictions have been installed as shown on **attachment 3**.
 - Option (b) which maintains the status quo i.e. do nothing.
 - Option (c) has a 9.0 metre wide carriageway with a straight alignment, a 7.0 metre wide type 'C' threshold at Memorial Avenue intersection, and a roundabout at the Hamilton Avenue intersection with parallel parking on both sides of the street, as shown on **attachment 1**. This option was rejected by the majority of the feedback.

PREFERRED OPTION

16. Option (a) is the preferred option. This option (refer **Attachment 2**) has had minor amendments with alterations to the landscaping and positioning of the footpath in response to feedback. The revised features of the preferred option are shown on Attachment 3.
17. The preferred option satisfies the project aim and objectives as follows:
- The existing kerb and dish channel will be replaced with kerb and flat channel.
 - The narrowed carriageway width (from the existing 14.0 metres to the proposed 10.0 metres), further narrowed to 6.0 metres at the bend in the middle will reduce the speed of vehicles, thereby creating a safer environment for pedestrians and cyclists.
 - A roundabout is to be constructed on the Hamilton Avenue intersection with landscaping plantings, street trees and no stopping restrictions. This will slow traffic through the intersection and improve it aesthetically.
 - The 10 m road width will allow parallel parking on both sides of the road with relatively easy vehicle access to properties.
18. At the residents' request, the entrance to both Chilcombe, off Memorial and the entrance to Hamilton from both Ilam and Clyde have been so designed to allow 2 way out, one way in. There is no technical or safety based reason why the street entry/exits cannot be 9 and 10m wide, however it will need to be noted that these widths will not contribute as effectively to the reduction in vehicles short-cutting through these streets. Narrowing of the entrances will indeed increase waiting times to exit the street, but conversely will also help deter motorist who continually use this local road to avoid the signalised intersection at the Memorial/Ilam and Memorial/Clyde intersections. The traffic calming actions in Chilcombe and Hamilton will slow down the short-cutting vehicles. The Council has decided to support the desire for wider street entrances in the interests of meeting the community's needs, while acknowledging a reduced effectiveness in short-cutting, which was one of the Community's initial goals.

OPTION ASSESSMENT

19. Option (b), the do nothing option, does not meet the basic project objectives of:
- Replacing the kerb and dish channel with kerb and flat channel.
 - Improving safety for pedestrians and cyclists by lowering the speed of vehicles in the street.
 - Enhancing the streetscape with trees and planting where suitable.
 - Completing the project in a manner which will satisfy the needs of the asset unit and the community. The retention of the existing kerb and channel and carriageway would increase maintenance costs over time.

20. For the above reasons this option was rejected by the project team.
21. Option (c) was rejected by primarily by public feedback to the initial publicity pamphlet and at the meeting (for Chilcombe Street residents only on 13 June 2005) on the grounds that:
 - The carriageway was too narrow to allow easy vehicle and trailer access to properties.
 - The carriageway's alignment should be curved for aesthetic reasons.
 - The Memorial Avenue intersection should be widened to allow left and right turning traffic to exit at the same time.
22. From a technical perspective, a narrower street tends to slow through traffic more than a wider one, however the chicane in the recommended proposal would fulfil the same function. In order to more appropriately meet the community's expectations, this option is not recommended.