

## 7. LANCEWOOD DRIVE PEDESTRIAN FACILITY

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment Group, DDI 941-8656
<b>Officer responsible:</b>	Michael Aitken, Transport & Greenspace
<b>Author:</b>	Andrew Hensley, Consultation Leader

### PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to proceed to final design, tender and construction of the Lancewood Drive Pedestrian Facility - Neighbourhood Improvement Project, as shown in **Attachment 1**- Plan for Board Approval.

### EXECUTIVE SUMMARY

2. A number of concerns from the community have been expressed regarding the safety of children crossing Lancewood Drive at the pedestrian access near Rowanwood Close.
3. In July 2003 the site was assessed for a Neighbourhood Improvement Project (NIP). The investigation resulted in the site receiving a relatively low ranking when prioritised with other NIP's across the city, and being added to a list of possible future projects.
4. A review of the site was undertaken in July 2004 which resulted in recommendations for remedial improvements. These included the construction of kerb build-outs on both sides of the road, signage, road markings, no stopping lines, school education programme, and the trimming of vegetation. The majority of these works are dependent on a relatively high NIP prioritisation to achieve Capital Programme funding.
5. The Lancewood Drive NIP does not rank high enough for construction in the current financial year, and currently sits in the 2010/11 financial year with a budget of \$55,000. This position in the programme may change however as other projects of a higher priority are added to the list over time.
6. As requested by the Board, the issue has been revisited and a number of options investigated. The preferred treatment to address the issue is the installation of 'island build-outs' and associated signage and markings. Revised estimates for this project indicated a cost of \$27,000.
7. Following the Board's Transport and Roothing Committee meeting on 2 March 2007, the three properties in Lancewood Drive considered to be immediately affected were consulted by way of an Initial Consultation Plan in April 2007, with two of the properties indicating general support. Consultation was also undertaken with the Halswell Residents Association. These findings were reported back to the Board's Transport and Roothing Committee at its 27 April 2007 meeting.
8. The Riccarton / Wigram Community Board at its 7 June 2007 meeting resolved 'to approve the allocation of \$27,000 from its Transport & Roothing Committee Fund for the installation of island build-outs in Lancewood Drive to create a pedestrian facility'. This was undertaken to enable the earlier completion of this project.
9. Following further investigations, with the assistance of comments from the initial consultation, the Initial Consultation Plan was confirmed as the Consultation Plan, and the aims and objectives of the project were determined as:
  - (a) The aim of the project is to improve the safety of pedestrians crossing Lancewood Drive at the pedestrian access into Lancewood Reserve.
  - (b) The objectives are to:
    - (i) Provide a safer crossing point on Lancewood Drive at the pedestrian access into Lancewood Drive; and
    - (ii) Minimise the loss of on-street parking.

10. Consultation on the Plan was undertaken in June 2007 with landowners, occupiers, interest groups within the affected and nearby area (including Halswell Residents Association and Oaklands School), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter delivery, but also included phone calls, site visits, distributing the Consultation Newsletter to those using the pedestrian access, and the Council's "Have Your Say" website.
11. Approximately 200 Consultation Newsletters were distributed, of which 29 written / email responses were recorded. Some comments were also received verbally. Of the written responses received, 25 (86%) were in general support.
12. A summary of consultation can be found in the Consultation Fulfilment section of this report.
13. The Plan for Board Approval is shown in Attachment 1. The key features of the Plan include:
  - (a) Installation of 1.7 metre wide island build-outs either side of Lancewood Drive;
  - (b) Installation of kerb cut downs and footpath extensions either side of Lancewood Drive;
  - (c) Reduction of carriageway width and crossing distance from 11 metres to 7.6 metres;
  - (d) Removal of parking in the vicinity of the island build-outs to improve visibility; and
  - (e) Installation of 'Safe Route To School Crossing Point' signage.

