

11. MARLBOROUGH STREET (MARLBOROUGH CLUSTER) STREET RENEWAL

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 Marlborough Street (Marlborough Cluster) renewal project as shown in **Attachment 1** (TP 319102 Issue 3).

EXECUTIVE SUMMARY

2. The Marlborough Street Renewal project was initiated by the Transport and Greenspace Unit in June 2009 as one of three adjacent Linwood residential streets to undergo renewal as the Marlborough Cluster (Clive, Marlborough and Havelock). There are no bus routes or dedicated cycle routes on these streets, which are served on either side by footpaths; however there is a bus stop on Aldwins Road close to the Marlborough Street intersection. The area is close to Linwood College and Primary Schools, and to the Eastgate Shopping Centre and Mall.
3. Marlborough Street is approximately 210 metres long and 14 metre wide, widening to 19 metres at Aldwins Road, and is designated as a local road. It is located in a block bounded by Cashel Street (collector road) to the north, Aldwins Road and Linwood Avenue (major arterial routes) to the east, and becomes Clive Street to the north, at the right angle bend.
4. Traffic movements in Marlborough Street are affected by the surrounding road network (ie no right turn from Cashel Street to Linwood Avenue sending traffic via Clive Street or Havelock Street to Marlborough Street and Aldwins Road). Right turn movements are prohibited from Aldwins Road to Marlborough Street by a central median, however at peak times drivers will cut through from the south to avoid the build up at the Aldwins Road/Linwood Avenue lights.
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 and footpaths, and drainage and lighting are upgraded to current standards. The proposed street tree and landscaping improvements are consistent with Council strategies.
6. Initial consultation and issues-gathering was carried out internally and via a survey sent to residents of the Cluster in October/November 2009. Key issues identified were speeding, shortcutting, and dangerous driving by hoon/boy racers, including the bend where Clive Street meets Marlborough Street. A pedestrian desire line was noted at the Aldwins Road corner as well as the need to slow traffic at this wide intersection. Drainage was also an issue, particularly at the Clive Street/Marlborough Street corner.
7. A number of responses to community consultation on the proposed plan in March/April 2010 reinforced these concerns, resulting in requests for further street calming via speed humps. Access and parking concerns were raised as a result of the proposed changes at the Aldwins Road corner.
8. Key features of the concept plan developed as a result of issues gathering and to meet project objectives are:
 - (a) A narrowed carriageway of nine metre width with a five metre wide narrowing at number 7 Marlborough Street, creating an overall slowed speed environment to benefit all road users.
 - (b) The alignment of the Aldwins Road is narrowed and slowed and a pedestrian island installed to improve safety in particular for school students and those using the bus stop immediately south of the corner. Access to properties Numbers 29 and 33 (veterinary clinic) is limited to Marlborough Street.

- (c) Pedestrian safety is improved through a shortened crossing distance and an informal pedestrian crossing facility is installed at the narrowing.
9. Traffic and speed counts undertaken in October 2009 do not support the need for further traffic calming in Marlborough Street. Survey results showed an 85th percentile speed of 50.4 kilometres per hour for vehicles travelling eastbound and 50.8 kilometres per hour for vehicles travelling westbound outside 11 and 13 Marlborough Street, and 41.8 kilometres per hour for vehicles travelling eastbound and 34.9 kilometres per hour for vehicles travelling westbound outside number 25 Marlborough Street. The street scored 26.2 in the Neighbourhood Improvement Assessment Process, which is below the 40 point threshold that indicates immediate work is required.
10. As a result of consultation on the Preferred Option concept plan for consultation, a modification to the pedestrian island, and to the access arrangement for numbers 29 and 33 (veterinary clinic) Marlborough Street has been proposed. Access is now from Marlborough Street only, and a turning area is provided in the driveway area for vehicles exiting these properties. An additional car park is provided on each side of Marlborough Street near the Aldwins Road intersection. This results in the final selected Plan for Board Approval.

FINANCIAL IMPLICATIONS

11. Funding for the proposed street renewal project in Marlborough Street is provided in the Long Term Council Community Plan (LTCCP) 2009–2019 Street Renewal Programme, as shown below:
- | | | |
|-----|---------|-----------|
| (a) | 2009-10 | \$20,000 |
| (b) | 2010-11 | \$52,000 |
| (c) | 2011-12 | \$429,000 |
12. Based on current estimates, there is sufficient funding to complete the construction of this project.

