

9. PEMBROKE STREET - RENEWAL PROJECT

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

1. The purpose of this report is to seek the approval of the Burwood/Pegasus Community Board for the Pembroke Street kerb and dish channel replacement project, as shown in **attachment 1**.

EXECUTIVE SUMMARY

2. This report was originally included in the Burwood/Pegasus Community Board's agenda for its meeting on 12 April 2010. Staff checking the document found that the proposed P3 parking resolution at the school entrance had been left off the plan and resolutions. Consequently, that original report was withdrawn to enable the correction of the plan and inclusion of the additional resolution in this report.
3. Pembroke Street is a local road that runs between Avonside Drive and Breezes Road, with a vehicle usage of approximately 700 vehicles per day. The existing kerb and flat channel has failed prematurely, which could be due to a number of factors, such as the high water table. Although the street is in reasonable condition the road shoulder is cracked and worn through with potholing in places. Footpaths were last resurfaced in December 1983 and are not scheduled for further maintenance unless as part of kerb and channel replacement.
4. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Pembroke Street. 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.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Pembroke Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.

2009/10	\$52,000
2010/11	\$1,503,000

Based on current estimates, there is sufficient funding to complete the installation of this project.

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

6. Yes. Funding for this project is provided in the 2009/19 LTCCP, page 245, Street Renewal Programme.

LEGAL CONSIDERATIONS

7. There is no land ownership issues associated with this project. The project is within existing land boundaries. No resource consents are required.
8. 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.

9. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
10. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004

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

11. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme.

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

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

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

15. A memorandum was sent to the Community Board Adviser, Burwood/Pegasus in July 2009 advising of the project consultation programme.
16. An initial survey was then carried out with the residents and property owners of Pembroke Street in August/September 2009. 25 responses were received expressing concern over speeding vehicles; an unsafe truck parking on the bend in the road; concern at safety levels of children cycling and traffic congestion before and after school; and that the condition of the road and footpaths.
17. A Seminar was held with the Burwood/Pegasus Community Board on 2 November 2009, prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 20 November 2009 until 11 December 2009. Approximately 160 households in Pembroke Street, and other interested groups, were consulted, of which 25 responded. The majority of respondents (84 per cent) were in support of the proposal.
18. The key issues raised related to on street parking, traffic control, landscaping and lack of undergrounding. A summary of the feedback received in consultation phase and the project team's responses has been circulated separately to the Board members.
19. As a result of the feedback received, the following changes have been made:
 - (a) Shift the two metre wide footpath to the kerbside on the west side of Pembroke from Horton Place to Breezes Road so there is one metre between boundaries and pedestrians. This will necessitate two power poles being shifted against the property boundary, i.e. in front of house number nine and house number three;
 - (b) Raised platforms will be extended so there is two metre gap between any approach ramps and cut down;
 - (c) Pedestrian cut downs will be added across Pembroke Street at the Horton Place and Cardrona Road intersections, where there is no driveway conflict;

- (d) A double sided general regulatory (RG-25) 'pedestrians' sign will be installed on the existing power pole outside number 40 Pembroke to indicate a walkway entrance/exit;
 - (e) Remove landscaping between house numbers 62 and 58, outside Chisnallwood Intermediate School and on the west side of the Pembroke Street and Breezes Road intersection; as requested by the adjoining residents.
 - (f) A P3 parking restriction is to be installed to create a drop off zone which will operate from Monday to Friday on school days outside numbers two to six Pembroke Street.
20. Each submitter has received an email or letter, which acknowledged that their submission has been received.
21. All respondents were sent a final reply letter that outlined the outcome of consultation and the updated concept plan. The letter informed respondents that a report would be presented to this meeting of the Burwood/Pegasus 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. The Consultation Leader also visited the properties adjacent to the proposed P3 parking restriction to inform them of the proposal. No negative feedback has been received to date.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve:

- (a) The proposed plan for the Pembroke Street Renewal, as per plan TP 316201; and
- (b) The following parking restrictions:

Revoke existing no stopping restrictions

- (c) That the existing no stopping restrictions on both sides of Pembroke Street commencing at Breezes Road and extending in a southerly direction to Avonside Drive, be revoked.
- (d) That the existing no stopping restrictions on both sides of Horton Place commencing at its intersection with Pembroke Street and extending in a westerly direction for a distance of 12 metres, be revoked.
- (e) That the existing no stopping restrictions on both sides of Cardrona Street commencing at its intersection with Pembroke Street and extending in a northerly direction for a distance of 12 metres, be revoked.
- (f) That the existing no stopping restrictions on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending in a northerly direction for a distance of 18 metres be revoked.
- (g) That the existing no stopping restrictions on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending in a southerly direction for a distance of 12 metres, be revoked.

New parking restrictions

- (h) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Breezes Road and extending 28 metres in a southerly direction.
- (i) That the stopping of vehicles be prohibited at any time on the east side of Pembroke Street commencing at its intersection with Breezes Road and extending 32 metres in a southerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Horton Place and extending 12 metres in a northerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Horton Place and extending nine metres in a southerly direction.
- (l) That the stopping of vehicles be prohibited at any time on the north side of Horton Place commencing at its intersection with Pembroke Street and extending 10 metres in a westerly direction.
- (m) That the stopping of vehicles be prohibited at any time on the south side of Horton Place commencing at its intersection with Pembroke Street and extending 10 metres in a westerly direction.
- (n) That the stopping of vehicles be prohibited at any time on the east side of Pembroke Street commencing at a point 75 metres south of its intersection with Breezes Road and extending 26 metres in a southerly direction.
- (o) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at a point 43 metres east of its intersection with Cardrona Street and extending 46 metres in an easterly direction.
- (p) That the stopping of vehicles be prohibited at any time on the south side of Pembroke Street commencing at a point 92 metres east of its intersection with Avonside Drive and extending 28 metres in an easterly direction.
- (q) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Cardrona Street and extending 15 metres in an easterly direction.
- (r) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Cardrona Street and extending seven metres in a westerly direction.
- (s) That the stopping of vehicles be prohibited at any time on the east side of Cardrona Street commencing at its intersection with Pembroke Street and extending 12 metres in a northerly direction.
- (t) That the stopping of vehicles be prohibited at any time on the west side of Cardrona Street commencing at its intersection with Pembroke Street and extending 12 metres in a northerly direction.
- (u) That the stopping of vehicles be prohibited at any time on the south side of Pembroke Street commencing at its intersection with Avonside Drive and extending 12 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Avonside Drive and extending 12 metres in an easterly direction.
- (w) That the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending 12 metres in a southerly direction.

