

4. DERBY CLUSTER – STREET RENEWALS PROJECT

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace Unit
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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Fendalton/Waimairi Community Board to proceed to final design, tender and construction for the Derby Cluster street renewal project, as shown in the plans for Board approval in **Attachments 1, 2 and 3**.

EXECUTIVE SUMMARY

2. The Derby Cluster comprises Derby Street, Onslow Street and Stoneyhurst Street. The kerb and channel renewals of these three streets were grouped together to form a cluster for planning and design purposes.
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 Derby Street (between Papanui Road and Springfield Road), Onslow Street (between Derby Street and Holly Road) and Stoneyhurst Street (between Derby Street and Bealey Avenue). There are also specific objectives for the project relating to minimising the loss of on-street parking, determining the demand for parking, providing aesthetic enhancement, discouraging the use of Derby Street and Stoneyhurst Street as a short cut, reviewing the geometry of the Derby Street/Papanui Road intersection, and reviewing safety at the bend by No. 36 Derby Street.
4. Initial consultation was undertaken with the residents of the Derby Cluster in March 2006. A seminar was held with the Fendalton/Waimairi Community Board on 23 April 2007, prior to the concept plans being distributed to the community and stakeholders for feedback.
5. The community was consulted on the concept plans for the Derby Cluster in May 2007. Approximately 720 consultation leaflets were distributed to landowners, occupiers, and stakeholder groups. A total of 105 responses were received, of which 65 (62%) were generally in support of the project, 17 (16%) did not support the project, and 23 (22%) specified no preference.
6. The key issues raised related to the grass berm areas, driveways, landscaping, parking, narrowing the access at the Derby Street/Springfield Road intersection, the Clare Road/Onslow Street intersection, street trees, tactile pavers, and diversion of traffic to other streets in the area. A summary of the consultation responses received is outlined in **Attachment 4**.
7. As a result of the feedback received, the preferred option for Derby Street, Onslow Street and Stoneyhurst Street comprises the features outlined in paragraph 55, and is shown on the concept plans in **Attachments 1, 2 and 3**.

FINANCIAL IMPLICATIONS

8. The street renewal works for Derby Street, Onslow Street and Stoneyhurst Street are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The estimated cost for Derby Street is \$738,800, Onslow Street is \$539,300, and Stoneyhurst Street is \$343,700. The total estimated cost for the Cluster is \$1,621,800.

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

9. As above.

LEGAL CONSIDERATIONS

10. There are no property issues associated with this project. There are no notable or heritage trees shown in the City Plan. There are two heritage or historic buildings, place or objects shown in the City Plan for this area, which are located at 66 Derby Street (1903 dwelling), and 74 Derby Street (1932 California style bungalow – former residence of former Prime Minister Sydney Holland). No consents are required for the work proposed.

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

11. There appear to be no legal implications for this project. Community Board resolutions are required to revoke the existing traffic restrictions within the Cluster and approve the new traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project 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?

13. As above.

ALIGNMENT WITH STRATEGIES

14. 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?

15. As above.

CONSULTATION FULFILMENT

16. Initial consultation was undertaken with the residents of Derby Street, Onslow Street and Stoneyhurst Street in March 2006. There were 41 responses received.
17. A seminar was held with the Fendalton/Waimairi Community Board on 23 April 2007, prior to the preferred concept plans for the Derby Cluster being presented to the public for consultation. Community consultation was undertaken in May 2007 on these concept plans.
18. Consultation leaflets were distributed to approximately 720 households, including residents and landowners in Derby Street, Onslow Street, Stoneyhurst Street, Clare Road, Bristol Street, Berry Street and parts of Springfield Road and Holly Road, as well as key stakeholder groups.
19. Of this total, 105 responses were received. The majority of respondents, i.e. 65 (62%) were in general support of the proposals. There were 17 (16%) respondents who opposed the project and 23 (22%) who specified no preference.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Derby Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval in **Attachment 1**.
- (b) Approve the Onslow Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval in **Attachment 2**.
- (c) Approve the Stoneyhurst Street kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval in **Attachment 3**.
- (d) Approve the following “no stopping” and parking restrictions:

Derby Street

New “No Stopping”:

