

9. GRACEFIELD AVENUE STREET RENEWAL PROJECT

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| General Manager responsible: | General Manager City Environment, DDI 941 8608 |
| Officer responsible: | Transport and Greenspace Unit Manager |
| Author: | Philippa Upton, Consultation Leader |

PURPOSE OF REPORT

1. The purpose of this report is to seek approval of the Hagley/Ferrymead Community Board for the proposed Gracefield Avenue Street Renewal project as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The Gracefield Avenue Street Renewal Project was initiated by the Transport and Greenspace Unit and is listed in the 2009-19 LTCCP. Located close to the central city, the street is primarily residential with some non-residential uses in the southern section. To the north towards Durham Street are two properties zoned Special Purpose (hospital) in the City Plan, and the Canterbury Bowling Club fronts onto Gracefield Avenue but has sole access from Salisbury Street.
3. Designated as Special Amenity Area (SAM) 25, the street is a local road approximately 300 metres long with a carriageway of varying width. It is lined with grass verges and significant street trees, primarily Chinese crab apples in deteriorating condition. There is a very high demand for on street parking, including commuters, with no existing parking restrictions resulting in parking being at full capacity at times during the day.
4. In addition to replacing the kerb and channel, key project objectives are to maintain and improve safety for all road users and to ensure additional assets such as drainage, lighting and footpaths, are upgraded to meet current standards. Landscaping and trees will be provided to meet the Council Community outcomes.
5. Initial issues gathering from residents and landowners indicated that on street parking is a key concern. It was also deemed important that the existing street character be retained, especially with regard to any proposed trees. Residents and landowners were advised of the proposal to remove the trees due to their poor condition early on in the project. There was some concern expressed with regard to removing the trees.
6. Feedback from further consultation on a preferred scheme focused on reinforced these concerns and on gaining further clarification from the project on the proposed replacement trees and parking restrictions.
7. Key features of the preferred option for consultation, developed as a result of initial issues gathering and to meet project objectives are:
 - (a) new nine metre wide alignment except south of number 27 Gracefield Avenue where it is 7.5 metres wide, providing consistent road width and realigned corners and including replacement of the footpath and grass berms;
 - (b) replacement of existing thresholds to current standards;
 - (c) replacement of existing Chinese crabapple trees;
 - (d) three sections of P120 parking, totalling nine parks, to provide some relief from commuter parking;
 - (e) full drainage and lighting upgrade;
 - (f) no stopping restrictions where existing sight distances are impaired along the street, and Stop signs installed at the Gracefield approaches to Durham Street North and Salisbury Street.

8. Modifications made as a result of community consultation on the concept plan include a change to the location of one section of P120 parking, and a change in species of replacement tree from field maple to Japanese snowbell, as residents requested a flowering species. This has resulted in the Plan for Board Approval.

FINANCIAL IMPLICATIONS

9. Funding for the proposed street renewal project in Gracefield Avenue is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below:
 - (a) 2009-10 \$20,000;
 - (b) 2010-11 \$52,000;
 - (c) 2011-12 \$777,000.
10. Based on current estimates, there is sufficient funding to complete the reconstruction of this project.
11. Application will be made for New Zealand Transport Agency (NZTA) co-funding for qualifying components of this project.

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

12. Yes, funding for this project is provided in the 2009-19 LTCCP, page 245, Street Renewal Programme.

LEGAL CONSIDERATIONS

13. There are no land ownership issues involved with this project.
14. There are no Heritage or Historic buildings, places or objects shown along Gracefield Street in the City Plan.
15. Part 1, Clause 5 of the Christchurch City Council Traffic and parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
16. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 23 July 2010. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices 2004.

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

17. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Funding for this project is provided in the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Street and Transport Asset Management Plan.

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

19. Yes.

ALIGNMENT WITH STRATEGIES

20. The recommendations in the report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, The Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and the Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

Do the recommendations align with the Council's strategies?

