

8. GROVE ROAD ADDINGTON – STREET RENEWAL PROJECT

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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board to proceed to final design, tender and construction for the Grove Road - street renewal project, as shown in the plan for Board approval at **Attachment 1**.

EXECUTIVE SUMMARY

2. Grove Road is a local urban road that runs from Moorhouse Avenue in the north to Church Square in the south. The section of Grove Road from Moorhouse to Harman Street (240 metres) is the consideration of this kerb and channel renewal project. This section of Grove Road passes through a series of mixed commercial land uses while the section south of Harman Street is in a residential area. Grove Road has a 17 metre carriageway and is set within a 24 metre wide road reserve. Footpaths are provided on both sides of the road and small areas of grass berm exist between the railway line and Harman Street.
3. The primary aim of the project is to replace the existing kerb and deep dish channel with kerb and flat channel along the length of Grove Road from Moorhouse Avenue to Harman Street. There are also objectives for the project relating to safety for pedestrians, cyclists and vehicles, street parking, drainage design, landscaping and street lighting upgrades.
4. Planning for this project has included consideration of:
 - (a) The potential future closure of Grove Road at the railway line.
 - (b) Bus route 19 Burnside to Spreydon which currently runs along this section of Grove Road.
 - (c) The future establishment of an office complex comprising eight stand-alone office buildings and a car parking building on the former PDL Industries Ltd site (bounded by Grove, Harman, Hazeldean and Lincoln Roads). (Conditions of the resource consent result in the closure of Hazeldean Road at the Lincoln Road intersection and installation of traffic signals at the Harman / Lincoln intersection).
 - (d) That Grove Road is within the Addington Neighbourhood Improvement Plan.
 - (e) Anecdotal evidence of high car parking demand in the area on weekends, especially during the winter months, associated with the Canterbury Netball Courts at Hagley Park.
5. Initial issues consultation in July/August 2006 raised traffic and parking, speed reduction, safety on the rail crossing, the road surface, landscape and drainage issues. These issues were considered in the development of six options, including one that involved the closure of Grove Road at the railway line (not explored in detail as unlikely to occur in the short term).
6. The preferred option was presented to the Spreydon/Heathcote Community Board on 3 April 2007, and a subsequent memorandum to Board members explained the need to complete planning and design so that the developer could progress the office complex with compliance to the Christchurch City Council requirements for their work facing Grove Road.
7. Public consultation on the preferred option in May 2007 resulted in the receipt of only eight responses, six of which were in favour of the project, with one against and one making no comment.
8. Some small changes have been made to the Grove Road plan as a result of the feedback received. The key aspects of the preferred option are outlined in paragraphs 35 & 36 below, and shown on the plan for Board approval as **Attachment 1** to this report.

FINANCIAL IMPLICATIONS

9. The street renewal works for Grove Road were recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The estimated cost of this project is \$741,000. This cost is higher than the budget of \$497,000, mainly as a result of the costs associated with building the roundabout at the Grove/Harman Street intersection. Removal of the roundabout would bring the construction estimate in line with the project budget. However, this project will be carried out in conjunction with kerb and channel works in Harman Street (also scheduled 2008/09) and the budget shortfall will be sought in the combined project.
10. It is expected that the project works will be carried out in 2008/09.

LEGAL CONSIDERATIONS

11. There are two land ownership issues indirectly associated with this project, being boundary fences that have not been set back to the corner rounding boundary. It is not intended to reclaim this land at this time.
12. There are no notable or heritage trees, and no heritage or historic buildings, places and objects, shown in the City Plan or on Webmap2 on the intranet.
13. The proposed plan for Grove Road has the carriageway reduced to 12 metres, the minimum permissible in an urban commercial area, and therefore consent is not required.
14. The proposed plan for Grove Road includes localised narrowing at the railway crossing and the roundabout, but neither of these exceed 60 metres in length and therefore a consent is not required.
15. A number of traffic resolutions will require amendment or addition to the Christchurch City Traffic and Bylaw 1991. These are detailed later in this report.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. This project aligns with the street renewal capital works programme, as detailed on page 85 of the LTCCP (2006-2016).

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

17. The recommendations of this report support the capital programme in the 2006-2016 LTCCP.

Do the recommendations align with the Council's strategies?

18. This project aligns with the Council's parking strategy, road safety strategy, cycling strategy and pedestrian strategy.

