

8. GLENROY STREET - STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction of the street renewal works along Glenroy Street, as shown in the plan for Board approval at **Attachment 1**.

EXECUTIVE SUMMARY

2. The Glenroy Street renewal project was initiated through the Council's Asset Management Plan. The primary aim of this project is to replace the existing kerb and dish channel with kerb and flat channel along Glenroy Street, between Hargood Street and Portman Street.
3. Glenroy Street is located in the suburb of Woolston, which falls within the jurisdiction of the Hagley/Ferrymead Community Board.
4. An initial survey of property owners and occupiers along Glenroy Street, between Hargood Street and Portman Street, was carried out in September 2005. The key issues raised included:
 - Speed.
 - Driveway access.
 - Street lighting.
 - Use of the street by heavy vehicles to by-pass Woolston.
5. The objectives of the project were thus defined as follows:
 - To replace the existing kerb and dish channel with kerb and flat channel.
 - To improve safety for pedestrians, cyclists and vehicles.
 - To maintain and enhance the character of the street environment.
 - To address and minimise speeding, and the use of the street by heavy vehicles.
6. The concept plan for Glenroy Street was presented to the community in a consultation newsletter in May 2006 for formal consultation and feedback, following a seminar with the Hagley/Ferrymead Community Board on 26 April 2006.
7. There were 13 submissions received on the concept plan, of which 11 were in support. One submission was conditionally in support, and the remaining submission did not specify a preference.
8. The preferred option is shown in the Plan for Board approval at Attachment 1. The key features of the plan include:
 - A nine metre carriageway along the full length of Glenroy Street between Hargood Street and Portman Street
 - A raised 75 millimetre platform and road narrowing to seven metres at the west end of Glenroy Street. This defines the change in road hierarchy between Hargood Street and Glenroy Street, from Collector to Local
 - A raised platform and narrowing to six metres outside property numbers 21, 22 and 23, to reinforce the slow local road environment, and further deter short cutting; and
 - Narrowing to six metres and realignment of the Glenroy Street intersection with Portman Street, which has been achieved using kerb build-outs.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The street renewal works along Glenroy Street are programmed in the Transport and Greenspace Unit's capital programme for implementation during the 2006/2007 financial year. The cost estimate for these works is \$453,111. The budget for the project is \$468,261.
10. No resource consent issues have been identified, and there do not appear to be any other legal implications for this project.
11. Community Board resolutions are required to approve the "No Stopping" restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve the street renewal works for Glenroy Street, as shown in Attachment 1, to proceed to final design, tender and construction.
2. Approve the following “No Stopping” restrictions:

New “No Stopping”:

- (a) That the stopping of vehicles be prohibited at any time on both sides of Glenroy Street commencing at its intersection with Hargood Street and extending 25 metres in an easterly direction.
- (b) That the stopping of vehicles be prohibited at any time on both sides of Glenroy Street commencing at a point 130 metres east of its intersection with Hargood Street and extending 23 metres in an easterly direction.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Glenroy Street commencing at its intersection with Portman Street and extending 19 metres in a westerly direction.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Glenroy Street commencing at its intersection with Portman Street and extending 15 metres in a westerly direction.
- (e) That the stopping of vehicles be prohibited at any time on both sides of Glenroy Street commencing at its intersection with Portman Street and extending 17 metres in an easterly direction.
- (f) That any previous parking restrictions in the above mentioned areas are revoked.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND ON GLENROY STREET - STREET RENEWAL PROJECT