#### **FINANCIAL IMPLICATIONS**

14. Lancewood Drive is part of the Council's Neighbourhood Improvement Programme, and is currently programmed for construction in the 2010/11 financial year. This project has a budget of \$55,000.
15. The Riccarton/Wigram Community Board at its 7 June 2007 meeting resolved 'to approve the allocation of \$27,000 from its Transport & Roothing Committee Fund for the installation of island build-outs in Lancewood Drive to create a pedestrian facility'. This was undertaken to enable the earlier completion of this project.
16. Revised costing now indicate the project cost to be estimated at \$18,900 including fees and contingencies.

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

17. Yes - Riccarton/Wigram Community Board Transport and Roothing Committee Fund 2006-2016 LTCCP pg 172.

#### **LEGAL CONSIDERATIONS**

18. There are no land ownership issues associated with this project.
19. There are no Notable or Heritage trees shown in the City Plan.
20. There are no Heritage or Historic buildings, places or objects shown in the City Plan.
21. This project does not alter the overall width of Lancewood Drive but reduces the crossing distance at the build-outs from 11 metres to 7.6 metres.
22. Community Board resolutions are required to approve the proposed parking restrictions.

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

23. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

24. This project aligns with the Riccarton/Wigram Community Board Transport and Roading Committee Fund 2006-2016 LTCCP pg 172.

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

25. Yes.

**ALIGNMENT WITH STRATEGIES**

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

**Do the recommendations align with the Council's strategies?**

27. As above.

**CONSULTATION FULFILMENT**

28. Following the Board's Transport and Roading Committee meeting on 2 March 2007, the three properties in Lancewood Drive that are considered to be immediately affected were consulted by way of a Initial Consultation Plan in April 2007, with two of the properties indicating general support. Consultation was also undertaken with the Halswell Residents Association. These findings were reported back to the Board's Transport and Roading Committee at its 27 April 2007 meeting.

29. Key issues / comments raised included:

- (a) Support for the Project.
- (b) Questions as to whether this project is a priority.
- (c) Concern that the build-outs would be struck by motor vehicles.
- (d) Concern over the loss of on-street parking.
- (e) Question as to whether this is an appropriate treatment in this location.

30. Consultation on the Plan was undertaken in June 2007 with landowners, occupiers, interest groups within the affected and nearby area (including Halswell Residents Association and Oaklands School), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter delivery, but also included phone calls, site visits, distributing the Consultation Newsletter to those using the pedestrian access, and the Council's 'Have Your Say' website.

31. Approximately 200 Consultation Newsletters were distributed, of which 29 written / email responses were recorded. Some comments were also received verbally. Of the written responses received, 25 (86%) were in general support.

32. Key issues raised by respondents during this phase of the consultation process included the following (with Project Team responses shown in *italics*):

### **Warning Signs:**

33. The Community Board requested that the installation of advisory warning signs be investigated.

- (a) *Consideration was given to installing florescent yellow children warning signage, but investigations concluded that this site does not comply with the guidelines as set out in MOTSAM (Manual of Traffic Signs and Markings).*

### **Speed:**

34. Traffic on Lancewood Drive travels at speed. Suggest speed humps.

- (a) *This is a pedestrian crossing facility project so speed humps (and traffic calming) are outside the scope of this project.*

35. Have speed surveys been carried out? Will this only slow traffic when two vehicles pass this point at the same time?

- (a) *A volume and speed survey was carried out in 2003 and will be undertaken again.*

- (b) *Traffic will be slowed by the narrowing of the carriageway at the pedestrian facility.*

### **Parking:**

36. Unnecessary removal of parking in an area that has very little parking.

- (a) *Removal of parking in the vicinity of the build-outs is necessary for visibility.*

- (b) *There is a low demand for on-street parking in the vicinity, and there are adequate parking opportunities both on and off street.*

37. Concerned that all the parking outside the property at 48 Lancewood Drive is being removed.

- (a) *Parking has been removed from the frontage of 48 Lancewood Drive as it is on the inside of the bend and is required for visibility. The distance between the build-outs and Rowanwood Close is not a long enough space for a vehicle to park. There is on-street parking 10 metres south of the driveway, across the road, and in Rowanwood Close.*