- (i) That the stopping of vehicles be prohibited at any time on the west side of Springfield Road commencing at its intersection with Derby Street and extending 10 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Springfield Road commencing at its intersection with Derby Street and extending 11 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing at its intersection with Springfield Road and extending 11 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing at its intersection with Springfield Road and extending 11 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing at its intersection with Stoneyhurst Street and extending 10 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing at its intersection with Stoneyhurst Street and extending 9 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing 10 metres west of its intersection with Stoneyhurst Street and extending 27 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Derby Street commencing 30 metres west of its intersection with Stoneyhurst Street and extending 16 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing at its intersection with Onslow Street and extending 6 metres in an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Derby Street commencing at its intersection with Onslow Street and extending 8 metres in a westerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Onslow Street commencing at its intersection with Derby Street and extending 12 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Onslow Street commencing at its intersection with Derby Street and extending 12 metres in a northerly direction.

New Parking Restriction:

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Derby Street commencing at a point 17 metres east of its intersection with Stoneyhurst Street and extending in an easterly direction for a distance of 68 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Derby Street commencing at a point 8 metres east of its intersection with Onslow Street and extending in an easterly direction for a distance of 57 metres.

Onslow Street**New “No Stopping”:**

- (i) That the stopping of vehicles be prohibited at any time on the western side of Onslow Street commencing at its intersection with Clare Road and extending 17 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Onslow Street commencing at its intersection with Clare Road and extending 15 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the southern side of Clare Road commencing at its intersection with Onslow Street and extending 18 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the northern side of Clare Road commencing at its intersection with Onslow Street and extending 14 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Onslow Street commencing at its intersection with Clare Road and extending 16 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Onslow Street commencing at its intersection with Clare Road and extending 12 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the southern side of Clare Road commencing at its intersection with Onslow Street and extending 16 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the northern side of Clare Road commencing at its intersection with Onslow Street and extending 14 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Onslow Street commencing at its intersection with Holly Road and extending 12 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Onslow Street commencing at its intersection with Holly Road and extending 19 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the southern side of Holly Road commencing at its intersection with Onslow Street and extending 13 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the southern side of Holly Road commencing at its intersection with Onslow Street and extending 14 metres in a westerly direction.

New Parking Restriction:

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Onslow Street commencing at a point 12 metres north of its intersection with Derby Street and extending in a northerly direction for a distance of 108 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Onslow Street commencing at a point 131 metres north of its intersection with Derby Street and extending in a northerly direction for a distance of 11 metres.

Stoneyhurst Street**New No Stopping:**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Stoneyhurst Street commencing at its intersection with Bealey Avenue and extending 15 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Stoneyhurst Street commencing at its intersection with Bealey Avenue and extending 15 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Stoneyhurst Street commencing at its intersection with Derby Street and extending 17 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Stoneyhurst Street commencing at its intersection with Derby Street and extending 23 metres in a southerly direction.

New Parking Restriction:

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Stoneyhurst Street commencing at a point 17 metres south of its intersection with Derby Street and extending in a southerly direction for a distance of 160 metres.

BACKGROUND (THE ISSUES)

20. The Derby Cluster is located in the Merivale/St Albans area and includes Derby Street from Papanui Road to Springfield Road, Onslow Street from Derby Street to Holly Road, and Stoneyhurst Street from Derby Street to Bealey Avenue.
21. All three streets are classified as local residential roads in the City Plan's roading hierarchy. The surrounding area is a mixture of medium density residential housing with an area of business zoning at the south-west end of Derby Street. All three streets are narrow in nature, and there is a high demand for parking in the area. This demand is due to the close proximity of high-density developments, including motels, and the business zone, which includes restaurants, retail outlets and other business uses.
22. Initial consultation was undertaken with the immediate community in Derby Street, Onslow Street and Stoneyhurst Street in March 2006 via a survey. There were 41 responses received, and the main issues raised were:

Parking: There is a high demand for all day on-street parking from commuters, which is one of the biggest issues for residents, particularly with respect to access to properties and having on-street parking during the day for visitors and tradespeople. There were requests for time restricted parking, residents' only parking, parking meters, and angle parking.

Visibility: There was a safety concern raised with respect to the bend in Derby Street where there is limited visibility for residents exiting their driveways from parked cars blocking the view to the west of the bend. There is also poor visibility at the intersection of Onslow Street and Clare Road.

Flooding: Rubbish and weeds are causing flooding in the deep dish channels.

Rubbish: There has been a request for rubbish bins to be installed on Papanui Road to encourage collection of fast-food outlet packaging.