12. This street renewal project was initiated through the Council's Asset Management Plan. The primary aim of this project is to replace the existing kerb and dish channel with kerb and flat channel along Glenroy Street, between Hargood Street and Portman Street.
13. This section of Glenroy Street is 280 metres in length, with an existing carriageway width of 10.5 metres, and is classified as a Local Road in the City Plan. Glenroy Street links Hargood Street with Portman Street, and ends at its intersection with St Johns Street. The surrounding area is mainly residential in nature, and there is a spiritualist church on the corner of Portman Street and Glenroy Street.
14. Glenroy Street is located in the suburb of Woolston, which falls within the jurisdiction of the Hagley/Ferrymead Community Board.
15. Traffic counts were taken in October 2005, which indicated a volume of approximately 1,548 vehicles per day along Glenroy Street. There have been a number of resident complaints in the past regarding speeding and the use of Glenroy Street as a bypass for commercial traffic around the Woolston business district.
16. An initial survey of property owners and occupiers along Glenroy Street, between Hargood Street and Portman Street was carried out in September 2005. The key issues raised included:
 - Speed.
 - Driveway access.
 - Street lighting.
 - Use of the street by heavy vehicles to by-pass Woolston.
17. Internal Council consultation was undertaken in August 2005, which resulted in the following issues being raised:
 - Street lighting may need upgrading.
 - Condition of street light poles will need to be checked.
 - Give consideration to pedestrian road crossing facilities at each end of Glenroy Street.
 - Suggested that drainage works be extended 50 metres around the corner in Portman Street to get a better drainage outfall for these low properties.
 - A group of trees at 62 Glenroy Street that are protected as a condition of resource consent for some activity on the property. Several of them appear to be close to the road boundary. No resource consent is required for the proposed works, but some consideration may need to be given to minimise root damage.
 - Glenroy Street is neither a Special Amenity Area, nor is it in or adjacent to a Neighbourhood Improvement Project.
 - Power has been undergrounded, however, Telecom is still overhead.
 - It is strongly suggested that street trees be planted along both sides of the street to improve the look of the area. However, consideration must be given to shade from anything tall on the south side.
18. The project team noted that there are several property issues along Glenroy Street; however, these issues will not directly affect this project:
 - A resumption is required at the corner of Hargood Street and Glenroy Street, where the fence corners are located on legal road.
 - At 35 Glenroy Street, the fence has been set back from the legal boundary, however, this has not been legalised.
 - A resumption is required on the Portman Street corner, at 39 Glenroy Street, where the fence encroaches over the legal boundary.
 - A resumption is required at 43 Glenroy Street, where the building encroaches over the boundary.
19. The primary aim of the project is to renew the kerb and channel on both sides of Glenroy Street from Hargood Street to Portman Street as outlined in the Council's Annual Plan. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel.
 - Improve safety for pedestrians, cyclists and vehicles.
 - Maintain and enhance the character of the street environment.
 - Address and minimise speeding and the use of the street by heavy vehicles.

20. The concept plan for Glenroy Street was presented to the community in a consultation newsletter in May 2006 for formal consultation and feedback, following a seminar with the Hagley/Ferrymead Community Board on 26 April 2006.
21. There were 13 submissions received on the concept plan, of which 11 were in support of the concept plan, one was conditionally in support, and the remaining submission specified no preference. The main issues raised related to speed, landscaping and traffic calming measures. A summary of the responses received and an evaluation of these responses is outlined in **Attachment 2**.
22. The Land Transport New Zealand Crash Analysis System shows there have been four crashes recorded for the 5-year period between 2001 and 2005. One of these was a loss of control crash on Hargood Street, where the driver was deliberately overtaking in the face of oncoming traffic. Another was a crossing crash at the intersection of Glenroy Street with Hargood Street, where a driver failed to give way to a cyclist when exiting Glenroy Street. The other two were crossing crashes at the intersection of Glenroy Street with Portman Street, where drivers exiting Portman Street failed to give way.
23. No development opportunities were identified within the Greenspace Unit, Policy and Planning Unit, or the Property Unit.

