



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

25 OCTOBER 2006

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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1. APOLOGIES

2. CONFIRMATION OF REPORTS

The report of the ordinary meeting held on Wednesday 11 October 2006 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 11 October 2006 be confirmed.

3. CORRESPONDENCE

4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

4.1 HAGLEY PARK/BOTANIC GARDENS MASTER PLAN - SUBMISSION

A copy of the Board's submission on the above document, as formulated following the Board seminar on 4 October 2006, has been previously circulated to members. The opportunity will be taken to formally confirm this.

4.2 HAGLEY/FERRYMEAD COMMUNITY BOARD - MEETING 8 NOVEMBER 2006

As the Board's Heritage Awards are scheduled to commence at 5.30 pm on this date it is desired to start the Board's meeting on Wednesday 8 November 2006 at the earlier time of 2.30 pm.

CHAIRPERSON'S RECOMMENDATION

That the Board's meeting on Wednesday 8 November 2006 commence at 2.30 pm.

5. QUESTIONS FROM MEMBERS

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

6. DEPUTATION BY APPOINTMENT

7. PRESENTATIONS

7.1 YOUTH DEVELOPMENT FUND - GRANTS

As requested by the Board presentations will be made by Mr Alex Fidow in respect to the trip to the New Zealand Boxing Championships at Rotorua and Mr Mark Roberts in respect to the National Ten Pin Bowling Championships.

8. GLENROY STREET - STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Kirsty Ferguson, Consultation Leader

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.

9. PORTMAN STREET – STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Kirsty Ferguson, Consultation Leader

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 Portman Street, as shown in the Plan for Board Approval in **Attachment 1**.

EXECUTIVE SUMMARY

2. The Portman 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 the full length of Portman Street.
3. Portman Street is located in the suburb of Woolston, which falls within the jurisdiction of the Board.
4. An initial survey of property owners and occupiers along Portman Street, Charlotte Lane, and Peckham Lane was carried out in January 2006. The key issues raised included:
 - Speeding along Glenroy Street and the use of Portman Street as a "burn out pad".
 - Portman Street, particularly between Ferry Road and Glenroy Street, is too narrow when cars are parked along both kerbs.
 - The dish channel tends to flood during heavy rain events.
 - Lighting is felt to be generally poor and the landscaping needs to be upgraded as part of the speed control measures.
 - The "no exit" signage needs to be upgraded to discourage boy racers from thinking it is a short cut.
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 upgrade street lighting to comply with current standards.
 - To enhance the quality of the run-off from Portman Street into Steamwharf Stream.
6. The concept plan for Portman Street was presented to the community in a consultation newsletter pamphlet in May 2006 for formal consultation and feedback, following a seminar with the Board on 26 April 2006.
7. There were eight submissions received on the concept plan, which were all generally in support of the concept plan.
8. The preferred option is shown in the Plan for Board Approval in Attachment 1. The key features of the plan include:
 - A nine-metre carriageway for the full length of Portman Street.
 - Narrowing to six metres at the intersection of Glenroy Street and Portman Street, which has been achieved using kerb build-outs.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The street renewal works along Portman 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 \$503,200. The budget is \$418,060, and any cost overruns will be managed within the overall kerb and channel budget for 2006/2007.
10. Prior to developing the design, no resource consent issues were identified; however, resource consent will be required for any construction within the seven metre buffer zone of the

Steamwharf Stream waterway. 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 Portman Street, as shown in Attachment 1, to proceed to final design, tender and construction.
2. Approve the following "No Stopping" restrictions:

Remove "No Stopping":

- (a) That the existing no stopping be removed from both sides of Portman Street at its present position commencing at the intersection with Ferry Road and extending 6 metres in a northerly direction.

New "No Stopping":

- (b) That the stopping of vehicles be prohibited at any time on both sides of Portman Street commencing at its intersection with Ferry Road and extending 13 metres in a northerly direction.
- (c) That the stopping of vehicles be prohibited at any time on both sides of Portman Street commencing at its intersection with Glenroy Street and extending 17 metres in a southerly direction.
- (d) That the stopping of vehicles be prohibited at any time on both sides of Portman Street commencing at its intersection with Glenroy Street and extending 14 metres in a northerly direction.
- (e) That any previous parking restrictions in the abovementioned areas are revoked.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