- (x) That the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending 18 metres in a northerly direction.
- (y) That the parking of vehicles be restricted to a maximum period of three minutes, 8am to 9am and 2.30 to 3.30pm, School days only, on the east side of Pembroke Street commencing at a point 32 metres from its intersection with Breezes Road and extending in a southerly direction for a distance of 43 metres.

BACKGROUND (THE ISSUES)

22. Chisnallwood Intermediate School has an entrance opposite Horton Place. Pedestrian and cyclist demand is high during school starting/finishing time, at the Breezes Road intersection and at the school driveway opposite Horton Place where there is a 40 kilometres per hour school zone. There is a pathway between number 40 and 44 Pembroke that links to Emlyn Playground as well as Emlyn Place and is likely also used by school children.
23. Parts of Breezes Road, including the intersection with Pembroke Street near Chisnallwood Intermediate School were reconstructed in 2005; improvements included the provision of pedestrian islands on Breezes Road.
24. In the five year period 2004 to 2009 there were six crashes along Pembroke Street, five were loss of control crashes, two of which were mid-block (between Cardrona Street and Horton Place). There was one crash involving speed, one involved alcohol and two involved inexperienced or young drivers. The intersection of Pembroke and Avonside Drive has a history of people hitting the lamppost turning right into Pembroke, often at speed. Speed surveys conducted between 5 and 17 August 2009 recording an 85th percentile speed of 55 kilometres per hour.

THE OBJECTIVES

25. The primary objectives of the project are:
 - (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.

THE OPTIONS

26. Three options were developed for comparison, each of which is discussed below. Option 2 has been further developed to result in the preferred option.
27. Option 1 is to replace the kerb and channel on the existing alignment, without implementing any safety improvements. It also involves carriageway and footpath reconstruction/resurfacing, plus any minor maintenance works where required. This scheme will see the removal of over 1 km of existing kerb and flat channel due to premature failure. The results of initial consultation indicate there is speeding issue. The 85th percentile speed is 55 kilometres per hour. As no traffic calming is proposed this option won't reduce vehicle speeds, although it will maintain it if speeding is not a real problem or the existing school zone is considered adequate.

Option 1 has not been selected as the preferred option as safety objectives may not be met.

28. Option 2 includes:
 - (a) The replacement of kerb and flat channel, carriageway and footpaths, keeping the existing nine metre wide road alignment.
 - (b) New kerb alignment or build outs where Pembroke Street intersects Cardrona Street, Avonside and Breezes Road. Also smoothing out the bend outside numbers 61 to 63 Pembroke Street. All corner radii will be five metres.

- (c) A 75 millimetre raised platform at the Cardrona Street intersection and also at the Horton Place intersection for school related traffic, which is within the 40 kilometres per hour school zone.
 - (d) Two speed humps located between numbers 25 and 27, and at 40 Pembroke Street (just after the walkway to Emlyn Playground).
29. This option addresses key objectives better with the use of platforms at intersections. Emphasis of the school zone at Horton Place with a platform serves an additional purpose of highlighting where children will enter traffic. Platforms will slow vehicles at intersections and indirectly improve safety for pedestrians crossing at provided cutdowns. Reducing the curve radius at intersections (and squaring up the Cardrona Street intersection) improves sight distance and safety for pedestrians.
30. Option 2 has been further developed with the removal of the two speed humps (not required for the existing traffic speeds) to result in the preferred option.
31. Option 3 is the same as Option 2 above, except the method of traffic calming is changed to:
- (a) A type C threshold treatment where Pembroke Street intersects Breezes Road.
 - (b) Four speed humps spaced 120 metres apart, located outside numbers 69, 40, 29 and 13 Pembroke Street.
32. Option 3 has not been selected as the preferred option as this treatment is excessive for the existing 85th percentile vehicle speed.

THE PREFERRED OPTION

33. The proposal includes:
- (a) Replacement of the existing kerb and flat channel that has failed with new kerb and flat channel.
 - (b) Full carriageway and footpath reconstruction.
 - (c) A 75 millimetre raised platform at the Cardrona Street intersection and also at the Horton Place intersection for school related traffic, which is within the 40 kilometres per hour school zone.
 - (d) Teeing up the intersection of Pembroke and Cardrona Street, and tightening the kerb radius at Breezes Road and Avonside Drive to five metres.
 - (e) Street lighting and drainage upgrade to meet current IDS/CSS standards.
 - (f) Imposing parking restrictions on the bend outside numbers 61 to 63 Pembroke Street.
 - (g) Provide pedestrian cutdowns at key crossing locations.
34. This proposal meets the stated aims and objectives. The proposal also takes into consideration all identified asset management issues, best practice guidelines, safety issues and legal considerations associated with this project. A safety audit has been completed and incorporated into the proposed scheme. The budget will not need to be increased to achieve the objectives as stated above.