

## 9. DONEGAL STREET KERB AND CHANNEL RENEWAL

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Board to proceed to final design, tender and construction of the Donegal Street Renewal project.

### EXECUTIVE SUMMARY

2. Donegal Street is a local road located in Belfast and is approx 465 metres long and 14 metres wide. Main North Road (State Highway 1) is at the west end and the main South Island railway line lies at the east end. The surrounding area is mostly residential, with a few industrial premises in the vicinity.
3. The primary objectives for the project are as follows:
  - (a) To replace the kerb and channel;
  - (b) To maintain or improve safety for all road users;
  - (c) To ensure adequate drainage is provided;
  - (d) To complete the project within the allocated budget;
  - (e) To complete the construction within the 2010/11 financial year;
  - (f) To minimise whole-of-life costs.
4. A concept was developed to meet these objectives. Three options were considered:
  - (a) 'Do nothing';
  - (b) An option using chicanes as a traffic calming mechanism;
  - (c) An option using traffic platforms as a traffic calming mechanism (the preferred option).
5. The concept was distributed with a Public Information Leaflet to the affected community. The consultation received 28 responses, which is a moderate response rate. Most submissions were received from local residents. The proposal has a good level of community support, with 71 percent indicating that they fully support the proposal. However a number of submitters raised issues that they would like considered by the project team.
6. The key issue raised in consultation relates to the proposed design for the Donegal Street/Main North Road intersection, in particular the inclusion of a road hump on Donegal Street. The concern from some residents is that traffic turning into Donegal Street, when northbound on Main North Road, will have to slow at the entrance to Donegal Street. This is of particular concern in peak hours when traffic is heavy on Main North Road. The concern is that a quick turning manoeuvre will be followed by an abrupt reduction in speed, resulting in a queue of vehicles, or their trailers, on Main North Road. The New Zealand Transport Authority, which manages Main North Road, was consulted about the proposed design of the intersection and did not raise any safety concerns.
7. The concerns about the road hump have been discussed with the Council's Networks Operations and Traffic Systems Team. The purpose of the road hump is to identify a 'gateway' to a residential road environment, with its associated traffic calming and lower vehicle speeds. A flush threshold would only be used if this was a bus route. It is recommended that the road hump is used in association with a 25 kilometre Speed Advisory Sign at the entrance to the Donegal Street intersection. It is expected that at peak times, when road users are not confident that a suitable gap in traffic is available, an alternative route to Donegal Street will be

used. The intersection at Richill Street is controlled by traffic lights and provides a suitable alternative route to Donegal Street via Tyrone Street. The phasing of the lights at Richill Street and John Street will be reviewed.

8. The recommended concept for the Donegal Street Renewal project is included as **attachment 1**.
9. These works are scheduled for implementation in the 2011/12 financial year.

#### **FINANCIAL IMPLICATIONS**

10. The Kerb and Channel Renewal works for Donegal Street are programmed in the Long Term Council Community Plan (LTCCP) for implementation in the 2011/12 financial year.
11. Based on current estimates, staff believe there is sufficient funding in the budget to implement the proposed plan.

#### **Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

12. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 245).

#### **LEGAL CONSIDERATIONS**

13. There are no land ownership issues associated with this project. The project is within existing land boundaries.
14. No Resource Consents are required.
15. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions, which will require amendment or addition to the Christchurch City Traffic and Parking Bylaw 1991. The Community Board has the delegation from the Council to make these decisions. These are detailed in the Staff Recommendations section of this report.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

16. Funding for the proposed Donegal Street Renewal project is programmed in the 2009–19 LTCCP Street Renewal Programme.

#### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

17. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

#### **ALIGNMENT WITH STRATEGIES**

18. This project is consistent with key council strategies including the Parking Strategy, Road Safety Strategy and Pedestrian Strategy.

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

19. Yes, as above.

#### **CONSULTATION FULFILMENT**

##### **Consultation Process**

20. The project team advised the Community Board of the upcoming public consultation with a memorandum in August 2009. This advised of the proposed concept, consultation stakeholders, project timeline and provided an opportunity for Board members to comment on the consultation programme.

21. The formal public consultation period was open from 31 August to 14 September 2009. A public information leaflet and feedback form was delivered to residents on Donegal Street, adjoining cul-de-sacs (Mayo Place, Kilkenny Place and Ballymena Drive), absentee owners and other key stakeholders. This pamphlet included a summary of the concept, an initial concept plan and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported and asked for any feedback. Also included was an offer to meet onsite, if requested. The proposal was advertised in the Christchurch City Council Have Your Say website.
22. Further informal discussions were held with two residents from Mayo Place, who had concerns about proposed intersection treatments
23. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed.
24. All respondents were sent a final reply letter that outlined the outcome of consultation and the recommended concept plan. The letter informed respondents that a report would be presented to the Shirley/Papanui Community Board for their approval. Details of the Board meeting were also provided so that any interested residents could attend or request speaking rights from the Board prior to the decision being made.