Landscaping and Grass Berms: There were several requests to not install grass berms in locations where residents in flats and apartment blocks are unlikely to have a lawnmower.

Traffic: Concerns were raised about the speed of vehicles travelling along Derby Street, which are short-cutting along Derby Street and Stoneyhurst Street. However, there was also a strong response from residents that they do not want speed humps placed along these streets. Some motorists are still turning right into Derby Street from Papanui Road despite the restriction already in place.

Footpaths: Many respondents commented on the poor state of the existing footpaths.

Street lighting: There were concerns raised about the quality and quantity of street lighting.

23. The primary aim of the project is to renew the existing kerb and dish channel with kerb and flat channel along both sides of Derby Street, Onslow Street and Stoneyhurst Street. The objectives of the project are outlined below in paragraphs 32 and 33.
24. Derby Street is 415 metres long with an existing carriageway width of 11 metres (i.e. Papanui Road to Onslow Street) and 14 metres (i.e. Onslow Street to Springfield Road) from kerb to kerb. There are an estimated 850 vehicles per day travelling along the street.
25. Onslow Street is 334 metres long with an existing carriageway width of 10.5 to 11 metres from kerb to kerb. There are an estimated 300 vehicles per day travelling along the street.
26. Stoneyhurst Street is 185 metres long with an existing carriageway width of 11.5 metres from kerb to kerb. There are an estimated 700 vehicles per day travelling along the street.
27. The Land Transport New Zealand Crash Analysis System shows that there have been two crashes recorded for the five-year period between 2001 and 2005 in the vicinity of the Derby Cluster, with another three recorded in 2006. These crashes are all quite random in nature and most occurred on peripheral roads.

28. Of the five crashes, two recorded on Papanui Road near the Derby Street intersection. One of the crashes resulted in minor injury and the other four were non-injury crashes. The proposed changes within the Derby Cluster are expected to improve safety along the street by slowing vehicles down and highlighting intersections with kerb build-outs and improving sight distance with no stopping lines.
29. A seminar was held with the Fendalton/Waimairi Works and Traffic Committee on 23 April 2007, prior to sending the concept plans to the local community and stakeholder groups. Approximately 720 consultation leaflets were distributed in May 2007 to landowners and occupiers, as well as key stakeholders. 105 responses were received on the project, of which 65 (62%) indicated support for the project, 17 (16%) objected to the project, and 23 (22%) specified no preference.
30. The key issues raised included the P120 parking restrictions with some respondents in favour and some not; changes to the service strips; removal of trees; changes to driveway widths; requests for narrowing of Derby Street at Springfield Road; more enhanced streetscape; installation of tactile pavers; requests for additional residents parking; comments on the width of the Clare Road/Onslow Street intersection (i.e. too wide or too narrow); and reasoning as to why the trees are located along the eastern side of Stoneyhurst Street. A summary of the feedback received is shown in **Attachment 4**.
31. After consideration of the feedback received, the preferred option for each street within the Cluster was developed, and is shown in **Attachments 1, 2 and 3** to this report.

THE OBJECTIVES

32. The initiating aim of this project is to renew the existing kerb and dish channel with kerb and flat channel along both sides of Derby Street, Onslow Street and Stoneyhurst Street.
33. Thus, the objectives for the Derby Cluster project are:
 - To renew the existing kerb and dish channel with kerb and flat channel.
 - To minimise the loss of on-street parking.
 - To determine the demand for residential and commuter, short-term and long-term parking, and provide solutions for those demands.
 - To provide aesthetic enhancement, where possible.
 - To discourage the use of Derby Street and Stoneyhurst Street as a short-cut.
 - To review the geometry of the intersection at Derby Street and Papanui Road if necessary.
 - To review safety at the bend by No. 34/36 Derby Street.

THE OPTIONS

34. There were three options developed for the kerb and channel renewal of Derby Street, Onslow Street and Stoneyhurst Street. As noted above, this project is based on the need for the renewal of the existing kerb and deep dish channel along the three streets, which includes the need to reconstruct the carriageway pavement due to its current poor condition.