21. As above.

CONSULTATION FULFILMENT

22. An initial issues survey carried out for residents of the street and absentee land owners in November/December 2009 indicated majority support for a tree-lined environment. There were differing views as to how to get the best results. Seven supported removal, four were against, two suggested phased removal, and seven did not comment.
23. All day parking and its effect on residents and their visitors was also a concern, leading to requests for parking restrictions. Issues were also raised regarding safety when cars are parked illegally causing congestion, and cars parked across driveways.
24. Community consultation on the preferred option (concept plan) was undertaken in May and June 2010 for a period of three weeks. During this period an informal project information session was held at the Canterbury Bowling Club, corner of Salisbury and Gracefield Streets, attended by nine people.
25. Approximately 50 households in Gracefield Street and surrounds, and approximately 200 other interested parties including absentee landowners, were consulted, of which 17 responded. Five respondents were in full support of the proposal, ten expressed mixed views with suggestion or comment, and two did not specify.
26. Feedback from further consultation on a preferred scheme focused on reinforced these concerns and on gaining further clarification from the project on the proposed replacement trees and parking restrictions.
27. The following modifications have been made to the scheme in recognition of community feedback:
- (a) The P120 parking previously outside number 22 Gracefield Avenue has been relocated slightly to outside number 16 Gracefield Avenue and number 855 Colombo Street (also on Gracefield Avenue), just north of where the new Salvation Army site is proposed;
 - (b) The species of tree has been reviewed and *Styrax japonicus* (Japanese snowbell) is now proposed instead of the *Acer campestre*, (field maple) as residents requested a flowering species. These trees also have autumn colour and are suitable for use with power lines.
 - (c) Following further consideration and feedback from the residents at number 50 Gracefield Avenue, it is proposed to replace the two ash trees outside their property (originally to be retained at their request), with the proposed street tree Japanese snowbell. This will result in a consistent (single species) street environment.
28. All identified submitters have been sent a final reply letter thanking them for their input and including copy of the Plan for Board Approval. The letter informed respondents when the plan would be presented to the Board. Details of the meeting were provided so that any interested people could attend or request permission to address the Board prior to the decision being made. A letter will be sent informing submitters of the board decision and any changes made.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve:

- (a) That the Gracefield Street Renewal Plan as shown in **Attachment 1** (TP 320801 Issue 3).
- (b) That the following parking restrictions to take effect following completion of construction:

Revoke Existing No Stopping:

- (i) That all existing parking restrictions on Gracefield Avenue commencing at its intersection with Salisbury Street and extending in a northerly direction and then westerly direction to Durham Street North be revoked.

New No Stopping:

- (i) That the stopping of vehicles be prohibited at any time on the west side of Gracefield Avenue commencing at its intersection with Salisbury Street and extending for a distance of 107 metres in a northerly direction;
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Gracefield Avenue commencing at a point 119 metres north of its intersection with Salisbury Street and extending for a distance of 16 metres in a northerly and then westerly direction;
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Gracefield Avenue commencing at its intersection with Durham Street North and extending for a distance of 16 metres in an easterly direction;
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Gracefield Avenue commencing at its intersection with Durham Street North and extending for a distance of 15 metres in an easterly direction;
- (v) That the stopping of vehicles be prohibited at any time on the north side of Gracefield Avenue commencing at a point 130 metres east of its intersection with Durham Street North and extending for a distance of 30 metres in an easterly direction and then southerly direction;
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Gracefield Avenue commencing at a point 84 metres north of its intersection with Salisbury Street and extending for a distance of 16 metres in a northerly direction;
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Gracefield Avenue commencing at its intersection with Salisbury Street and extending for a distance of 39 metres in a northerly direction.

New Time Restricted Parking:

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes operating Monday to Friday on the east side of Gracefield Avenue commencing at a point 57 metres north of its intersection with Salisbury Street and extending in a northerly direction for a distance of 27 metres;
- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes operating Monday to Friday on the north side of Gracefield Avenue commencing at a point 92 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 18 metres;

- (iii) That the parking of vehicles be restricted to a maximum period of 120 minutes operating Monday to Friday on the south side of Gracefield Avenue commencing at a point 16 metres east of its intersection with Durham Street North and extending in a easterly direction for a distance of 27 metres.

Stop Signs

- (i) That a stop control be placed against Gracefield Avenue at its intersection with Salisbury Street;
- (ii) That a stop control be placed against Gracefield Avenue at its intersection with Durham Street North.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

- 29. The Plan for Board Approval takes into account all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.
- 30. In the past five years there have been no reported crashes in Gracefield Avenue or at any of its intersections.
- 31. Speed counts, carried out between 6 to 15 May 2010, found no speeding issues; the 85th percentile speed was recorded at 39.6 kilometres per hour. Less than one per cent exceeded the 50 kilometres per hour speed limit and the average speed of those who did was 52.7 kilometres per hour.
- 32. The Canterbury District Health Board has requested no tree be planted outside number 40 Gracefield Avenue owing to the possibility of future development.
- 33. The existing trees are all in a designated Special Purpose Road Zone and are listed as protected in the City Plan. However the majority (Chinese crabapples) were planted in 1955 and were identified in the 9 November 2009 tree report as 'over mature' and suffering from a wound parasite that often causes silver leaf disease. Replacement has been recommended by the arborist as the trees have a limited expected lifespan of less than five years.
- 34. A very high demand for on street parking has been identified in the street.
- 35. Gracefield Avenue is listed as a SAM 25 in the City Plan.
- 36. There is currently no funding available for the undergrounding of power lines in the street.

