

9. SQUIRE STREET KERB AND CHANNEL RENEWAL

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

1. The purpose of this report is to seek approval from the Shirley/Papanui Community Board for the Squire Street Renewal project.

EXECUTIVE SUMMARY

2. Squire Street is a local road that runs between Flockton Street and Aylesford Street, in Mairehau. There are 15 residential properties on Squire Street.
3. A concept plan was previously developed and consulted on as part of the Flockton Cluster, in 2006 and feedback was received from four residents of Squire Street at this time. The consultation identified concern about the proposed narrowing of the street (to 8 metres with 4.5 metre narrowings), loss of parking, and opposition to grass berms. At that stage, Squire Street was submitted to the Board for information only and further consultation and Board approval was required.
4. Squire Street is on the Kerb and Channel Renewal programme for the 2010/11 financial year.

The primary objectives for the project are as follows:

- (a) Meet budget and achieve lowest overall cost solution.
 - (b) Maintain or improve user safety and level of service.
 - (c) Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.
 - (e) Renew street drainage pipes, as required.
 - (f) Renew carriageway(s), as required.
 - (g) Renew footpaths, as required.
 - (h) Renew berms, as required.
 - (i) Renew streetlight assets, as required.
 - (j) Renew signs and markings, as required.
 - (k) Renew other Transport and Streets assets eg cycle, traffic signals, retaining walls, fences, railings etc, if required.
 - (l) Install traffic calming infrastructure to suit the speed environment required.
 - (m) Install new landscaping and street trees to meet Council's Community Outcomes.
 - (n) Install additional assets to meet current standards and the new street layout.
5. A concept was developed to meet these objectives. It included:
 - (a) Full carriageway reconstruction with new kerb and flat channel;
 - (b) Reduction of carriageway width from 11.5 metres to 7.5 metres, to provide a traffic calming benefit;
 - (c) Provision of new grass berms adjacent to property boundaries, to accommodate the power poles currently located within the existing footpath;

- (d) Extension of the existing threshold at the intersection with Flockton Street to improve pedestrian safety;
 - (f) Marking of no-stopping lines at both ends of Squire Street to improve sightlines at these intersections.
6. At a proposed width of 7.5 metres, this concept addresses the concern previously raised about the proposed narrowing of the street, which previously included 4.5 metre narrowings. Loss of parking is also minimised. However, grass berms have been retained in the proposal to reflect Christchurch's Garden City image, as well as accommodating the existing power poles which presently obstruct the existing footpath.
 7. The concept was distributed with a letter to the affected community. The consultation received three responses. The key issue raised in consultation relates to concerns raised by the New Zealand Fire Service about the road width and its potential effect on access for fire trucks.
 8. In response to this submission, the project team met with the New Zealand Fire Service and the Council's Network Operations and Traffic Systems Team to discuss the issues raised around the standard width of local roads. The proposed plan for Squire Street meets the requirements of the City Plan, in terms of road width.
 9. Currently there is a project being sponsored at a national level by the New Zealand Transport Agency to determine the recommended width of local roads. Work at the national level is being undertaken alongside key stakeholders within the transport sector, including the emergency service providers. The outcome of this work will determine acceptable widths of local streets and the current feedback from the Christchurch Fire Service needs to be considered in the wider context to avoid the risk of varying regional standards across the whole country.
 10. Significant changes to increase road width would have financial implications for projects, funding contributions and ongoing maintenance costs. The information provided by the New Zealand Fire Service is currently being considered by the Council's Network Operations and Traffic Systems Team and further meetings are planned to talk about their road user needs in general. This work can be undertaken independently of the Squire Street project. This will ensure that the Squire Street Renewal project can be implemented in the 2010/11 financial year. Any future changes to roading policy, such as the need for additional road width, could be applied to Squire Street at a later date by other means such as applying no-stopping restrictions.
 11. The recommended concept for the Squire Street Renewal project is included as an **Attachment**.
 12. These works are scheduled for implementation in the 2010/11 financial year.

FINANCIAL IMPLICATIONS

13. The Kerb and Channel Renewal works for Squire Street are programmed in the Long Term Council Community Plan (LTCCP) for implementation in the 2010/11 financial year.
14. Based on current estimates, staff believe there is sufficient funding in the budget to implement the proposed plan. Pricing information is included in the public excluded section of this agenda.

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

15. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 247).

LEGAL CONSIDERATIONS

16. There are no land ownership issues associated with this project. The project is within existing land boundaries.
17. No Resource Consents are required.