Option 1

35. Option 1 involved making no changes to the existing street arrangements. The existing street carriageway width along Derby Street is 14 metres between Springfield Road and Onslow Street, and 11 metres between Onslow Street and Papanui Road, while Onslow Street and Stoneyhurst Street remain at 10.5 metres and 11.5 metres respectively. All three streets have existing kerb and dish channel.
36. There is very little landscaping provided along the streets at present except for some landscaping at the Papanui Road intersection and a couple of street trees. Existing grass berms are provided for the majority of the length along Derby Street except for most of the section between Onslow Street and Papanui Road. There is little or no existing grass berm along Onslow Street or Stoneyhurst Street.

Option 2

37. Option 2 involved the full pavement reconstruction of Derby Street, Onslow Street and Stoneyhurst Street, and the replacement of the existing kerb and deep dish channel with kerb and flat channel. The existing kerb and flat channel at the intersection of Derby Street with Papanui Road, which extends through the narrowing at the intersection (i.e. for approximately 70 metres), would not be replaced.
38. This option reduced the existing carriageway width of 14 metres on Derby Street, from Springfield Road to Onslow Street, to 10 metres. The carriageway between Onslow Street and Papanui Road on Derby Street was reduced from 11 metres to 10 metres, and merged into the existing narrowing at the intersection of Derby Street with Papanui Road. The existing carriageway width of 10.5-11 metres along Onslow Street was reduced to 10 metres width, and Stoneyhurst Street was reduced from 11.5 metres to 10 metres width.
39. A carriageway width of 10 metres is one metre wider than the minimum carriageway width noted in the City Plan for a local road has been considered, due to the high parking demand along the streets. The high parking demand is associated with long-term commuter parking and residents' parking, as there are a high number of apartments in the area.
40. Kerb build-outs were proposed at the intersection with Stoneyhurst Street, with a one metre reduction on the north and south side of Derby Street at the intersection giving an overall width of 8 metres on Derby Street for a length of 20 metres. Stoneyhurst Street was narrowed to 8 metres at the intersection with one metre kerb build-outs on both sides of the carriageway for a length of 18 metres.
41. Onslow Street was narrowed to 8 metres at the intersection with Clare Road for a distance of 15 metres to the north of the intersection and 20 metres to the south. The existing kerb build-outs at the intersection of Onslow Street with Holly Road remained, with a 7 metre wide carriageway. The intersection of Stoneyhurst Street with Bealey Avenue was reduced to 7 metres width with a 75mm raised threshold.
42. The existing footpaths were removed and a new footpath installed on both sides of the carriageway along all three streets. Along Derby Street, the footpath was 1.65 metres wide and located against the property boundaries for the full length on the northern side, except outside properties No. 15, 19 and 35 Derby Street, where narrow service strips (i.e. 0.8 metres wide) were provided to accommodate existing vegetation. The footpath was located against the property boundaries on the southern side, except from Stoneyhurst Street to opposite Onslow Street where it was located between the grass berm and a narrow 0.8 metre wide service strip.
43. Along the western side of Onslow Street between Holly Road and Clare Road, the footpath was 1.65 metres wide and was located against the kerb line. On the eastern side of Onslow Street, the footpath was 2.3 metres wide between Holly Road and Clare Road. Along the western side of Onslow Street between Clare Road and Derby Street, the footpath was 2.3 metres wide, while on the eastern side the footpath was 1.65 metres wide and located against property boundaries.
44. Along the eastern side of Stoneyhurst Street, the 1.65 metre wide footpath was located against property boundaries, except for a narrow service strip outside No. 22 and No. 26 Stoneyhurst Street. Along the western side, the footpath was 2 metres wide and located against property boundaries, except for service strips retained in front of some properties.
45. Grass berm was proposed on the northern side of Derby Street from Springfield Road to Onslow Street. This berm area was approximately 2.6 to 3.0 metres wide. No berm was provided on Derby Street between Onslow Street and Papanui Road on either side due to the narrower road reserve along this section. The grass berm on the southern side of Derby Street was approximately 3.5 to 4.0 metres wide.
46. Between Holly Road and Clare Road, there was no grass berm provided along the eastern side of Onslow Street, except for a 0.8-metre wide service strip outside No. 44 Onslow Street. There was a 1.1 metre wide service strip along property boundaries with grass and landscaping along the western side of Onslow Street. Between Clare Road and Derby Street, there was no grass berm or service strip along the western side of Onslow Street. Along the eastern side, there was a 1.2 metre wide grass berm against the kerb line.