### Consultation Outcome

25. The consultation received a 22 percent response rate (28 responses), which is a moderate to high response rate. Most submissions were received from local residents.

Community Feedback Option	Number of Responses	% of Total Responses
YES: <i>"I fully support the proposal"</i>	20	71%
MIXED VIEWS: <i>"I have some concerns that I would like to be considered"</i>	5	18%
NO: <i>"I completely oppose the proposal"</i>	0	0%
No preference expressed	3	11%

26. The quantitative responses above clearly indicate support for the proposal, with no respondents checking the 'No' box and 71 percent indicating that they fully support the proposal. The qualitative community feedback and project team responses is summarised below and will be circulated to submitters and elected members, prior to the meeting.
27. The key issue in this consultation relates to the proposed road hump at the Main North Road intersection. The concerns about the road hump have been discussed with the Council's Networks Operations and Traffic Systems Team, who supports the inclusion of this traffic calming device. The purpose of the road hump is to identify a 'gateway' to a residential road environment, with its associated traffic calming and lower vehicle speeds. A flush threshold would only be used if this was a bus route. It is recommended that the road hump is used in association with a 25 kilometre Speed Advisory Sign at the entrance to the Donegal Street intersection. Where road users are not confident that a suitable gap in traffic is available, particularly at peak periods, an alternative route to Donegal Street is suggested. The intersection at Richill Street is controlled by traffic lights and provides a suitable alternative route to Donegal Street via Tyrone Street.
28. Further issues were raised in the public consultation. These have been responded to by the project team, below.
  - (a) Additional road platforms requested - a traffic survey was recently carried out in this section of Donegal Street. It indicates an 85 percentile speed of 40.7 kilometres per hour and 2.05 percent exceeding the posted speed limit. This does not indicate the need for further traffic calming measures. The proposed narrowing of Donegal Street to nine metres should also help address residual speed issues;

- (b) Concern that road narrowings may make it difficult to manoeuvre through intersections – the intersection with Ballymena Drive will be widened to seven metres and kerbs realigned to improve turning circles for large towing vehicles. Tyrone Street intersection is considered to be wide enough. Traffic volumes are low and it is expected that most motorists would be able to mutually resolve who gives way at the narrowings;
- (c) Loss of parking – one resident noted that they would prefer not to lose parking. The purpose of the narrowings at intersections is to maintain lower traffic speeds, improve safety and visibility for pedestrians (noting this is also a Safe Routes to School crossing point) and deter 'boy-racer' activity. Whilst the loss of parking at this location is regretted, on-street parking demand has been observed to be light and alternative spaces are available nearby. It is also noted that this property has off-street parking available;
- (d) Safe Route to School – a resident noted that the Safe Route to School is on the wrong side of Ballymena Drive as children walk down through the new subdivision between Ballymena Drive and Belfast Road. However there is continuous footpath on west side of Ballymena Drive, and not on the east side, therefore the Safe Route to School will remain as proposed;
- (e) Visibility on Main North Road – it was noted that visibility north of Main North Road is blocked by parked vehicles, which is an issue when exiting Donegal Street. These concerns have been referred to the New Zealand Transport Authority (NZTA), who is the road controlling authority for this section of Main North Road (SH1). They will consider an extension of no-stopping lines to improve visibility at intersection with Donegal Street;
- (f) Traffic lights at Main North Road/Richill Street – a request was made for a longer phase of the lights at Richill Street, to accommodate exiting Donegal Street. The phasing of traffic lights at Johns Rd and Richill Street intersections will be reviewed with NZTA;
- (g) Existing 'No Exit' signage on Ballymena Drive – the location of this will be reviewed;
- (h) Undergrounding sought - this is outside the scope of this project and neither the Council nor the utility providers have plans at present to do undergrounding on residential streets;
- (i) Landscaping – berms and landscaping;
  - (i) Request to omit the piece of grass between 2 and 6 Donegal Street. As there is an existing power pole in the proposed berm at this location, and the berm helps to protect the pole from potential collisions, the proposal will not be amended. Grass will be retained as it is lower maintenance;
  - (ii) Request that the proposed grass verge outside 2 Donegal Street be tar seal from 2 Donegal Street around to Main North Road. The proposal will be amended by replacing the proposed grass berm outside 2 Donegal Street with landscaping, to balance with landscaping on other side of intersection;
  - (iii) Request for grasses in the landscaped areas because they get full of rubbish (which the respondent believes is due to the boy racers). The Landscape Architect will review choice of proposed plantings;
  - (iv) Suggestion that the landscaped areas include Libertia "Taupo Blaze" and Hebe "Emerald Green", to reflect the colours of the trees. The Landscape Architect will consider species of plantings proposed;
  - (v) Suggested plantings of New Zealand Natives, evergreen and low maintenance. The Landscape Architect will consider the use of natives and evergreens in choice of plantings.
- (j) Landscaping – trees;
  - (i) Request to vary the tree planting plan. The size of trees and conditions vary, so having multiple tree species each side of the street would create a street of