SECTION ONE - BACKGROUND ON PORTMAN STREET - STREET RENEWAL PROJECT

12. The Portman 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 the full length of Portman Street.
13. Portman Street is 275 metres in length, and is classified as local road in the City Plan, originating at Ferry Road, intersecting Glenroy Street, and ending in a cul-de-sac. The surrounding area is mainly residential in nature, with the exception of the Woolston shops along Ferry Road. There is a spiritualist church on the corner of Portman Street and Glenroy Street, and the Woolston Playcentre is located in the cul-de-sac at the end of Portman Street.
14. Portman Street is located in the suburb of Woolston, which falls within the jurisdiction of the Hagley / Ferrymead Community Board.
15. An initial survey of property owners and occupiers along Portman Street, Charlotte Lane, and Peckham Lane was carried out in January 2006. The key issues raised included:
 - Speeding along Glenroy Street and the use of Portman Street as a "burn out pad".
 - Portman Street, particularly between Ferry Road and Glenroy Street, is too narrow when cars are parked along both kerbs.
 - The dish channel tends to flood during heavy rain events.
 - Lighting is felt to be generally poor and the landscaping needs to be upgraded as part of the speed control measures.
 - The "no exit" signage needs to be upgraded to discourage boy racers from thinking Portman Street is a short cut.
16. Internal Council consultation was undertaken in November 2005, which resulted in the following issues being raised:
 - Zoning issues, relating to the section from Ferry Road to Glenroy Street, where one side of the road is zoned as Living 1, and the other is zoned as Business 2. *"There is some very new commercial renovation work going on in this block too, which may bring about an increase in demand for parking, and delivery truck movements. It would be desirable for the residents in the Living 1 zone on the other side to mitigate these (potential) problems and buffer the residential area, for example, through close street tree planting. Other streets with a similar issue have had large grass berms put in, but with street trees spaced quite far apart or none at all, and cars have parked on the grass"*.
 - Links through parks.
 - Access to Ferry Road.
 - Portman Street is neither a SAM¹, nor is it in or adjacent to a NIP².
 - A co-ordinated approach with Glenroy Street is highly desirable.
 - No traffic, volume or speed surveys were undertaken in Portman Street; however, data recorded in October 2005 for Glenroy Street has been used for intersection planning.
17. The primary aim of the project is to renew the kerb and channel on both sides of Portman Street from Ferry Road to the end of the cul-de-sac. The objectives of the project are 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 upgrade street lighting to comply with current standards.
 - To enhance the quality of the run-off from Portman Street into Steamwharf Stream.
18. The concept plan for Portman Street was presented to the community in a consultation newsletter pamphlet in May 2006 for formal consultation, following a seminar with the Board on 26 April 2006.
19. Eight submissions were received on the concept plan. Four of the submissions requested road calming, speed control and the implementation of "no parking" areas, while the remaining

¹ Special Amenity Area

² Neighbourhood Improvement Project

submissions related to the size, type and location of trees planted in the berm, and parking outside the play centre. A summary of the responses received and evaluation is attached in **Attachment 2**.

20. The Land Transport New Zealand crash analysis system shows there have been three crashes recorded for the five-year period between 2001 and 2005. One of these was a manoeuvring crash, where a driver failed to give way when exiting a driveway. The other two were crossing crashes at the intersection of Glenroy Street with Portman Street, where drivers exiting Portman Street failed to give way.
21. Development opportunities were explored with the Greenspace Unit, and the option of a swale along the boundary or centreline of Portman Street was evaluated and discounted, due to level and sewer constraints. The construction of a swale/watercourse above a sewer main is not desirable due to possible cross contamination and required alterations to sewer manholes. Steamwharf Stream is located at the northern end of Portman Street, and appears to have had recent waterway enhancement. No further enhancement is planned for this area; however, the Portman Street landscaping will complement and provide a connection to Steamwharf Stream and the Thistledown Reserve entrance.