### **Pedestrian Facility:**

38. Install a pedestrian (zebra) crossing.

- (a) *A pedestrian (zebra) crossing is not an appropriate facility for this location and it would not meet the warrant standard.*

39. Tactile Pavers.

- (a) *This is a local road and the children crossing are usually accompanied by an adult, so tactile pavers were not considered.*

40. Volume of children crossing at this point does not warrant a facility.

- (a) *At present a number of children cross in several places along the street. This facility will channel them to one crossing place, and links with the access way through Lancewood Reserve to the pedestrian facility on Hindess Street.*

41. This type of crossing will lead children to believe they have right of way over traffic.
- (a) *This facility does not give any indication to pedestrians that they have right of way.*

**Other:**

42. Will the build-outs have RRPM's (Raised Reflective Pavement Markers)?
- (a) Yes
43. Hoons may hit the build-outs.
- (a) *Hazard markers will be placed on the build-outs. On the south approach a white edge line will be added to give direction to approaching vehicles.*

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board:

- (a) Approve the Plan shown in Attachment 1- Plan for Board Approval to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:

**No Stopping:**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Lancewood Drive commencing at its intersection with Rowanwood Close and extending in a southerly direction for a distance of 26 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Lancewood Drive commencing at a point 7 metres from its intersection with Rowanwood Close and extending in a southerly direction for a distance of 17 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Rowanwood Close commencing at its intersection with Lancewood Drive and extending in a westerly direction for a distance of 6 metres.

## **BACKGROUND (THE ISSUES)**

44. Lancewood Drive is classified as a local road in the Council's roading hierarchy. The surrounding area is residential. There is a pedestrian access through Lancewood Reserve that provides a link between Lancewood Drive and Hindess Street, and is utilised by children attending Oaklands School. A number of concerns from the community have been expressed regarding the safety of children crossing Lancewood Drive at the pedestrian access near Rowanwood Close.
45. Lancewood Drive has an 11 metre wide carriageway and is a major access road for the Westlake residential area.
46. Lancewood Drive is located in the Riccarton/Wigram Ward, which falls within the jurisdiction of the Riccarton/Wigram Community Board.
47. In July 2003 the site was assessed for a Neighbourhood Improvement Project (NIP). The investigation resulted in the site receiving a relatively low ranking when prioritised with other NIP's across the city, and being added to a list of possible future projects.
48. A review of the site was undertaken in July 2004 which resulted in recommendations for remedial improvements. These included the construction of kerb build-outs on both sides of the road, signage, road markings, no stopping lines, school education programme, and the trimming of vegetation. The majority of these works are dependent on a relatively high NIP prioritisation to achieve capital programme funding.
49. The Lancewood Drive NIP does not rank high enough for construction in the current financial year, and currently sits in the 2010/11 financial year with a budget of \$55,000. This position in the programme may change however as other projects of a higher priority are added to the list over time.
50. As requested by the Board, the issue has been revisited and a number of options investigated. The preferred treatment to address the issue is the installation of 'island build-outs' and associated signage and markings. Revised estimates for this project indicated a cost of \$27,000.
51. The Riccarton/Wigram Community Board at its 7 June 2007 meeting resolved 'to approve the allocation of \$27,000 from its Transport & Roding Committee Fund for the installation of island build-outs in Lancewood Drive to create a pedestrian facility'. This was undertaken to enable the earlier completion of this project.
52. The Land Transport New Zealand Crash Analysis System shows there have been no crashes recorded in the vicinity of Lancewood Drive / Rowanwood Close for the 5 year period between 2002 and 2006.
53. Refer to the Consultation Fulfilment section of this report for consultation details.

## **THE OBJECTIVES**

54. The aim of the project is to improve the safety of pedestrians crossing Lancewood Drive at the pedestrian access into Lancewood Reserve.
55. The objectives of the project are to:
  - (a) Provide a safer crossing point on Lancewood Drive at the pedestrian access into Lancewood Drive; and
  - (b) Minimise the loss of on-street parking.