CONSULTATION FULFILMENT

19. **Initial external consultation** was undertaken with the community in July/August 2006. A survey was distributed to all owners and occupiers of Grove Road/Lincoln Lane, and a short distance into adjoining streets. The key issues arising were:
 - Traffic/parking issues
 - Speed reduction
 - Safety on rail crossing
 - Road surface
 - Landscape issues
 - Drainage issues
20. Five options were originally developed for comparison, including one option that involved the closure of Grove Road at the railway line (not explored in detail as unlikely to occur in the short term). An additional option was developed following the Project Team meeting on 18 December 2006 (Option 5).

21. The preferred option was presented to the Spreydon/Heathcote Community Board on 3 April 2007, and concerns were discussed about the proposal to consult fully then delay the project until the Harman Road project and adjoining development is further advanced. A subsequent memorandum to Board members explained the need to complete planning and design so that the developer could progress the office complex with compliance to the Christchurch City Council requirements for their work facing Grove Road.
22. 325 leaflets were distributed to residents, absentee owners and other key stakeholders in May 2007. At the close of consultation on 28 May 2007 there were only 8 responses received, six of which were in favour of the project, with one against and one making no comment. The responses are summarised in **Attachment 2**.
23. The Grove Road plan has been amended as a result of the feedback received.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Grove Road street renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval in Attachment 1.
- (b) Approve the following traffic restrictions:

Remove existing no stopping:

- (a) Grove Road
 - (i) That the existing no stopping be revoked from the west side of Grove Road at its present position commencing at the intersection with Moorhouse Avenue and extending 21 metres in a southerly direction.
 - (ii) That the existing no stopping be revoked from the east side of Grove Road at its present position commencing at the intersection with Moorhouse Avenue and extending 10 metres in a southerly direction.
 - (iii) That the existing no stopping be revoked from the east side of Grove Road at its present position commencing at the intersection with Hazeldean Road (east) and extending 6 metres in a northerly direction.
 - (iv) That the existing no stopping be revoked from the east side of Grove Road at its present position commencing at the intersection with Hazeldean Road (east) and extending 6 metres in a southerly direction.
 - (v) That the existing no stopping be revoked from the east side of Grove Road at its present position commencing at the intersection with Harman Street and extending 13 metres in a northerly direction.
 - (vi) That the existing no stopping be revoked from the west side of Grove Road at its present position commencing at the intersection with Harman Street and extending 9 metres in a northerly direction.
 - (vii) That the existing no stopping be revoked from the west side of Grove Road at its present position commencing at the intersection with Harman Street and extending 10 metres in a southerly direction.
 - (viii) That the existing no stopping be revoked from the east side of Grove Road at its present position commencing at the intersection with Harman Street and extending 9 metres in a southerly direction.
- (b) Hazeldean Road (east)
 - (i) That the existing no stopping be revoked from the north side of Hazeldean Road (east) at its present position commencing at the intersection with Grove Road and extending 11 metres in an easterly direction.
 - (ii) That the existing no stopping be revoked from the south side of Hazeldean Road (east) at its present position commencing at the intersection with Grove Road and extending 11 metres in an easterly direction.

(c) Harman Street

- (i) That the existing no stopping be revoked from the north side of Harman Street at its present position commencing at the intersection with Grove Road and extending 8 metres in a westerly direction.
- (ii) That the existing no stopping be revoked from the south side of Harman Street at its present position commencing at the intersection with Grove Road and extending 8 metres in a westerly direction.
- (iii) That the existing no stopping be revoked from the south side of Harman Street at its present position commencing at the intersection with Grove Road and extending 8 metres in an easterly direction.

New no stopping:

(a) Grove Road

- (i) That the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at the intersection with Moorhouse Avenue and extending 37 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at its intersection with Moorhouse Avenue and extending 27 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at the intersection with Hazeldean Road (east) and extending 8 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at the intersection with Hazeldean Road (east) and extending 8 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at the intersection with Harman Street and extending 18 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at the intersection with Harman Street and extending 25 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Grove Road commencing at the intersection with Harman Street and extending 27 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Grove Road commencing at the intersection with Harman Street and extending 28 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Grove Road at its intersection with Hazeldean Road (west) and extending 8 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Grove Road at its intersection with Hazeldean Road (west) and extending 7 metres in a northerly direction.

(b) Hazeldean Road (east)

- (i) That the stopping of vehicles be prohibited at any time on the north side of Hazeldean Road (east) commencing at the intersection with Grove Road and extending 17 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Hazeldean Road (east) commencing at the intersection with Grove Road and extending 9 metres in an easterly direction.