47. A 2.2 metre wide grass berm was planted along the eastern side of Stoneyhurst Street to allow for the inclusion of street trees. There was no grass berm along the western side of Stoneyhurst Street, except for service strips retained in front of some properties.
48. One existing street tree was removed near the Derby Street/Onslow Street corner as part of the project. New landscaping was provided at the Stoneyhurst Street intersection and new street trees were planted in the berm areas on both sides of the carriageway along Derby Street (i.e. Paperbark Maple along the northern side and Callery Pear along the southern side).
49. Landscaping and a Paperbark Maple tree were planted at the Clare Road/Onslow Street intersection. Paperbark Maple trees were planted along the eastern side of Stoneyhurst Street within the berm.
50. Currently Stoneyhurst Street and most of Derby Street has a high parking demand throughout the day due to commuter parking. This leaves little space for residents and their visitors to park during these times. Therefore it was proposed to include some time restricted parking along Derby Street, Onslow Street and Stoneyhurst Street. The following parking restrictions were proposed:
 - P120 Mon to Fri on the southern side of Derby Street from the narrowing at Papanui Road to No. 34 Derby Street (just west of the existing bend).
 - P120 Mon to Fri on the northern side of Derby Street from Stoneyhurst Street (No. 49) to No. 63 Derby Street.
 - P120 Mon to Fri along the eastern side of Onslow Street for the full length between Derby Street and Clare Road.
 - P120 Mon to Fri along the eastern side of Onslow Street for the full length between Clare Road and Holly Road.
 - P120 Mon to Fri along the western side of Stoneyhurst Street for the full length of the street.
 - The existing resident-only parking space at No. 24 Onslow Street was retained.
51. 'No Stopping' areas were proposed on the southern side of the bend outside No. 36 Derby Street, to improve the sight distance around the bend for vehicles exiting the driveway at No. 34. There were also no stopping restrictions at the Clare Road/Onslow Street intersection for the extent of the road narrowing and at the Holly Road intersection at the existing kerb build-outs, as well as at the Derby Street/Stoneyhurst Street intersection and the Bealey Avenue/Stoneyhurst Street intersection for the extent of the road narrowings.
52. A street lighting upgrade was investigated for the preferred option along all three streets, and narrow vehicle crossovers were widened to a minimum of 3.5 metres as part of the works.

Option 3

53. Option 3 is similar to Option 2 except for the following differences:
 - A service strip was provided on both sides of the carriageway along Derby Street from Springfield Road to Onslow Street.
 - Kerb build-outs were provided on both sides of Derby Street at the Springfield Road intersection.
 - A kerb extension was constructed on the southern side of Derby Street at the bend outside No. 36 to improve visibility for vehicles exiting the driveway at No. 34.

THE PREFERRED OPTION

54. As a result of the feedback received during consultation, the following changes were made to the concept plans presented in the consultation newsletter (May 2007):

Derby Street

- The P120 parking has been removed in Derby Street between Papanui Road and Onslow Street.
- A 2 metre wide kerb build-out has been installed on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets.

- Tactile pavers have been added to the Derby Street crossing points at the Springfield Road, Stoneyhurst Street, and Onslow Street intersections. These have been added due to the streets' location close to the central city and its close proximity to the premises of the Royal NZ Foundation for the Blind, which is located on Bristol Street.
- The service strip on the boundary between No. 18 and No. 38 Derby Street has been removed. This has been incorporated within the main berm area, and the footpath is now located along the property boundary.
- The grass area on the kerb in front of No. 22/1 Derby Street has been changed to landscaping.
- The sealed area through the berm outside No. 39/1 Derby Street has been replaced with grass, as this is no longer a driveway.
- A service strip has been provided outside No. 73 and the tree in the berm has been removed.
- A service strip has been provided outside No. 76 Derby Street due to overhanging roses, which are to be retained.
- A service strip has been provided outside No. 77 Derby Street to allow for the box hedge along the frontage to be retained.
- The driveway at No. 34 Derby Street has been widened to 6 metres.
- A driveway has been included at No. 57 Derby Street on the western boundary of the property.
- The driveway at No. 60 Derby Street has been widened to 5.2 metres.