THE OBJECTIVES

- 37. The primary (must do) objectives for the project are as follows:
 - (a) Maintain or improve user safety and level of service;
 - (b) Meet budget and achieve lowest overall cost solution;
 - (c) Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required;
 - (d) Renew street drainage pipes as required;

- (e) Renew carriageway(s) as required;
- (f) Renew footpaths as required;
- (g) Renew berms as required;
- (h) Renew streetlight assets as required;
- (i) Renew signs and markings as required;
- (j) Renew other Transport and Streets assets eg cycle, traffic signals, retaining walls, fences, railings, etc if required;
- (k) Install traffic calming infrastructure to suit the speed environment required;
- (l) Install new landscaping and street trees to meet Council's Community Outcomes;
- (m) Install additional assets to meet current standards and the new street layout.

THE OPTIONS

38. **Option One – Do Minimum**
This option replaces the existing timber wheel stops with castellated kerb to maintain drainage and protection of existing grass berms, retaining the current road width of 8.5 metres and leaving the existing trees in the berms.
39. This option does not address some of the significant issues raised above, such as the condition of street trees, the majority of which have approximately five years life expectancy. Also the footpaths are of substandard width and partially obstructed by power poles. Option one does not meet all project objectives, and was not selected as the preferred option.
40. **Option Two**
Option Two provides a 1.5 metre wide footpath and a reduced service strip where necessary, allowing a consistent nine metre road width in the northern section, and a 7.5 metre width for the southern 80 metres, smoothing out corners at numbers 28 and 20 Gracefield Avenue and at the northern end of the bowling club. All trees are replaced, with the exception of two ash trees outside number 50 Gracefield Avenue which are in good condition. A threshold treatment is installed at the Durham Street intersection, narrowing the entrance to seven metres. Drainage provisions are upgraded to current standards
41. This option raises issues regarding tree replacement.
42. Option Two meets all objectives and was further developed to the Preferred Option for consultation.
43. **Option Three**
Option Three is the same as Option Two with the addition of speed humps dependent on the results of traffic surveys,
44. Option Three was not selected as speed counts show traffic calming is not required.

THE PREFERRED OPTION

45. The Preferred Option was developed from **Option Two**, and was circulated as the Plan for Consultation.

Key features of the Preferred Option include:

- (a) Replacing the kerb and dish channel in Gracefield Avenue with kerb and flat channel at a new nine metre alignment, except south of property number 27 where it is replaced on the existing 7.5 metre alignment. The new alignment is similar to that produced by the existing timber wheel stops, although it is more consistent, especially at street corners, where the road is currently wider and can encourage double parking.
- (b) Replacing existing threshold treatments which have failed in places and are not built to current standards with 90 millimetres raised type B treatments, including renewed 'patterned surfacing' where Gracefield Avenue intersects Salisbury Street and Durham Street North. The threshold treatment at Durham Street tightens the kerb radii and reduces crossing distance for pedestrians.
- (c) Replacing existing Chinese crabapple trees with new field maples in a semi-mature state, except for two ash trees that will remain outside number 50 Gracefield Avenue as they are in good condition.
- (d) Implementing P120 parking restrictions in three sections for a total of nine car parks along the street. No stopping will be included where sight distance is disrupted, eg at street corners and opposite driveways at numbers 3 to 9 Gracefield Avenue. The time restriction is introduced to provide some relief to residents from the effects of high demand for all day parking.
- (e) Smoothing out the kinks in the road at number 28 Gracefield Avenue, the northern end of the Canterbury Bowling Club and number 20 Gracefield Avenue.
- (f) Replacing the footpath and grass berms. Berms along the north side of the street are wider than the south to avoid conflict with the water mains six metres from the northern boundary. Footpaths are a minimum of 1.5 metre wide throughout.
- (g) Fully upgrading the drainage provisions to current council standards, including new pipes and sumps in low lying or flooding prone areas.
- (h) Upgrading the street lighting in accordance with AS/NZS 1158.3.1 cat P3 lighting standards.
- (i) Installing stop signs at the Gracefield Avenue approaches to Durham Street North and Salisbury Street, due to the visual obstruction into these streets from property fences and vegetation.

THE FINAL SELECTED OPTION

- 46 . The Final Selected Option is the Preferred Option including the changes made as a result of consultation (See paragraphs 17 to 18 Consultation Fulfilment).