OPTIONS

22. Four options were developed for comparison in Portman Street, all of which involved full reconstruction of the pavement. The carriageway crown will be lowered to improve the cross section.
23. **Option 1:**
 - A nine-metre wide carriageway for the full length of Portman Street, except at the southern end of Portman Street, where the carriageway is 10 metres wide for the business zone.
 - Further narrowing of the carriageway to eight metres was proposed at the southern end of Portman Street.
 - A raised platform and narrowing to six metres width at the business zone interface with the residential zone, to discourage business traffic using Portman Street and Glenroy Street as a short cut.
 - Narrowing the Glenroy Street intersection with Portman Street to six metres wide.
 - A round centrally planted median at the cul-de-sac head.
24. **Option 2:**
 - A nine-metre wide carriageway for the full length of Portman Street, except at the southern end of Portman Street, where the carriageway is 10 metres wide for the business zone.
 - Further narrowing of the carriageway to eight metres at the southern end of Portman Street.
 - A raised platform and narrowing to six metres width at the business zone interface with the residential zone, to discourage business traffic using Portman Street and Glenroy Street as a short cut.
 - Narrowing the Glenroy Street intersection with Portman Street to six metres wide.
 - A planted narrowing at number 19 / 20 Portman Street, and a round centrally planted median at the cul-de-sac head.
25. **Option 3:**
 - A ten-metre wide carriageway at the southern end of Portman Street for the business zone, and a nine-metre wide carriageway for the length of Portman Street, from the business zone to the intersection with Glenroy Street.
 - A six-metre wide carriageway in Portman Street north of Glenroy Street to the cul-de-sac head, with further narrowing of the carriageway to eight metres at the southern end of Portman Street.
 - A raised platform and narrowing to six metres at the business zone interface with the residential zone. This is to discourage business traffic using Portman Street and Glenroy Street as a short-cut.
 - Narrowing the Glenroy Street intersection with Portman Street to six metres width.

26. **Option 4:**

- A nine-metre wide carriageway for the full length of Portman Street, except for the narrowed intersections, and further narrowing to eight metres width at the southern end of Portman Street.
 - Narrowing to six metres width and realignment of the Glenroy Street intersection with Portman Street.
27. Following analysis of the responses received from the community, including key stakeholders, the concept design was revised to remove the eight-metre narrowing at the south end of Portman Street. The carriageway will therefore be nine metres wide right through to Ferry Road.

PREFERRED OPTION

28. The preferred option is shown in the Plan for Board Approval at Attachment 1. This option was identified by the project team as the most appropriate option because of the narrow intersections and provision for on-street parking.
29. The pavement has been assessed and full pavement reconstruction identified as the most appropriate treatment for Portman Street. This assessment, based on the existing pavement, requires renewal.
30. The reduction in carriageway width from 10.4 metres to nine metres will accommodate parallel parking on both sides of the carriageway. The parking demand near Ferry Road is high; however, the nine-metre wide carriageway is sufficient to provide for parking along both sides as well as vehicle movements. There will be no limitations on the current parking availability.
31. There is a history of minor flooding near the intersection of Portman Street with Glenroy Street and near the intersection of Portman Street with Peckham Lane. The detailed design of the plan 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.
32. The plan includes the upgrading of existing street lighting. There are no existing overhead services to underground.
33. The Land Transport New Zealand crash analysis system shows there have been three crashes recorded for the five-year period between 2001 and 2005. The proposal will narrow the intersection with Glenroy Street. This increases the presence of the intersection to approaching traffic and will provide improved sight distance for vehicles stopped at the limit lines. These improvements are expected to result in a decrease in the number of crossing crashes at the Glenroy Street intersection. The scheme is not expected to reduce manoeuvring-type crashes.
34. 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 Portman Street has been to have a continuous path of travel across intersections with standard kerb cut-downs. There are no warning or directional tactile pavers being used on Portman Street.
35. There are no scheduled public bus routes or bus shelters in Portman Street.
36. There are no landownership issues associated with this project. The project will narrow the existing roads, and will be constructed between the existing kerbs.
37. There are no notable or heritage trees shown in the City Plan, and there is 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. This plan has a width of nine metres and the minimum requirement in the City Plan is nine metres. Therefore no resource consents are required.
38. The landscaping at the intersections is to be low groundcover less than 500 mm high, to ensure good visibility between drivers and pedestrians. The plan includes the following tree species:
- Podocarpus (Totara).
 - Quercus Coccinea (Scarlet Oak).

SECTION TWO - ASSESSMENT OF OPTIONS

Alternative Options

39. The issues associated with each of the four options for Portman Street were:
- Option 1 – Inclusion of the raised platform and narrowing would reduce parking spaces where the parking demand is high. Residents and businesses may consider this a deficiency. Option 1 was not selected as the preferred option because of the loss of on-street parking and median at the cul-de-sac head.
 - Option 2 – Inclusion of the raised platform and narrowing would reduce parking spaces where the parking demand is high. Residents and businesses may consider this a deficiency. Option 2 was not selected as the preferred option because of the loss of on-street parking and median at the cul-de-sac head.
 - Option 3 – This scheme would remove a substantial amount of on-street parking at the northern end of Portman Street. The residents could perceive this as a deficiency. The inclusion of a swale was explored as an option for water treatment but due to the existing road width and existing services, this was been ruled out as a feasible option.
 - Option 4 – This scheme would not restrict parking, which was seen as a benefit. Therefore, Option 4 was selected as the preferred option because of the narrow intersections, provision for on-street parking and simple design.