Onslow Street

- The P120 parking has been removed in Onslow Street between Clare Road and Holly Road.
- A 2 metre wide kerb build-out has been installed on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets.
- Tactile pavers have been added to the Onslow Street crossing points at the Derby Street, Clare Road and Holly Road intersections. These have been added due to the streets location close to the central city and its close proximity to the Royal NZ Foundation for the Blind, which is located on Bristol Street.
- The grass berm on the boundary of No. 21 Derby Street, which is located on the north-eastern corner of the Derby Street/Onslow Street intersection, will be removed and the existing carpet roses will remain.
- The driveway for No. 21 Derby Street, which is located on Onslow Street, has been widened to 6 metres.
- The service strip shown originally outside No. 40 Onslow Street for a hedge is now shown correctly outside No. 44 Onslow Street.
- A service strip has been provided outside No. 52a Onslow Street.

Stoneyhurst Street

- Tactile pavers have been added to the Stoneyhurst Street crossing points at the Bealey Avenue and Derby Street intersections. These have been added due to the streets' location close to the central city.
- The grass strip by the kerb outside No. 71 Bealey Avenue has been removed.
- The service strip on the boundary outside No. 33 Stoneyhurst Street on the Derby Street frontage has been removed and incorporated with the main berm area. The footpath on Derby Street is now located along the property boundary.
- The tree in the berm on the Derby Street frontage of No. 33 Stoneyhurst Street has been removed.
- The grass berm area against the boundary on the south-eastern corner of the Stoneyhurst Street/Derby Street intersection has been removed.

55. Thus the key features of the preferred option for each of the streets in the Derby Cluster project are:

Derby Street

- Full pavement reconstruction of Derby Street and the replacement of the existing kerb and dish channel with kerb and flat channel.
- Retention of the existing kerb and flat channel at the Papanui Road intersection, which extends through the narrowing of the intersection (i.e. approximately 70 metres). The new kerb line will merge in with the existing kerb and flat channel at the Papanui Road intersection.
- Reduction of the existing carriageway width of 14 metres, from Springfield Road to Onslow Street, to 10 metres.
- Reduction of the existing carriageway width of 11 metres, from Onslow Street to Papanui Road, to 10 metres, and this will be merged into the existing narrowing at the Papanui Road intersection. A 10 metre wide carriageway is one metre wider than the minimum carriageway width noted in the City Plan for a local street, due to the high parking demand along the street.
- Inclusion of kerb build-outs at the Derby Street/Stoneyhurst Street intersection, resulting in a one metre reduction on the north and south side of Derby Street at the intersection giving an overall width of 8 metres on Derby Street for 20 metres. Stoneyhurst Street will be narrowed to 8 metres at the intersection with one metre kerb build-outs on both sides of the carriageway. The build-out is 18 metres long along Stoneyhurst Street.
- Installation of a 2 metre wide kerb build-out on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets. This will reduce the width at the intersection on Onslow Street to 8 metres. The build-out is 13 metres long along Onslow Street.
- The existing footpaths will be removed and a new footpath will be installed on both sides of the carriageway. The footpaths will be 1.65 metres wide and will be located against the property boundaries for the full length of the northern side of Derby Street, except outside No's 15, 19, 35, 73 and 77 where narrow service strips (approximately 0.8 metres wide) will be provided to accommodate existing vegetation. The footpath will be located against the property boundaries on the southern side of Derby Street, except outside No. 72 and 76 Derby Street, where narrow service strips will be provided to accommodate existing vegetation.
- Grass berm will be provided on both sides of Derby Street from Springfield Road to Onslow Street. This berm area will be approximately 2.6 to 3 metres wide on the northern side of the street, and approximately 3.5 to 4 metres on the southern side. No berm will be provided on either side of Derby Street between Onslow Street and Papanui Road due to the narrower road reserve along this section of Derby Street.
- One existing street tree will be removed near the Onslow Street corner. New landscaping will be provided at the Derby Street/Stoneyhurst Street and Derby Street/Onslow Street intersections, and new street trees will be planted in the berm areas on both sides of the carriageway.
- Tactile pavers will be provided at all the Derby Street crossing points at the Springfield Road, Stoneyhurst Street and Onslow Street intersections.
- Time restricted parking will be provided along Derby Street to allow space for residents and their visitors to park during weekdays, as follows:
 - P120 Monday to Friday on the southern side of Derby Street from Onslow Street (outside No. 28/4) to the no stopping lines outside No. 34 Derby Street (ie just west of the existing bend).
 - P120 Monday to Friday on the northern side of Derby Street from Stoneyhurst Street (No. 49) to No. 63 Derby Street.
- Provision of 'No Stopping' areas at the following locations:
 - On the southern side of the bend outside No. 36 Derby Street. Installing no stopping in this location will improve the sight distance around the bend for vehicles exiting the driveway at No. 34 Derby Street.
 - Onslow Street intersection for the extent of the narrowing.
 - Springfield Road intersection directly at the intersection.
 - Stoneyhurst Street intersection for the extent of the narrowing.
- Upgrading of street lighting will be carried out as part of the project.
- Narrow vehicle crossovers will be widened to 3.5 metres as part of the works. It should be noted that the vehicle crossover at No. 34 Derby Street will be 6 metres wide, and the vehicle crossover at No. 60 Derby Street will be 5.2 metres wide.