variable tree health and growth conditions. The Acer Rubrum cannot be located on the north side of the street due to the presence of overhead cables a smaller tree species can only be provided. Therefore the tree planting plan will not be amended. A comment was made about that Acer Palmatum get very large. However this species is not expected to grow to this size in a street environment;

- (ii) Concern that the proposed trees on Donegal Street may block visibility at the intersections. The proposal has been reviewed by safety auditor, who has not raised concerns about visibility. However with the proposed amendment of the Ballymena Drive intersection, one of the proposed trees will be removed from the concept plan;
- (iii) Request for removal of street tree in Mayo Place – The City Arborist has investigated the concerns raised by resident regarding street tree outside property in Mayo Place and advises that remedial pruning (rather than removal) will be undertaken.

29. The public consultation resulted in the following amendments to the proposal:

- (a) Increasing the proposed width of the Ballymena intersection to seven metres;
- (b) Removal of the proposed tree outside 19 Donegal Street, at the Ballymena Drive intersection, to reduce possible interference with pedestrian sight lines;
- (c) Replacing the proposed grass berm against property boundary at 2 Donegal Street, to landscaping to balance with landscaping on other side of intersection.

30. The project team have recommended that no-stopping lines be installed on Main North Road (SH1), at its intersection with Donegal Street. This proposal is supported by the adjoining neighbours and the NZTA, which is the road controlling authority for this section of Main North Road.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Shirley/Papanui Community Board approve:

- (a) the proposed plan for the Donegal Street Renewal (TP315001), as per Attachment 1; and
- (b) It is recommended that the Shirley/Papanui Community Board requests that New Zealand Transport Agency (NZTA) install the following parking restrictions on Main North Road (SH1):

#### **No stopping**

- (i) That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Donegal Street and extending 6.5 metres in a southerly direction;
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Donegal Street and extending 38 metres in a northerly direction.

(c) the following parking restrictions for the Donegal Street Renewal project:

#### **Revoke existing no stopping:**

- (i) That the existing no stopping on the south side of Donegal Street commencing from the Main North Railway and extending in a westerly direction to Main North Road be revoked;
- (ii) That the existing no stopping on the north side of Donegal Street commencing from the Main North Railway and extending in a westerly direction to Main North Road be revoked.

**New no stopping:**

- (i) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Donegal Street commencing on the north side of Donegal Street at a point 156 metres east of its intersection with Tyrone Street and extending in a clockwise direction around the head of the cul-de-sac for a distance of 35 metres finishing on the south side of Donegal Street;
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Donegal Street commencing at a point 61 metres east of its intersection with Ballymena Drive and extending 43 metres in an easterly direction;
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Donegal Street commencing at its intersection with the Tyrone Street and extending 10 metres in an easterly direction;
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Tyrone Street commencing at its intersection with Donegal Street and extending 8 metres in a northerly direction;
- (v) That the stopping of vehicles be prohibited at any time on the west side of Tyrone Street commencing at its intersection with Donegal Street and extending 6 metres in a northerly direction;
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Donegal Street commencing at its intersection with the Tyrone Street and extending 15 metres in a westerly direction;
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Donegal Street commencing at its intersection with Ballymena Drive and extending 16.5 metres in an easterly direction;
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Ballymena Drive commencing at its intersection with Donegal Street and extending 14.4 metres in a southerly direction;
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Ballymena Drive commencing at its intersection with Donegal Street and extending 14.4 metres in a southerly direction;
- (x) That the stopping of vehicles be prohibited at any time on the south side of Donegal Street commencing at its intersection with Ballymena Drive and extending 16.5 metres in a westerly direction;
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Donegal Street commencing at a point 200.7 metres east of its intersection with Main North Road and extending 29 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Donegal Street commencing at a point 129 metres east of its intersection with Main North Road and extending 12.4 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Donegal Street commencing at a point 125 metres east of its intersection with Main North Road and extending 12 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Donegal Street commencing at its intersection with Main North Road and extending 16 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the north side of Donegal Street commencing at its intersection with Main North Road and extending 15 metres in a westerly direction.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted subject to hearing the deputation from Ivan Hibberd.  
Meets the Board objective of having safe streets.