

10. CAMBRIDGE TERRACE (PETERBOROUGH STREET TO MADRAS STREET) STREET RENEWAL PROJECT AND ASSOCIATED LANDSCAPING

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 Hagley/Ferrymead Community Board approval for the proposed Cambridge Terrace (Peterborough Street to Madras Street) street renewal project and associated landscaping along the adjacent river bank as shown in **Attachment 1** (TP318901, Issue 5).

EXECUTIVE SUMMARY

2. The project was initiated by the Transport and Greenspace Unit in June 2009 as a street renewal project and is to include the affordable elements identified on sheet 10 of the Avon River/Otakaro (Central City) Masterplan along the adjacent riverbank.
3. This 110 metre long No Exit residential section of street is located on the northern side of the Avon River, bounded at the southern end by the Kilmore Street and Madras Street intersection, and accessed to the north via Peterborough Street. Cambridge Terrace is classified as a local road and is characterised by river frontage and associated amenity and landscaping aspects. The adjacent section of Cambridge Terrace has recently been upgraded.
4. There is a high parking demand on this section of street, mainly from commuters who park in the unrestricted parking and walk into town to work. Overnight parking and antisocial behaviour also causes residents concern. A CPTED (Crime Prevention Through Environmental Design) assessment of the area identified some safety issues which will be resolved in the proposed design.
5. In addition to replacing the kerb and channel, key project objectives are to maintain and improve safety for all users, and to ensure additional assets such as signage, footpaths, as well as drainage and lighting are upgraded to current standards. The proposed street tree and landscaping improvements are consistent with Council strategies and the Avon River Masterplan.
6. Key features of the proposed plan include a narrowed carriageway catering for the access and parking requirements on this street.
7. A shared cycle/pedestrian path links other sections of shared pathways between the road and the river. The proposed project will include a lighting upgrade to ensure lighting standards are appropriate for the street. The proposed plan provides a total of 21 car parks, of which eight are proposed to be restricted to P120 to allow parking for people to access the river. Owing to the removal of the existing cul-de-sac, which provides parking spaces in the middle, and the narrowing of the carriageway, the proposed plan results in the loss of approximately eight parking spaces over the existing road.
8. CPTED requirements are met through the replacement of dense landscaping with low level plantings, and the removal of some trees and raising of canopies of others in the well utilised access area near the Kilmore Street and Madras Street intersection. Street and riverbank plantings are consistent with relevant Council strategies and plans and adjacent plantings. Steps are proposed to provide access from Kilmore Street.
9. Initial consultation and issues gathering was carried out as part of the public consultation on the Masterplan. Responses to community consultation on the proposed plan were generally supportive, with the key changes including widening the shared path, improved signage, retention of the silver birch trees outside number 303 Cambridge Terrace, extension of landscaping in several places and inclusion of directional pavers where necessary. This has resulted in the Plan for Board Approval.

FINANCIAL IMPLICATIONS

10. Funding for the proposed street renewal project in Cambridge Terrace (Peterborough Street to Madras Street) is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$65,000
 - (b) 2010/11 \$259,000
11. The current project cost estimates indicate that there is sufficient funding allocated in the 2009-2019 LTCCP to implement 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 associated with this project. The project is within existing land boundaries.
14. There are no Heritage or Historic buildings, places and objects, shown along this section of Cambridge Terrace in the City Plan on the intranet.
15. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the 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 December 2009. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.
17. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

18. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. This project aligns with the Transport and Greenspace Unit's Asset Management Plan and the Capital Works Programme, as part of the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

20. 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?

