

5. HARAKEKE STREET – KERB AND CHANNEL REPLACEMENT PROJECT

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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board and the Riccarton/Wigram Community Board to proceed to final design, tender and construction for the Harakeke Street kerb and channel replacement project, as shown in the plan for Board approval at Attachment 1.

EXECUTIVE SUMMARY

2. The Harakeke Cluster comprises Rochdale Street, Daresbury Lane, Harakeke Street (from Daresbury Lane to Riccarton Road), Matai Street West and Nikau Place. The kerb and channel replacements in these streets were grouped together to form a cluster for planning and design purposes.
3. Initial consultation was undertaken with the residents of Matai Street West in September 2004. A joint seminar was held with the Riccarton/Wigram Community Board and the Fendalton/Waimairi Community Board in October 2005 to discuss the concept plan for Matai Street West and the initial consultation proposed for Daresbury lane and Rochdale Street. At this seminar the Boards requested that the project team look at the streets as a cluster, as proposals for one street could potentially affect traffic movements on another street.
4. The primary aim of the project is to renew the kerb and dish channel and replace it with kerb and flat channel. Harakeke Street also has specific objectives relating to safety, parking, traffic movement and street enhancement.
5. The community was consulted on concept plans for the Harakeke Cluster in May 2006. Approximately 800 consultation newsletters were distributed to landowners / occupiers and an open evening and street meetings were held. Two options were developed for Harakeke Street and distributed for consultation.
6. For Harakeke Street, Option 1 comprises a 9-metre wide carriageway the full length of Harakeke Street between traffic calming devices, a 9-metre wide intersection of Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently reconstructed north section of Harakeke Street. A pedestrian refuge island south of the Rochdale Street intersection is also included to assist in reducing the speed of vehicles using this intersection, thus making it safer for pedestrians and providing a refuge island for pedestrians crossing the street. The proposal also includes provision for narrowing the Harakeke Street bridge to one lane. The proposal has raised platforms and narrowing to 7 metres on Harakeke Street on either side of the Matai Street West intersection and the Kilmarnock Street intersection. Option 1 also comprises further narrowing of the existing narrowing and road hump, 70 metres north of Riccarton Road, to 6 metres width and a raised platform. The purpose of this is to maintain consistency of traffic calming devices within the cluster.
7. Option 2 comprises a 9-metre wide carriageway from 15 metres south of the Rochdale Street intersection to the Kilmarnock Street intersection, and a 10-metre wide carriageway from Kilmarnock Street south to the narrowing, and existing kerb and flat channel 70 metres north of the Riccarton Road intersection. Each of the intersections of Rochdale Street, Harakeke Street and Daresbury Lane are narrowed to 7 metres width. The proposal also includes provision for narrowing the Harakeke Street bridge to one lane, which has been extended to 30 metres in length. The proposal has raised platforms and narrowing to 7 metres on Harakeke Street on either side of the Matai Street West intersection and the Kilmarnock Street intersection. Option 2 also comprises further narrowing of the existing narrowing and road hump, 70 metres north of Riccarton Road, to 6 metres width. The purpose of this is to maintain similarity with other traffic calming devices.
8. Both options create a low-speed environment, with the extension of the one lane bridge and raised platforms at intersections that will assist in retaining the already low vehicle speeds. Both options involve full reconstruction of the pavement and lowering of the carriageway crown to improve the cross section.

9. Approval is now sought from the Fendalton/Waimairi Community Board and the Riccarton/Wigram Community Board to progress the preferred option for Harakeke Street to final design, tender and construction, as it appears in the 2007/2008 capital programme. Harakeke Street is located across the boundary of both Community Board areas, and therefore falls within the jurisdiction of both Community Boards as decision-makers.

FINANCIAL IMPLICATIONS

10. The kerb and channel replacement works for Harakeke Street are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The estimated cost for Harakeke Street is \$1,347,100.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

11. As above.

LEGAL CONSIDERATIONS

12. There are 11 properties along Harakeke Street with notable / heritage trees as shown in the City Plan. Any construction works carried out within 10 metres of these trees will require resource consent. There is no heritage / historic buildings, places or objects listed in the City Plan in relation to Harakeke Street.