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

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

LEGAL CONSIDERATIONS

14. There is a minor land ownership issues associated with this project. Several property boundaries or services currently occupy the legal road reserve. The proposed scheme can be delivered without affecting this. It is proposed that the scheme can be delivered without changes to the above.
15. There are no Heritage or Historic buildings, places or objects shown along Marlborough Street in the City Plan.
16. 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.
17. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 23 December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.

18. 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?

19. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

20. Funding for the project is provided in the 2009-2019 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

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

21. Yes.

ALIGNMENT WITH STRATEGIES

22. The recommendations in this 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?

23. As above

CONSULTATION FULFILMENT

24. Initial issues gathering for Marlborough Cluster was undertaken in October and November 2009, via a survey of residents in the cluster of streets. Traffic speed, through traffic and street drainage were considered to be the most serious problems in all streets. A desire for landscaping improvements also raised, as well as car parking and concerns about vandalism, and maintenance of landscaping and berms.
25. A seminar was held with the Community Board on 3 March 2010 to introduce the preferred option before consultation was undertaken for Marlborough Cluster over a three week period in March and April 2010. An informal project information session was held at Linwood Community House on Tuesday 30 March, attended by approximately 12 people.
26. Approximately 270 households and absentee landowners, in the streets and surrounding area including Wellington Street, and relevant stakeholders were consulted, of which 27 responded. The majority of respondents were in general support of the proposal. Five indicated full support, 14 general support with comment or suggestion, three did not support the project and five did not specify.
27. 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.
28. Key areas of concern for Marlborough Street were indicated throughout the Cluster and again focused on speeding, shortcutting and boy racer/hoons doing burnouts and driving dangerously, as well as drainage. It was noted that through traffic has been increasing owing to higher density housing, and since the right turn from Cashel Street to Linwood Avenue has been closed. At peak time cars turn left at Aldwins Road and cut through Marlborough Street and Clive Street to avoid the build-up to the Linwood Avenue/Aldwins Road traffic lights.

29. Several residents expressed strong concerns about the proposed changes to the Marlborough Street/Aldwins Road corner where the length of the pedestrian island limited access to two properties and parking was reduced. A number of residents throughout the Cluster requested additional street calming in the form of speed humps.
30. Marlborough Street traffic and speed counts did not warrant the addition of speed humps to the original plan, which provides a slowed and calmed environment through the narrowing of the streets and two five metre wide build outs, and the changes to the Aldwins Road intersection. The 85th percentile speeds are at or below the posted speed limit of 50 kilometres per hour. This environment is also expected to deter through heavy vehicles.
31. Following discussion with residents at numbers 25 and 29 Marlborough Street and with management of the Veterinary clinic at number 33, modifications were made to the pedestrian island and to the access arrangements for numbers 29 and 33. Both the vet clinic and number 29 now have access from Marlborough Street only, and have turning space allowed within the driveway area. Shortening of the pedestrian island has also allowed an additional parking space on either side of the corner, alleviating concerns expressed by the resident at number 25.
32. Drainage issues at the Clive Street/Marlborough Street corner have been assessed and are being addressed as a separate project, prior to the street renewal. The reallocation of road space will increase opportunities for landscaping and street trees along the street, and residents are encouraged to report vandalism.
33. All identified submitters have been sent a final reply letter thanking them for their input and including a 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.
34. As a result of community consultation the following changes have been made to the plan:
 - (a) Modification to the pedestrian island and access arrangement to numbers 29 and 33 Marlborough Street;
 - (b) Two additional parking spaces have been provided, one on each side of the road, as a result of the modification to the Aldwins Road corner.

STAFF RECOMMENDATION

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

- (a) That the Marlborough Street Renewal Plan for Board Approval as shown in **Attachment 1** (TP 319102 Issue 3).
- (b) That the following parking restrictions take effect following completion of construction:

Remove Existing No Stopping

- (i) That all existing stopping restrictions on the north side of Marlborough Street between Clive Street and Aldwins Road be revoked.
- (ii) That all existing stopping restrictions on the south side of Marlborough Street between Clive Street and Aldwins Road be revoked.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Marlborough Street commencing at a point 97 metres west from its intersection with Havelock Street and extending in a westerly direction for a distance of 18 metres.