Maintain the Status Quo (If Not Preferred Option)

40. The option to maintain the status quo along Portman Street essentially means no capital works would be required, which would retain the existing road environment in its current condition.
41. The option to maintain the status quo would be inconsistent with the Community Outcomes outlined in Our Community Plan 2006-2016, and would be inconsistent with Council strategies, including the road safety strategy, pedestrian strategy, and asset management plan.
42. It is therefore considered to be 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

43. The preferred option for Portman Street meets the aims and objectives of the project as follows:
- (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 on both sides of Portman Street.
 - (b) **Improve safety for pedestrians, cyclists and vehicles** – the narrow intersection with Glenroy Street will assist in maintaining low vehicle speeds thus making a safer environment for all road users. The narrowing intersection will increase visibility between pedestrians and vehicles at the Glenroy Street and Ferry Road intersections.
 - (c) **Maintain and enhance the character of the street environment** – the narrow intersection provides the opportunity for landscaping that will enhance the character of the street environment. In addition, replacement of the kerb and dish channel with kerb and flat channel will modernise the area.
 - (d) **Upgrade street lighting to comply with current standards** – in accordance with Council policy, the street lighting will be upgraded to comply with current standards. This includes ensuring that all speed control structures are adequately lit.
 - (e) **Enhance the quality of the run-off from Portman Street into Steamwharf Stream** – the quality of run-off from Portman Street into Steamwharf Stream will be maintained. In the early stages of the project, schemes were investigated to enhance the quality of runoff through the use of native plantings and specialised storm water structures. Unfortunately, the location of existing services prevented these measures from being adopted.

10. ST ASAPH STREET – PROPOSED P120 PARKING RESTRICTION ON EXISTING MOBILITY PARKING SPACE

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Geoff McGregor and Patricia Su, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for a P120 parking restriction on the existing mobility parking space on the northern side of St Asaph Street located directly opposite the Canterbury Brewery.

EXECUTIVE SUMMARY

2. The Council has received a number of complaints from hospital staff who have indicated that the existing mobility parking space located on St Asaph Street just beyond the Antigua Street intersection and directly opposite the Canterbury Brewery is often occupied by a single vehicle for the entirety of any given day.
3. The vast majority of mobility parking spaces throughout the City are controlled by a time restriction such that they provide an adequate timeframe to suit particular needs whilst at the same time providing parking for a number of people. In this instance the absence of a time restriction on the parking space has meant that it is often utilised by a single vehicle for an entire day. This in turn has meant that the parking space has effectively been out of use to others requiring it.
4. The Council receives regular requests for parking restrictions throughout the City. These requests are managed with reference to the "*Parking Strategy*". This strategy provides a sound basis for determining what priority to give a particular request in the context of the conflicting demands on kerbside space.
5. In this case, as the request is located within a commercial area, "*Parking for people with disabilities*" is fourth in priority for kerbside space, ahead of commuter parking which is given least priority. The use of the space as a P120 mobility parking area would not be contrary to the priorities set out in the Council's Parking Strategy with reference to kerbside parking.
6. The conversion of the existing unrestricted mobility parking space to a "P120 Vehicles Displaying an Operation Mobility Card Only" parking restriction is considered the most cost effective and practicable solution.
7. The views of affected parties have been obtained and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Cost

Signage is within the existing operational budget.

9. Legal

Land Transport Rule, Road User 2004 Rule 61001.
Broken Yellow Lines and Parking Restrictions.
Part 6 Stopping and Parking.

Land Transport Rule, Traffic Control Devices 2004 Rule 54002.
Broken Yellow Lines and Parking Restrictions.
Section 12 Stopping, Standing and Parking.

STAFF RECOMMENDATIONS

It is recommended that the Board agree that:

25. 10. 2006

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- (a) The parking of vehicles be restricted to a maximum of 120 minutes for vehicles displaying an operation mobility card only in the following location.
- (b) The northern side of St Asaph Street from a point 37.3 metres west of the Antigua Street intersection and extending 12.4 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

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11. NOTICES OF MOTION