Have you considered the legal implications of the issue under consideration?

13. There appear to be no legal implications for this project. Community Board resolutions are required to approve the new traffic restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. As above.

ALIGNMENT WITH STRATEGIES

16. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. A seminar was held with the Fendalton/Waimairi and Riccarton/Wigram Community Boards on 11 April 2006, prior to the preferred concept plan for Harakeke Street being presented to the public for consultation. Community consultation was undertaken in May 2006 on the preferred concept plans.
19. Approximately 130 households in Harakeke Street and other interested parties were consulted, of which 37 responded. The majority of respondents (54%) were in general support of the proposal.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the Harakeke Street kerb and channel replacement project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 1.
- (b) Approve the following "no stopping" restrictions:

New No Stopping – Harakeke Street

- (i) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at a point 56 metres north of its intersection with Riccarton Road and extending 20 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at a point 56 metres north of its intersection with Riccarton Road and extending 20 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 14 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 20 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 17 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Kilmarnock Street and extending 20 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Matai Street and extending 18 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Matai Street and extending 18 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Matai Street and extending 20 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Matai Street and extending 20 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at a point 168 metres north of its intersection with Matai Street and extending 25 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at a point 150 metres north of its intersection with Matai Street and extending 45 metres in a northerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Daresbury Lane and extending 48 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Rochdale Street and extending 25 metres in a southerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the east side of Harakeke Street commencing at its intersection with Daresbury lane and extending 15 metres in a northerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Harakeke Street commencing at its intersection with Rochdale Street and extending 35 metres in a northerly direction.

BACKGROUND (THE ISSUES)

20. Harakeke Street is part of the Harakeke Cluster kerb and channel replacement project. This cluster includes Daresbury Lane, Rochdale Street, Harakeke Street, Matai Street West and Nikau Place.
21. In October 2005 a joint seminar was held with the Riccarton/Wigram and Fendalton/Waimairi Community Boards to discuss the concept plan for Matai Street West and proposed initial consultation for Rochdale Street and Daresbury Lane. At this seminar, the Boards asked whether the project team could consider Daresbury Lane, Rochdale Street, Harakeke Street, Matai Street West and Nikau Place as a cluster for street renewal, as works on one street could potentially affect traffic movements on the other streets. At that time, Daresbury Lane and Rochdale Street were scheduled in the capital programme for the 2006/2007 financial year, Matai Street West and Nikau Place for the 2005/2006 financial year and Harakeke Street for the 2008/2009 financial year. These streets were then clustered for planning and design purposes to form the Harakeke Cluster.
22. In July 2006 the Transport and Greenspace Unit capital programme was reviewed to maximise Land Transport New Zealand subsidy levels. As a result of this review, Matai Street West and Nikau Place were recommended on the capital programme for construction in the 2007/2008 financial year. Daresbury Lane, Rochdale Street and Harakeke Street were reprogrammed to future years at that time.
23. Approval was sought to proceed to final design, tender and construction for Matai Street West and Nikau Place in November 2006. The Riccarton/Wigram Community Board resolved to approve the kerb and channel renewal for these two streets at an extraordinary meeting held on 8 November 2006.
24. In November 2006, as the capital programme review continued, Daresbury Lane, Rochdale Street and Harakeke Street were recommended for inclusion in the capital programme for construction in the 2007/2008 financial year. This report seeks approval to proceed to proceed to final design, tender and construction for kerb and channel renewal along Harakeke Street (from Daresbury Lane to Riccarton Road). Daresbury Lane and Rochdale Street are addressed in a separate report to the Fendalton/Waimairi Community Board.
25. The primary aim of the Harakeke Street project is to replace the existing kerb and dish channel along both sides of Harakeke Street (between Daresbury Lane and Riccarton Road) with new kerb and flat channel.
26. Harakeke Street links Daresbury Park with Riccarton Road and is intersected by Rochdale Street, Daresbury Lane, Matai Street West, Kilmarnock Street, Jane Deans Close and Riccarton Road. Harakeke Street is classified as a local road in the Council's roading hierarchy. The surrounding area is generally residential in nature, although there is a kindergarten, retirement home and Christchurch Boys' High School hostel along this street. The existing carriageway width of Harakeke Street is 14 metres.
27. Initial consultation was undertaken with the community in September 2004. A survey was distributed to residents and asked what they would like and would not like to see in their reconstructed street. Approximately 40 responses were received, with the following general issues raised:
 - Narrow the road / don't narrow the road.
 - Discourage through traffic, heavy traffic and speeding traffic.
 - Don't install judder bars, speed humps or calming devices.
 - Underground overhead services.
 - Install cycle lanes / don't install cycle lanes.
 - Provide angle parking / don't provide angle parking.
 - Grass berm and landscaping / no grass berm and landscaping.
 - Improve drainage.

