

## 9. PORTMAN STREET – STREET RENEWAL PROJECT

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	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 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 SAM<sup>1</sup>, nor is it in or adjacent to a NIP<sup>2</sup>.
  - 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 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**.

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<sup>1</sup> Special Amenity Area

<sup>2</sup> Neighbourhood Improvement Project

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 give 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.