OPTIONS

24. Four options were developed for comparison in Glenroy Street, all of which involved full reconstruction of the pavement. The carriageway crown will be lowered to improve the cross section.
25. **Option 1:**
 - A nine metre wide carriageway for the full length of Glenroy Street between Hargood Street and Portman Street.
 - A raised platform and narrowing to six metres width at the west end of Glenroy Street to define the change in road hierarchy from collector to local, and to reduce vehicle speeds entering the local street environment.
 - Raised platforms and narrowing to six metres outside property 17/18 and 27/28 Glenroy Street, to maintain a slow environment along Glenroy Street.
 - Narrowing to six metres and realignment of the Glenroy Street intersection with Portman Street, which would be achieved using kerb build-outs.
26. **Option 2:**
 - A nine metre wide carriageway the full length of Glenroy Street between Hargood Street and Portman Street.
 - A raised platform and offset narrowing at the west end of Glenroy Street to define the change in road hierarchy between Hargood Street and Glenroy Street, from collector to local.
 - Chicanes positioned on alternate sides of Glenroy Street to create a slow traffic environment and to reduce the visual width along the street.
 - Narrowing to six metres and realignment of the Glenroy Street intersection with Portman Street, which would be achieved using kerb build-outs.
27. **Option 3:**
 - A six metre wide carriageway the full length of Glenroy Street between Hargood Street and Portman Street.
 - A raised platform at the west end of Glenroy Street to define the change in road hierarchy between Hargood Street and Glenroy Street, from collector to local.
 - Two centrally planted medians, which would create slow meandering points along Glenroy Street.
 - Parking bays on each side of the carriageway.
 - Narrowing to six metres and realignment of the Glenroy Street intersection with Portman Street, which would be achieved using kerb build-outs.

28. **Option 4:**

- A nine metre wide carriageway the full length of Glenroy Street between Hargood Street and Portman Street.
 - A raised platform and offset narrowing at the west end of Glenroy Street to define the change in road hierarchy between Hargood Street and Glenroy Street, from collector to local.
 - A kerb build out positioned midway along Glenroy Street would create a slow traffic environment and reduce the visual width along the street.
 - Raised platforms combine with the kerb build outs to reinforce the slow local road environment and further deter short cutting.
 - Narrowing to six metres and realignment of the Glenroy Street intersection with Portman Street, which would be achieved using kerb build-outs.
29. Following analysis of the responses received from the community, including key stakeholders, the concept design was revised to remove two of the kerb build-outs, whilst retaining one mid-block treatment, as the level of traffic calming proposed in the concept plan for consultation was considered to be excessive given the short length of Glenroy Street. The mid-block treatment has been designed as a narrowing that utilises the adjacent kerb build-outs on either side of the street as well as a platform. The intersection with Hargood Street was changed to a Type C threshold.
30. The consequences of removing the chicane slow points along Glenroy Street are as follows:
- The speed of vehicles may not be maintained as low due to the increase in slow point spacing from 60 metres to 120 metres;
 - The opportunity for enhancement of the street with landscaping would be reduced;
 - With the raised thresholds now located centrally in the street, the street will not appear as narrow, which could result in heavy vehicles and short cutters not being discouraged to the same extent as off-set chicanes and thresholds.

PREFERRED OPTION

31. The preferred option is shown in the Plan for Board Approval at Attachment 1. The project team identified this as the most appropriate option because the kerb build-out at the Hargood Street intersection, when combined with a kerb build-out midway along Glenroy Street, reduces the apparent width of the road from Hargood Street and the raised platform will encourage reduced vehicle speeds.
32. The pavement has been assessed and full pavement reconstruction identified as the most appropriate treatment for Glenroy Street between Hargood Street and Portman Street. This assessment is based on the existing pavement having high deflections and thin pavement thickness.
33. The reduction in carriageway width from 10.5 metres to nine metres will accommodate parallel parking on both sides of the carriageway. The current parking demand is low, and there will therefore be no limitations on parking availability. "No Stopping" restrictions will only be required in the vicinity of the mid-block threshold, and on the approaches to the Hargood Street and Portman Street intersections.
34. There is a history of minor flooding near the intersection with Portman Street on the southern side. The detailed design will ensure that the kerb and channel is graded so that this no longer occurs. Replacement of the existing drainage will cater for the normal stormwater flows.
35. The Land Transport New Zealand crash analysis system shows there have been four crashes recorded for the five-year period between 2001 and 2005. It is anticipated that the proposal will result in a reduction in the crossing crashes at the intersection of Glenroy Street with Portman Street due to the increased presence of the intersection via kerb build-outs.
36. The plan includes the upgrading of existing street lighting, and the under-grounding of the existing overhead telecom services. There are power poles solely for telecom use along the length of Glenroy Street, and under-grounding of this service will result in reduced visual clutter and improve the amenity of the area.