28. The Land Transport New Zealand Crash Analysis System shows that there have been five crashes reported along Harakeke Street for the 5-year period between 2002-2007. One crash was a manoeuvring crash where a driver did not check behind when reversing, and one was a loss of control crash where an inexperienced driver hit the bridge showing off. It is not expected that the street renewal works will reduce this type of crash.
29. One of the crashes report occurred at the intersection of Harakeke Street with Matai Street where a car failed to stop at the stop sign on Harakeke Street, while the remaining two crashes were at the intersection of Harakeke Street with Kilmarnock Street where vehicles on Harakeke Street failed to give way. These types of crashes will be reduced by the incorporation of raised platforms and narrowing of the carriageway, which highlights the presence of the controlled intersections.
30. In May 2006, concept plans for the Harakeke Cluster were distributed to the community for consultation. Approximately 800 consultation newsletters were distributed to landowners and occupiers in the area and an open evening and street meetings were held. At the open evening and street meeting, 115 responses were received as well as other verbal feedback. A summary of the feedback received for the Harakeke Cluster is shown at Attachment 2, and is summarised below.
31. 37 specific responses were received for the Harakeke Street concept plan (i.e. feedback forms that indicated they relate to Harakeke Street). Of these responses 30% indicated support for Option 1, 24% indicated support for Option 2, 16% did not support either concept plan and 12% did not specify a preference. The main issues raised include:
 - **Parking** – heavy parking demand and request for parking bays; request for increased street parking for the kindergarten; no stopping on Kilmarnock Street creates problems; 10-metre road width near the kindergarten; 2-hour parking from Kilmarnock Street to Riccarton Road.
 - **Landscaping** – bridge area slippery and poorly maintained; Harakeke plants in Harakeke Street; landscape planting instead of berms; prefer Dogwood tree at 32 Harakeke Street; trees at Harakeke Street/Rochdale Street will limit visibility; landscaping will be damaged by people; who will maintain the grass berms and landscaping; and prefer footpath on kerb edge.
 - **Traffic Calming** – Don't narrow the street; speeding cars are a problem; extra narrowing of bridge too long; further restrict entrance to Rochdale Street/Harakeke Street; don't put 4-way stop at Matai Street West/Harakeke Street intersection; "No Heavy Truck" sign near Rochdale Street intersection; pedestrian island should not restrict turning.
32. A seminar was held with the Riccarton/Wigram Transport and Roding Committee on 25 August 2006 to update them on the outcomes of consultation, and with the Fendalton/Waimairi Works and Traffic Committee on 28 August 2006.

THE OBJECTIVES

33. The primary objective of this project is to replace the existing kerb and dish channel with new kerb and flat channel along both sides of Harakeke Street (between Daresbury Lane and Riccarton Road).
34. The secondary objectives for the Harakeke Street are to:
 - Replace the existing kerb and dish channel with kerb and flat channel.
 - Reduce speeding and "rat running".
 - Maintain or improve safety for pedestrians, cyclists and vehicles.
 - Provide additional parking for the kindergarten and retirement home while keeping with the residential nature of the street.
 - Discourage tour bus operators and heavy vehicles using Harakeke Street as a short cut.
 - Install appropriate landscaping to further enhance Harakeke Street.
 - Maintain and enhance the character of the street environment.