- (c) Hazeldean Road (west)
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Hazeldean Road (west) at its intersection with Grove Road and extending 9 metres in a westerly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Hazeldean Road (west) at its intersection with Grove Road and extending 13 metres in a westerly direction.

- (d) Harman Street
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Harman Street commencing at the intersection with Grove Road and extending 18 metres in a westerly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Harman Street commencing at the intersection with Grove Road and extending 28 metres in a westerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the south side of Harman Street commencing at the intersection with Grove Road and extending 19 metres in an easterly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the north side of Harman Street at its intersection with Grove Road and extending 24 metres in an easterly direction.

Remove existing bus stop:

- (a) That the existing bus stop be removed from the west side of Grove Road at its present position commencing 45 metres south of the intersection with Lincoln Road and extending 20 metres in a southerly direction.
- (b) That the existing bus stop be removed from the east side of Grove Road at its present position commencing 32 metres south of the intersection with Moorhouse Avenue and extending 17 metres in a southerly direction.

New bus stop:

- (a) That a bus stop be installed on the southeast side of Hagley Avenue commencing at a point 70 metres from its intersection with Moorhouse Avenue and extending in a northeast direction for a distance of 18 metres.

Remove existing parking restriction:

- (a) That the parking of vehicles (restricted to 5 minutes) be revoked from the southeast side of Hagley Avenue at its present position commencing at a point 120 metres from its intersection with Moorhouse Avenue and extending 18 metres in a northeast direction.

New parking restriction:

- (a) That the parking of restricted parking of vehicles (5 minutes) be installed on the northeast side of Hagley Avenue commencing at a point 170 metres from its intersection with Moorhouse Avenue and extending 18 metres in a northeast direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

24. Grove Road is located in the Spreydon/Heathcote Ward, which falls within the jurisdiction of the Spreydon/Heathcote Community Board. It is classified as a local road in the Council's roading hierarchy. Grove Road runs from Moorhouse Ave in the north to Church Square in the south. The section of Grove Road from Moorhouse to Harman Street (240 metres) is the consideration of this kerb and channel renewal project. This section of Grove Road passes through a series of mixed commercial land uses while the section south of Harman Street is in a residential area.
25. Grove Road has a 17 metres carriageway and is set within a 24 metres wide road reserve. Footpaths are provided on both sides of the road and small areas of grass berm exist between the railway line and Harman Street.
26. Planning for this project has included consideration of:
 - (a) The potential future closure of Grove Road at the railway line.
 - (b) Bus route 19 Burnside to Spreydon which currently runs along this section of Grove Road.
 - (c) The future establishment of an office complex comprising eight stand-alone office buildings and a car parking building on the former PDL Industries Ltd site (bounded by Grove, Harman, Hazeldean and Lincoln Roads). (Conditions of the resource consent result in the closure of Hazeldean Road at the Lincoln Road intersection and installation of traffic signals at the Harman / Lincoln intersection).
 - (d) That Grove Road is within the Addington Neighbourhood Improvement Plan.
 - (e) Anecdotal evidence of high car parking demand in the area on weekends, especially during the winter months, associated with the Canterbury Netball Courts at Hagley Park.

THE OBJECTIVES

27. Objectives for the Grove Road kerb and channel replacement project are as follows:
 - (a) To replace the existing kerb and deep dish channel with kerb and flat channel.
 - (b) To reflect the commercial nature of this local road.
 - (c) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (e) To ensure the design meets the demand for on-street parking.
 - (f) To provide landscape enhancement where possible in keeping with the Addington NIP (Neighbourhood Improvement Plan).
 - (g) To upgrade street lighting if appropriate.
 - (h) To ensure adequate drainage design.

THE OPTIONS

28. In accordance with the aims and objectives of the project, five options were developed for comparison for Grove Road.