18. 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 & Parking Bylaw 1991. The Community Board has the delegation from Council to make these decisions. These are detailed in the Staff Recommendations section of this report.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. Funding for the proposed Squire Street Renewal project is programmed in the 2009–19 Long Term Council Community Plan (LTCCP) Street Renewal Programme.

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

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

ALIGNMENT WITH STRATEGIES

21. 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?

22. Yes, as above.

CONSULTATION FULFILMENT

Consultation Process

23. A memo was sent to the Community Board on 25 August 2009 seeking feedback about potential issues relating to the Squire Street kerb and channel renewal. No comments were received.
24. The project team advised the Community Board of the upcoming public consultation at a seminar on 18 November 2009. This advised of the proposed concept, consultation stakeholders, project timeline and provided an opportunity for Board members to comment on the consultation programme. Due to the small size of the project (15 properties on Squire Street), the limited options available and the previous consultation undertaken as part of the Flockton Cluster project, the project team advised that this would be a low level consultation and that feedback would be sought by email and phone. The Board supported this approach.
25. The formal public consultation period was open from 1-15 December 2009. A letter was delivered to residents on Squire Street, absentee owners and other key stakeholders. This letter included a summary of the concept and an initial concept plan. The project team sought feedback from the community to see whether they had any concerns about the project.
26. Further informal discussions were held with:
 - (a) The New Zealand Fire Service (Operational Planning)
27. Each submission received an email or phone call, which acknowledged that the submission had been received.
28. 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 address the Board prior to the decision being made.

Consultation Outcome

29. The consultation received a 10 percent response rate. There were three responses: two from one household and one from the New Zealand Fire Service. This is a fairly low response rate. This may be in part because of the simplicity of the proposed concept and that it addresses a number of concerns that were raised in the previous consultation.

30. Two residential respondents, both residing in the same property, indicated full support for the proposal. One respondent, the New Zealand Fire Service, indicated that they had some concerns with the proposal. The qualitative community feedback and project team responses are summarised below and will be circulated to elected members, prior to the meeting.
31. The only issue raised in the public consultation were raised by The New Zealand Fire Service. Their Operational Planning Officer has raised concerns about a number of operational issues with this and other Council designs for streets.
 - (a) Concern about road width accommodating fire trucks. The submission states that a 7.5 metre carriageway width will not accommodate the use and movement of fire trucks, if there is parking on both sides of the street. A fire truck is 3 metres wide and an additional 3 metres is sought to allow access to the vehicle. A 10 metre road width is sought, if parking is allowed on both sides of the street. A 7.5 metre road width is sought, if parking is prohibited on one side of the street.
 - (b) Concern about location of fire hydrants. Clarification on the location of fire hydrants is sought. Recommended sites are in the footpath or middle of the carriageway, identified with markings 'Yellow Triangle' and 'Blue Reflective Street Cats Eye'.
32. Council staff from the project team and the Networks Operations and Traffic Systems Team met with the New Zealand Fire Service to discuss these issues. The proposed plan for Squire Street meets the requirements of the City Plan, in terms of road width. Currently there is a project being sponsored at a national level by the New Zealand Transport Agency to determine the recommended width of local roads. While not wanting to predetermine the outcome of this work, it is likely that the new recommended standard will be lower than the Council's current standard widths.
33. Work at the national level is being undertaken alongside key stakeholders within the transport sector, including the emergency service providers. The outcome of this work will determine acceptable widths of local streets and the current feedback from the Christchurch Fire Service needs to be considered in the wider context to avoid the risk of varying regional standards across the whole country.
34. Significant changes to increase road width would have financial implications for projects, funding contributions and ongoing maintenance costs. The information provided by the New Zealand Fire Service is currently being considered by the Council's Network Operations and Traffic Systems Team and further meetings are planned to talk about their road user needs in general. This work can be undertaken independently of the Squire Street project. This will ensure that the Squire Street Renewal project can be implemented in the 2010/11 financial year. Any future changes to roading policy, such as the need for additional road width, could be applied to Squire Street at a later date by other means such as applying no-stopping restrictions.
35. The public consultation did not result in any amendments to the proposal.

STAFF RECOMMENDATIONS

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

- (a) The proposed plan for the Squire Street Renewal (TP180601), as per the **Attachment**; and
- (b) The following parking restrictions for the Squire Street Renewal project.

New no stopping:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Squire Street commencing at its intersection with Aylesford Street and extending 10 metres in a south westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Squire Street commencing at its intersection with Aylesford Street and extending eight metres in a south westerly direction.

- (iii) That the stopping of vehicles be prohibited at any time on the north side of Squire Street commencing at its intersection with Flockton Street and extending 14 metres in a north easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Squire Street commencing at its intersection with Flockton Street and extending 13 metres in a north easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.