Onslow Street

- Full pavement reconstruction of Onslow Street and the replacement of the existing kerb and dish channel with kerb and flat channel.
- Retention of the existing kerb and flat channel at the Holly Road intersection, which extends through the narrowing of the intersection (i.e. approximately 15 metres). The new kerb line will merge in with the existing kerb and flat channel at the start of the narrowing.
- Removal of approximately 30 metres of kerb and flat channel on Clare Road to make way for the kerb build-outs at the intersection.
- Reduction of the existing carriageway width of 10.5/11 metres to 10 metres. A 10 metre wide carriageway is one metre wider than the minimum carriageway width noted in the City Plan for a local street, due to the high parking demand along the street.
- Inclusion of kerb build-outs at the Onslow Street/Clare Road intersection, resulting in a narrowing of the carriageway to 8 metres on Onslow Street on the north and south approaches to the intersection. The narrowing extends for 20 metres on the southern approach and 15 metres on the northern approach.
- Installation of build-outs on the southern side of Clare Road at the intersection to allow the limit line on Onslow Street (south approach) to be moved forward to improve visibility to the west along Clare Road.
- Installation of a 2 metre wide kerb build-out on the north-western corner of the Derby Street/Onslow Street intersection to provide additional landscaping along the streets. This will reduce the width at the intersection on Onslow Street to 8 metres. The build-out is 13 metres long along Onslow Street.
- The existing footpaths will be removed and a new footpath will be installed on both sides of the carriageway.
- The footpath on the eastern side of Onslow Street between Holly Road and Clare Road will be 2.3 metres wide with no grass berm. A service strip 0.8 metres wide will be provided outside No. 44 and No. 52a Onslow Street where existing vegetation protrudes out onto the footpath. A 1.65 metre wide footpath will be provided on the western side of Onslow Street between Holly Road and Clare Road. This footpath will run along the kerb line and a 1.1 metre wide service strip will be provided against the property boundary. The service strip will consist of both landscaping and grass berm.
- The footpath on the eastern side of Onslow Street between Clare Road and Derby Street will be 1.65 metres wide and run along the boundary with a 1.2 metre wide grass berm running along the kerb line. A 2.3 metre wide footpath will be provided on the western side of Onslow Street between Clare Road and Derby Street.
- Landscaping areas and a Paperbark Maple tree will be provided at the Onslow Street/Clare Road intersection.
- Tactile pavers will be provided at all the Onslow Street crossing points at the Derby Street, Clare Road and Holly Road intersections.
- Time restricted parking will be provided along Onslow Street to allow space for residents and their visitors to park during weekdays, as follows:
 - P120 Monday to Friday on the eastern side of Onslow Street for the full length between Derby Street and Clare Road (the existing one resident parking space will be retained outside No. 24 Onslow Street).
- Provision of 'No Stopping' areas at the following locations:
 - Onslow Street intersection for the extent of the narrowing.
 - Holly Road intersection at the existing kerb build-outs.
 - Clare Road intersection for the extent of the road narrowing.
- Upgrading of street lighting will be carried out as part of the project.
- Narrow vehicle crossovers will be widened to 3.5 metres as part of the works. It should be noted that the vehicle crossover at No. 21 Onslow Street will be 6 metres wide.