Option 5

29. This is the preferred option. It comprises full pavement reconstruction of Grove Road and the replacement of the existing kerb and deep dish channel and incorporates:
- (a) Reduced carriageway width from the existing 17 metres to 12 metres (minimum permissible in an urban commercial area), consisting of 2 x 4m wide traffic lanes and 2 x 2 metre wide kerbside parking lanes.
 - (b) Footpaths will be provided against the property boundary on both sides of the road and 4m wide berms will be provided between the carriageway and the footpath.
 - (c) Narrowing of the carriageway at the Moorhouse Ave intersection to two exit lanes (from three), retaining the signals.
 - (d) Narrowing to 7 metres at the railway line.
 - (e) Provision in planning for future potential closure of the railway line on Grove Road.
 - (f) A cycle lane on the Grove Road approach to the Moorhouse Ave intersection.
 - (g) Kerb alignment at Grove Road Hazeldean Road intersection to match in with the Hazeldean Road upgrade design as part of the office building complex.
 - (h) The existing Stop control removed from the Grove Road/Harman Road intersection and replaced with a **roundabout**.
 - (i) Removal of the pair of bus stops for Bus Route 19 from this section of Grove Road. The northbound bus stop is considered surplus given the location of adjoining stops on the route, and the southbound stop will be replaced by a new stop on Hagley Ave in the current location of the P5 stopping area outside the childcare centre opposite the Hagley Netball Courts. The childcare centre has agreed to the shifting of the P5 stopping area to the north of the kerb build-out.

Other Options 1 - 4

30. All of the other options also involved:
- (a) Removing the existing dish channel and replacing it with kerb and flat channel.
 - (b) Reducing carriageway width from 17 metres to 12 metres (minimum permissible in an urban commercial area) consisting of 2 x 4 metre wide traffic lanes and 2 x 2 metres wide kerbside parking lanes.
 - (c) 2 metres wide footpaths against the property boundary on both sides of the road.
 - (d) 4 metre wide berms between the carriageway and footpath.
 - (e) Traffic calming measures (carriageway narrowing to 7 metres) at the railway line.
 - (f) Removal of bus stops for the bus route number 19 from this section of Grove Road.
 - (g) Type A threshold treatment at the Hazeldean Road (west) intersection with Grove Road.

31. The differences between the other options are at the Moorhouse Avenue and Harman Street ends:
 - (a) At the Moorhouse Avenue intersection one option proposed reduction to two lanes with existing signals, while the other proposed one exit lane with restricted left-in, left-out movements; and
 - (b) At the Grove Road Harman Street intersection, one option proposed a roundabout while the other proposed a new, smaller 12 metre long island with kerb build-outs at Grove Road/Harman Road intersection.
32. The fifth (and preferred) option is a hybrid of the original four.
33. A sixth and unacceptable option was to maintain the status quo.

ASSESSMENT OF OPTIONS FOR GROVE ROAD – STREET RENEWAL PROJECT

Maintain the Status Quo

Option 6

34.
 - (a) Inconsistent with the Community Outcomes outlined in the LTCCP.
 - (b) Inconsistent with Council strategies including the pedestrian strategy, cycling strategy, road safety strategy and parking strategy.
 - (c) Inconsistent with the Council's asset management plan.
 - (d) Considered inappropriate.

The preferred option

Option 5

35. Option 5 is the preferred option and satisfies all of the project objectives as follows:
 - (a) It reflects the commercial nature of this local road, with a 12 metre wide carriageway.
 - (b) It improves safety for all road users. The roundabout should further increase safety for vehicles by providing a more appropriate form of control at the junction of two busy local roads.
 - (c) It meets the demand for on-street parking, despite the loss of 15 parking spaces in the vicinity of the Grove/Harman intersection. Note that the proposed office building complex provides 624 parking spaces, which is 94 more than required under the City Plan for the nature and size of the development.
 - (d) The wide berm with street trees provides landscape enhancement.
 - (e) A street lighting upgrade if required, will be undertaken upon the Project Team's selection of the preferred option.
 - (f) Drainage upgrade will be carried out.

36. Additional Shortfalls/Benefits/Risks of Option 5 are:

- (a) No conflict with the design proposed by the developer.
- (b) A roundabout at the Grove/Harman intersection can be expected to result in a decrease in the incidence of HA Type crashes.
- (c) Traffic delays on the Grove Road approaches to this intersection can be expected to reduce with a roundabout when compared to the priority control scenario.
- (d) A roundabout would also reduce traffic speeds along Harman Road and deter "rat-running".

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental and economic wellbeing of community.	Loss of 15 parking spaces.
Cultural	As above.	
Environmental	As above.	
Economic	As above.	A roundabout will cost more than priority controls and remove up to two street trees.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the street renewal capital programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As stated in paragraphs 20 to 24 above, and as detailed in Attachment 2 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

37. All other options meet the project objectives but Option 5 meets them better.