21. As above

CONSULTATION FULFILMENT

22. Community and stakeholder consultation was carried out as part of the Avon River Master Plan (sheet 10) and was approved by the Council in March 2007. The proposed plan includes affordable elements of this plan. Changes to the location of the cycle/pedestrian path shown on sheet 10 have not been included as they are not considered cost effective or to be in a safe location. The road connection through the existing reserve is not included in the budget and a 'temporary' connection is required.
23. A seminar was held with the Hagley/Ferrymead Community Board in February 2010. A concern was raised about the loss of parking, however it was explained that this was justified by the requirements of the Masterplan, and proposed parking loss appears considerably less than could have been if the plan was followed exactly.
24. Community consultation on the proposed plan was undertaken in March 2010 for period of three weeks, via a standard leaflet, feedback form and Have Your Say. During this period an informal project information session was held at Oxford Terrace, and was attended by five people. Approximately 80 households in Cambridge Terrace and surrounds and approximately 200 interested stakeholders were consulted, of which 14 responded. Nine respondents were in full or general support of the proposal, two did not support, and three did not specify.
25. As a result of consultation feedback the following key changes were made to the proposed plan, resulting in the Plan for Board Approval.
 - (a) widen the shared footpath/cycleway where possible from 2.5 to 3 metres;
 - (b) improved signage and marking at the Kilmore Street and Madras Street intersection to inform users of the shared path;
 - (c) provide an area of landscaping where the path along the northern side of Cambridge Terrace connects with the shared path at the western end of Cambridge Terrace;
 - (d) retention of three Silver Birch trees outside property number 303 Cambridge Terrace, resulting in changes to the carriageway layout at the western end of the scheme;
 - (e) extension of the landscape area around the proposed seat to include the light pole;
 - (f) extension of the landscaping adjacent to the Peterborough Street/Cambridge Terrace intersection to guide pedestrians along the path and to cross at the new location. It is proposed to replace the cut down to the northwest corner with a full height kerb and extend the grass area;
 - (g) addition of cycle symbols at the cut-downs on the east side of Cambridge Terrace at the Peterborough Street intersection; and
 - (h) inclusion of directional pavers where necessary.
26. Each submitter was sent an interim reply letter, acknowledging their submission had been received and would be considered at the end of the consultation period.
27. All identified submitters have been sent a final reply letter thanking them for their input and including an A3 colour copy of the Plan for Board Approval. The letter informed respondents when the plan would be presented to the Board for approval. Details of the meeting (time, venue etc) were also provided so that any interested people could attend, or request to address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the Cambridge Terrace (Peterborough Street to Madras Street) Street Renewal Plan and associated landscaping as shown in **Attachment 1** (TP 318901 Issue 5).
- (b) Approve the revocation of existing restrictions to take effect following completion of construction:
 - (i) That all existing parking restrictions on the north and north west side of Cambridge Terrace between Peterborough Street and the Kilmore Street and Madras Street intersection be revoked.
 - (ii) That all existing parking restrictions on the south and south east side of Cambridge Terrace between Peterborough Street and the Kilmore Street and Madras Street intersection be revoked.
 - (iii) That the existing stopping restriction on the south side of Peterborough Street commencing at its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 13 metres be revoked.
- (c) Approve the revocation of existing give-way:
 - (i) That the existing give-way control on Cambridge Terrace on the southern approach of the Peterborough Street/Cambridge Terrace intersection be revoked.
- (d) Approve new stopping restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the north west side of Cambridge Terrace commencing at its intersection with Peterborough Street and extending in a southerly direction for a distance of 18.5 metres.
 - (ii) That the stopping of vehicles be prohibited at any time on the north east side of Cambridge Terrace commencing at its intersection with Peterborough Street and extending along the kerb line in a southerly and then south westerly direction for a distance of 59 metres.
 - (iii) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Cambridge Terrace commencing on the south side of Cambridge Terrace at a point 108 metres south west of its intersection with Peterborough Street and extending in a clockwise direction around the head of the cul-de-sac or roadway end for a distance of 89 metres finishing on the north side of Cambridge Terrace.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 17 metres.
- (e) Approve new Parking Restriction – P120
 - (i) That the parking of vehicles be restricted to a maximum period of 120 minutes At Any Time on the south side of Cambridge Terrace commencing at a point 59 metres southwest from its intersection with Peterborough Street and extending in a westerly direction for a distance of 49 metres.

- (f) Approve the installation new shared pedestrian/cycle path:
 - (i) That the pathway on the south and south east side of Cambridge Terrace between Peterborough Street and the Kilmore Street and Madras Street intersection be resolved as a shared pedestrian/cycle pathway.
- (g) Approve new Give-way
 - (i) That a give way control be placed against Cambridge Terrace on the southern approach to its intersection with Peterborough Street.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

28. Key issues include:
- (a) The need to incorporate elements of the Avon River (Central City) Masterplan on limited budget.
 - (b) Parking – use of existing cul-de-sac commuters/versus residents. Overnight parking
 - (c) Late night loitering/antisocial behaviour and overnight parking
 - (d) Pedestrian safety when accessing via Kilmore/Madras resulting in CPTED assessment which identified:
 - (i) Fears over personal safety when using the footpath, and potential entrapment spot;
 - (ii) Groups drinking on the landscaped area;
 - (iv) Litter and graffiti;
 - (v) Inadequate lighting through the reserve on the corner of Peterborough Street and Cambridge Terrace.
 - (e) All 23 trees but one (Norway maple) are planted within a Special Purpose Road Zone
 - (f) No issues have been identified with speeding or accidents. No traffic count has been carried out

THE OBJECTIVES

29. The objectives of this project are to:
- (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;
 - (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 the Council's Community Outcomes;
- (m) Install additional assets to meet current standards and the new street layout.

THE OPTIONS

- 30. All options considered included:
 - (a) 2.5 metre shared cycle/pedestrian path between the road and the river;
 - (b) Lighting upgrade consistent with the rest of the street;
 - (c) Landscaping improvements including CPTED requirements.
- 31. Option 1 included replacing the kerb and channel on the existing alignment. This option does not address any of the elements of the Avon River Masterplan or any of the issues raised by the CPTED assessment. Option 1 was not selected as the preferred option as it did not meet all of the objectives.
- 32. Option 2 included a narrowed street with 7.5 metre carriageway. No Parking is provided on the southern side of carriageway adjacent to the river and there is a net loss of 16 parks. The Masterplan suggests roadside parking bays in blocks alongside river so as not to create continuous barriers of parked cars between river and roadway, and to use regulations to discourage their use for long term commuter parking. Option 2 was not selected as the preferred option as it did not meet all of the objectives.
- 33. Option 3 – was selected as the preferred option as it best meets the objectives of the project. This was the option presented for consultation. Key features of the preferred option include:
 - (a) Southern end no exit, 7.5 metre carriageway;
 - (b) Widening to 9 metre for 75 metre to allow access/parking along riverfront;
 - (c) Narrowing again at northern end to 7.5 metre to create slowed environment and protect commemorative tree;
 - (d) Removal of approximately 17 metre of existing new and flat channel to the benefit of the path and commemorative tree;
 - (e) Loss of eight parking spaces;
 - (f) Eight P120 spaces by the river.

Key features of the associated landscaping:

- (a) Kilmore Street and Madras Street CPTED principles including low level maintenance plantings, removal of some trees, and raising of some tree canopies;
 - (b) Retain and upgrade well used access from Kilmore Street;
 - (c) Includes removal of cluster of silver birches.
34. The Final Selected Option consists of the Preferred Option, as described above, and it includes the changes made as a result of consultation (see paragraphs 22 to 27, Consultation Fulfilment). This option takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, legal considerations associated with this project, and it meets the project objectives.