Stoneyhurst Street

- Full pavement reconstruction of Stoneyhurst Street and the replacement of the existing kerb and dish channel with kerb and flat channel.
- Reduction of the existing carriageway width of 11.5 metres to 10 metres. A 10 metre wide carriageway is one metre wider than the minimum carriageway width noted in the City Plan for a local street, due to the high parking demand along the street.
- Inclusion of kerb build-outs at the Stoneyhurst Street/Derby Street intersection, resulting in a one metre reduction on the north and south side of Derby Street at the intersection giving an overall width of 8 metres on Derby Street for 20 metres. Stoneyhurst Street will be narrowed to 8 metres at the intersection with one metre kerb build-outs on both sides of the carriageway. The build-out is 18 metres long along Stoneyhurst Street.
- Inclusion of kerb build-outs as a threshold treatment at the Stoneyhurst/Bealey Avenue intersection. The treatment includes a 75mm raised road hump set back 5.3 metres from the intersection. This will reduce the carriageway width from the existing 11.5 metres to 7 metres along Stoneyhurst Street for the first 12 metres.
- All of the carriageway narrowing will occur on the eastern side of the road to provide the opportunity to install a grass berm and street trees on one side of the carriageway. The footpath on the eastern side of the street has been widened, as overhead wires are located on the western side of Stoneyhurst Street.
- The footpath on the eastern side of the carriageway will be 1.65 metres wide and run along the boundary. The grass berm on the eastern side is 2.2 metres wide. The narrow service strip, approximately 0.8 metres wide outside No. 22 and No. 26 Stoneyhurst Street will remain so the existing vegetation can remain. The footpath on the west side will remain the same width as existing, which is 2 metres wide. Some service strips approximately 0.8 to one metre wide will be retained in front of properties.
- Landscaping will be provided at the Derby Street intersection.
- Tactile pavers will be provided at all the Stoneyhurst Street crossing points at the Derby Street and Bealey Avenue intersections.
- Time restricted parking will be provided along Stoneyhurst Street to allow space for residents and their visitors to park during weekdays, as follows:
 - P120 Monday to Friday on the western side of Stoneyhurst Street for the full length.
- Provision of 'No Stopping' areas at the following locations:
 - Bealey Avenue intersection for the extent of the narrowing.
 - Derby Street intersection for the extent of the narrowing.
- Upgrading of street lighting will be carried out as part of the project.
- Narrow vehicle crossovers will be widened to 3.5 metres as part of the works.

ASSESSMENT OF OPTIONS

The Preferred Option

56. Option 2 was selected as the preferred option for Derby Street, Onslow Street and Stoneyhurst Street with the changes made as a result of consultation feedback, and as described in paragraphs 54 and 55 above.
57. This option meets all of the objectives of the project, as follows:
 - New kerb and flat channel will be installed.
 - Due to the high parking demand along the street, the scheme design has been completed to limit the loss of on-street parking. This has been achieved with a loss of on-street parking at the bend outside No. 34 and at the kerb build-outs at the Stoneyhurst Street intersection to improve safety.
 - Parking surveys were carried out to assess the parking characteristics along the street. This highlighted a high amount of long-term commuter parking during the day and a small amount of residential parking during the evening. P120 parking restrictions are proposed for part of the length along Derby Street, Onslow Street and Stoneyhurst Street to provide on-street parking supply for residents and residential visitors.
 - Street trees and landscaped areas are proposed, which will provide aesthetic enhancement.

- It is expected that reducing the width of Derby Street and including kerb build-outs at the Derby Street/Stoneyhurst Street and Stoneyhurst Street/Bealey Avenue intersections will provide some deterrent to vehicles short-cutting along Derby Street.
- The geometry of the intersection at Derby Street / Papanui Road was reviewed and no changes were deemed appropriate to alleviate the issue of vehicles turning right into Derby Street.
- The safety at the bend is expected to be improved by the installation of no stopping restrictions on the southern side of the bend to improve sight distances for vehicles exiting the driveway at No. 34.

58. The preferred option takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with the project.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on the social, cultural, environmental and economic wellbeing of the community. Increased safety for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points.	Parking migration that will occur due to the installation of time restricted parking areas, and is expected to force commuter parkers into new areas.
Cultural	-	-
Environmental	New street trees will be planted and replace any that are removed. Increased amount of landscape enhancement along the street with additional landscaping at the Onslow Street intersection.	One street tree will be removed.
Economic	No existing assets will be removed, with the existing kerb and flat channel at the Papanui Road intersection being retained.	Cost estimate for Derby Street (\$738,800), Onslow Street (\$539,300) and Stoneyhurst Street (\$343,700).
<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 programme works 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 16 to 18 above, and as detailed in Attachment 4 to this report.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		