THE OPTIONS

35. Five options were developed for the kerb and channel renewal of Harakeke Street, which all involved full reconstruction of the pavement. Shoulder reconstruction is not appropriate for this street due to high deflections and thick pavement. The carriageway crown will be lowered to improve the cross section.

Option 1

36. Option 1 features a 10-metre wide carriageway from 15 metres south of the Rochdale Street intersection to the existing narrowing and kerb and flat channel 70 metres north of the Riccarton Road intersection. There is an island across the Rochdale Street intersection to create a left turn and u-turn movement for vehicles eastbound on Rochdale Street turning right. This has been incorporated to discourage tour bus operators using Rochdale Street and Harakeke Street as a short-cut. This is considered to be a high level of restriction to vehicle movements.
37. Option 1 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street intersection and the Kilmarnock Street intersection.
38. There is a pedestrian crossing point and narrowing to 6 metres width mid-block near the kindergarten to provide a safe crossing point. Alterations of the existing narrowing and hump to a raised platform located 70 metres north of Riccarton Road are proposed to maintain similarity with the other traffic calming devices in the Cluster. The exception is that the platform has been narrowed to 6 metres width to deter vehicles from the business district on Riccarton Road entering the local residential street.

Option 2

39. The features of Option 2 include a 9-metre wide carriageway along the full length of Harakeke Street between traffic calming devices and narrowing of the intersections of Harakeke Street, Rochdale Street and Daresbury Lane to 7 metres.
40. Option 2 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street intersection and the Kilmarnock Street intersection.
41. Alterations of the existing narrowing and hump to a raised platform located 70 metres north of Riccarton Road are proposed to maintain similarity with the other traffic calming devices in the Cluster. The platform has been narrowed to 7 metres to deter vehicles from the business district on Riccarton Road entering the local residential street.

Option 3

42. Option 3 features a 9-metre wide carriageway along the full length of Harakeke Street between traffic calming devices and a 9-metre wide intersection of Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently constructed north section of Harakeke Street.
43. Option 3 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street intersection and the Kilmarnock Street intersection.
44. There is provision for 90 degree parking outside the kindergarten, which creates a narrowed carriageway and reduces parking on the east side of the street. There is further narrowing of the existing narrowing and hump to 7 metres, 70 metres north of Riccarton Road.

Option 4

45. The features of Option 4 include a 9-metre wide carriageway along the full length of Harakeke Street between traffic calming devices and a 9-metre wide intersection at Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently constructed north section of Harakeke Street.

46. There is a pedestrian refuge island south of the Rochdale Street intersection, which will assist in reducing the speed of the vehicles using this intersection, making it safer for pedestrians and providing a refuge island for pedestrians crossing the street.
47. Option 4 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include raised platforms and narrowing to 7 metres on Harakeke Street either side of the Matai Street West intersection and the Kilmarnock Street intersection.
48. There is further narrowing of the existing narrowing and road hump, to 6 metres and a raised platform, 70 metres north of Riccarton Road, which will maintain consistency of traffic calming devices within the Cluster area.

Option 5

49. The features of Option 5 include a 9-metre wide carriageway from 15 metres south of the Rochdale Street intersection to the Kilmarnock Street intersection, and a 10-metre wide carriageway from Kilmarnock Street south to the narrowing and existing kerb and flat channel, 70 metres north of the Riccarton Road intersection. The intersection of Rochdale Street, Daresbury Lane and Harakeke Street will be narrowed to 7 metres width.
50. Option 5 also includes a proposal for narrowing the Harakeke Street bridge to one lane. At the intersections, it is proposed to include a raised platform and narrowing to 7 metres on Harakeke Street on either side of the Matai Street West intersection and the Kilmarnock Street intersection.
51. There is further narrowing of the existing narrowing and road hump to 6 metres and a raised platform, 70 metres north of Riccarton Road, which will maintain consistency of traffic calming devices within the Cluster area.
52. Options 4 and 5 were presented to the community in May 2006, as part of the Harakeke Cluster consultation newsletter.