## **THE OPTIONS**

56. Three options including the status quo were developed for comparison.

## **THE PREFERRED OPTION**

57. Option 3 includes:

- (a) Installation of 1.7 metre wide island build-outs either side of Lancewood Drive;
- (b) Installation of kerb cut downs and footpath extensions either side of Lancewood Drive;
- (c) Reduction of carriageway width and crossing distance from 11 metres to 7.6 metres;
- (d) Removal of parking in the vicinity of the island build-outs to improve visibility; and
- (e) Installation of 'Safe Route To School Crossing Point' signage.

## **OTHER OPTIONS**

58. Option 1 - Maintain the Status Quo

- (a) This option maintains the existing road layout.

59. Option 2 - This option includes:

- (a) Installation of 2 metre wide kerb build-outs either side of Lancewood Drive;
- (b) Installation of kerb cut downs and footpath extensions either side of Lancewood Drive;
- (c) Reduction of carriageway width and crossing distance from 11 metres to 7 metres;
- (d) Removal of parking in the vicinity of the island build-outs to improve visibility;
- (e) Installation of 'Safe Route To School Crossing Point' signage.

## ASSESSMENT OF OPTIONS

### The Preferred Option

60. Option 3 - Option 3 meets all of the project aims and objectives.
- (a) The kerb build-outs reduce the width of carriageway that needs to be crossed from 11 metres to 7 metres, improves visibility for all, reduces speed at this location, and provides a safer crossing point.
  - (b) This option will see the removal of approximately 6 parking spaces. The on-street parking demand in the vicinity of the proposal is low and there is sufficient parking in Lancewood Drive to cater for the parking demand.
  - (c) No impediment to drainage flow with island build-outs, therefore no drainage components were required in the cost estimate of \$18,900.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on social, cultural, environmental and economic wellbeing of the community.	
<b>Cultural</b>	As above	
<b>Environmental</b>	As above	
<b>Economic</b>	As above	Cost estimate: \$18,900

**Extent to which community outcomes are achieved:**

Consistent with 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 Riccarton/Wigram Community Board Transport and Rooding Committee Fund 2006-2016 LTCCP pg 172.

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

As detailed in the Consultation Fulfilment section of this report.

**Other relevant matters:**

No other relevant matters identified.

**Maintain the Status Quo (if not preferred option)**

61. Option 1.

- (a) This option does not meet any of the project objectives. It has therefore not been selected as the preferred option.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	No short term disruption during construction	
<b>Cultural</b>		
<b>Environmental</b>		
<b>Economic</b>	No outlay of capital cost	
<p><b>Extent to which community outcomes are achieved:</b></p> <p>N/A</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Does not improve safety for pedestrians.</p> <p><b>Effects on Maori:</b></p> <p>Nil - no specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the Capital Programme in the 2006-2016 LTCCP.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As detailed in the Consultation Fulfilment section.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		

## Other Option

62. Option 2 - Option 2 meets all the project aims and objectives, but was not selected due to cost.
- (a) The kerb build-outs reduce the width of carriageway that needs to be crossed from 11 metres to 7 metres, improves visibility for all, reduces speed at this location, and provides a safer crossing point.
  - (b) This option will see the removal of approximately 6 parking spaces. The on-street parking demand in the vicinity of the proposal is low and there is sufficient parking in Lancewood Drive to cater for the parking demand.
  - (c) There is an impediment to drainage flow with kerb build-outs, therefore a drainage component of approximately \$10,000 was included in the \$37,200 cost estimate.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on social, cultural, environmental and economic wellbeing of the community.	
<b>Cultural</b>	As above	
<b>Environmental</b>	As above	
<b>Economic</b>	As above	Cost estimate: \$37,200
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Consistent with Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>Nil- no specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the Riccarton / Wigram Community Board Transport and Roothing Committee Fund 2006-2016 LTCCP pg 172.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>As detailed in the Consultation Fulfilment section.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		