37. The plan incorporates the standard minimum footpath width of 1.65 metres in all locations. This is considered appropriate given the location of footpaths behind the kerb and channel and the generally low pedestrian volumes. This project has several crossing locations for pedestrians. The practice for Glenroy Street has been to have a continuous path of travel across intersections with standard kerb cut-downs, therefore, there are no warning or directional tactile pavers being used on Glenroy Street.
38. There are no scheduled public bus routes or bus shelters in Glenroy Street.
39. There are no land ownership issues associated with this project. The project will narrow the existing roads, and it will be constructed between the existing kerbs. The legality of property boundaries at the intersection of Hargood Street, 35 Glenroy Street, 39 Glenroy Street, and 43 Glenroy Street have been identified, however, they will not impact on this project.
40. There are no notable or heritage trees shown in the City Plan, and there are no heritage or historic buildings listed in the City Plan for this area. The City Plan, Part 14, Appendix 5, has minimum roadway widths for different road classifications. The concept plan has been designed with a width of nine metres, and the minimum requirement in the City Plan for a Local Road is nine metres. Therefore no resource consents are required.
41. The landscaping at the intersections is to be low groundcover less than 500 millimetres high, to ensure good visibility between drivers and pedestrians. The plan includes the following tree species:
 - Podocarpus (Totara)
 - Sophora Microphylla (Kowhai)
 - Quercus Coccinea (Scarlet Oak)

ASSESSMENT OF OPTIONS

Alternative Options

42. The key issues associated with each of the four options for Glenroy Street were:

- (a) **Option 1**

The residents will consider the reduction of speeds to be a benefit. The raised platforms can create a noise problem with the braking and acceleration of vehicles, which may be seen as a deficiency. Option 1 was not selected as the preferred option because the project team did not believe the combination of road narrowing and raised platforms would have the desired effect of reducing short cutting.

- (b) **Option 2**

The residents will consider the reduction of vehicle speeds to be a benefit. Option 2 was not selected as the preferred option because the project team considered that raised platforms would be required at intervals along the street to reduce vehicle speeds.

- (c) **Option 3**

The residents will consider the reduction of vehicle speeds to be a benefit. Option 3 was not selected as the preferred option because the project team did not consider the centrally placed median to be appropriate for this street.

- (d) **Option 4**

The residents will consider the reduction in vehicle speeds to be a benefit, although the raised platform can create a noise problem, which may be perceived as a deficiency. Option 4 was selected as the preferred option because the kerb build-outs reduce the apparent width of the road from Hargood Street and the raised platforms will encourage reduced vehicle speeds.

Maintain the Status Quo (If Not Preferred Option)

43. The option to maintain the status quo along Glenroy Street essentially means no capital works would be required, which would retain the existing road environment in its current condition.
44. The option to maintain the status quo would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, including the road safety strategy, pedestrian strategy, and asset management plan.
45. It is therefore considered inappropriate to maintain the status quo because the opportunity to contribute to ensuring the development of an efficient, safe and sustainable transport system in the City, whilst providing for all modes of transport, would not be achieved.

Preferred Option

46. The preferred option for Glenroy Street meets the aims and objectives of the project as follows, and takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with the project:

- (a) **Replacing kerb and dish channel**

This objective is met as the existing kerb and dish channel will be replaced with kerb and flat channel along both sides of Glenroy Street, between Hargood Street and Portman Street.

- (b) **Improve safety for pedestrians, cyclists and vehicles**

The narrowed street and the raised platform will assist in maintaining low vehicle speeds thus making a safer environment for all road users.

- (c) **Maintain and enhance the character of the street environment**

The landscaped areas will enhance the character of the street environment with the introduction of planting and an anticipated reduction in through traffic.

- (d) **Address and minimise speeding and the use by heavy vehicles as a by-pass**

The proposal has one raised platform located midway between Hargood Street and Portman Street. The kerb build outs will make the street appear narrow from the Hargood Street entrance resulting in a reduction in speed and acting as a deterrent to heavy vehicles and short cutters.