THE PREFERRED OPTION

53. As a result of the feedback received during consultation, the following changes were made to Option 4 (i.e. presented as Option 1 in the consultation newsletter), which was chosen as the preferred option for Harakeke Street:
 - Harakeke Street at the Kilmarnock Street intersection is to be 8 metres wide, 3-metre wide entry and 5-metre wide exit.
 - Harakeke Street between Kilmarnock Street and the north end to be 9 metres wide.
 - Harakeke Street between Kilmarnock Street and Riccarton Road to be 10 metres wide.
 - Retain P10 parking outside the Kindergarten.
 - Footpath outside the Kindergarten to be against the kerb and wider.
 - Driveway at No. 31 Harakeke Street to be shown on the plan.
 - Driveway at No. 41 Harakeke Street no longer needed.
 - Check turning circle at pedestrian island at Rochdale Street intersection.
 - Landscaping outside No. 99 Harakeke Street on the corner of Rochdale Street.
 - Kindergarten to be consulted on Tree Species outside the Kindergarten.
54. Thus the key features of the preferred option for Harakeke Street are:
 - A 9-metre wide carriageway north of Kilmarnock Street.
 - A 10-metre wide carriageway south of Kilmarnock Street.
 - A 9-metre wide intersection of Harakeke Street, Rochdale Street and Daresbury Lane, which is offset to align with the recently constructed north section of Harakeke Street.
 - A pedestrian island south of the Rochdale Street intersection.
 - Narrowing of the Harakeke Street bridge to one lane.
 - The Matai Street proposal that has raised platforms and narrowing to 7 metres on Harakeke Street on either side of the Matai Street intersection.
 - Narrowing to 8 metres and road humps on Harakeke Street each side of the Kilmarnock Street intersection.
 - Further narrowing of the existing narrowing and hump 70 metres north of Riccarton Road to 6 metres and a platform.

ASSESSMENT OF OPTIONS

The Preferred Option

55. Option 4 (i.e. shown as Option 1 in the consultation newsletter) has been selected as the preferred option for Harakeke Street, as described in paragraphs 53 and 54 above.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate \$1,347,100 (Harakeke)

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and responsibilities to undertake its functions.

Effects on Maori:

Nil – no specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.

Views and preferences of persons affected or likely to have an interest:

As stated in paragraphs 30 and 31 above and as detailed in Attachment 2 to this report.

Other relevant matters:

No other relevant matters identified.

Maintain the Status Quo

56. Maintenance of the status quo (i.e. the kerb and channel is not replaced) does not satisfy any of the project objectives and is inconsistent with the Transport and Greenspace Unit's capital programme.

	Benefits (current and future)	Costs (current and future)
Social	No short-term disruption during construction.	
Cultural	N/A	
Environmental	No improvement in amenity value.	
Economic	No outlay of capital cost.	Increasing maintenance costs.
<p>Extent to which community outcomes are achieved:</p> <p>N/A</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance responsibilities for deteriorating kerb and channel asset.</p> <p>Effects on Maori:</p> <p>Nil.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the street renewal aspect of the capital programme works outlined in the LTCCP 2006-2016.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in Attachment 2 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters.</p>		

Alternative Option

57. Option 5 (i.e. shown as Option 2 in the consultation newsletter) was presented to the community in May 2006, as an alternative option for the Harakeke Street kerb and channel replacement project. This option is described in paragraphs 49-51 above.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of community.	Not preferred option for community.
Cultural	As above.	
Environmental	As above.	
Economic	As above.	
Extent to which community outcomes are achieved: Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.		
Impact on the Council's capacity and responsibilities: Minimal impact on the Council's capacity and responsibilities to undertake its functions.		
Effects on Maori: Nil – no specific effects on Maori identified.		
Consistency with existing Council policies: Consistent with the street renewal capital programme works in the Council's 2006-2016 LTCCP.		
Views and preferences of persons affected or likely to have an interest: As stated in paragraphs 30 and 31 above and as detailed in Attachment 2 to this report.		
Other relevant matters: No other relevant matters identified.		