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the north side of Marlborough Street commencing at a point 55 metres west from its intersection with Havelock Street and extending along the kerb line in a westerly direction for a distance of 20 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Marlborough Street commencing at its intersection with Havelock Street and extending in a westerly direction for a distance of 12 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Marlborough Street commencing at its intersection with Havelock Street and extending in a easterly direction for a distance of 14 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Marlborough Street commencing at its intersection with Aldwins Road and extending in a westerly direction for a distance of 24 metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Aldwins Road commencing at its intersection with Marlborough Street and extending in a northerly direction for a distance of 16 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Aldwins Road commencing at its intersection with Marlborough Street and extending in a southerly direction for a distance of 31 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Marlborough Street commencing at its intersection with Aldwins Road and extending along the kerb line in a westerly direction for a distance of 24 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Marlborough Street commencing at a point 129 metres west from its intersection with Aldwins Road and extending along the kerb line in a westerly direction for a distance of 29 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

35. The following issues have been raised:
- (a) There is evidence of boy racer activity in Marlborough Street, shown in extensive black tyre-markings, and resident concerns about noise and dangerous driving.
 - (b) Residents have reported concerns with corner cutting at the Marlborough Street/ Clive Street bend.
 - (c) There are resident concerns regarding rat-running from Aldwins Road, including heavy vehicles such as trucks and buses.
 - (d) Speed has been reported as an issue in Marlborough Street. However the results of the speed surveys showed an 85 percentile speed of 50.4 kilometres per hour for vehicles travelling eastbound and 50.8 kilometres per hour for vehicles travelling westbound outside 11/13 Marlborough Street, and 41.8 kilometres per hour for vehicles travelling eastbound and 34.9 kilometres per hour for vehicles travelling westbound outside number 25 Marlborough Street.

- (e) **Traffic Volume and Flow:**
In Marlborough Street east bound traffic volumes are higher than west bound volumes. This potentially reflects the restrictions to traffic movements on the surrounding roadway network at the Linwood Avenue/Cashel Street intersection. Right turn movements from Cashel Street to Linwood Avenue are prohibited at this intersection, and therefore vehicles can travel south on Clive Street or Havelock Street, use Marlborough Street and Aldwins Road, and right turn at the Linwood Avenue/Aldwins Road intersection. Marlborough Street at the intersection with Aldwins Road is restricted to left in/left out movements only.
- (e) **Crash History:**
The Land Transport Safety Crash Analysis System show there have been two accidents recorded for the last five years on Marlborough Street. The reasons can be summarised as follows:
 - (i) A car travelling northbound on Aldwins Road lost control turning left into Marlborough Street and hit a tree. An inexperienced driver was evading enforcement. The accident occurred on a Saturday at 2.43am.
 - (ii) Car travelling eastbound on Marlborough Street 10 metres east of Havelock Street lost control and went off the road. The driver was driving an unfamiliar vehicle and was showing off doing wheel spins etc. The accident happened on a Tuesday at 12.45pm.
- (f) There are 66 kilo-vault cables running along the southern side of Marlborough Street from Aldwins Road to Clive Street.

THE OBJECTIVES

36. The 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.
 - (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.

THE OPTIONS

37. All schemes provide wider berms and improved landscaping and trees.
38. Option One.
This option recommends replacement of the kerb and channel and related assets on the same alignment. This option does not change road widths, the cross section, speed environment, priority controls or pedestrian facilities calm or improve safety, or discourage cut throughs, all of which are perceived issues for residents in the street.
- This option does not meet all project objectives, and was not selected as the Preferred Option.
39. Option Two
In addition to a narrowed nine metre carriageway one speed hump is proposed at number 18 Marlborough Street to reduce traffic speeds and through traffic. A speed hump is proposed at the entry from Aldwins Road. New wider kerb-side berms for landscaping and street trees are provided. Pedestrian safety and service is improved with a 1.5 metre wide footpath and on street parking retained apart from the speed hump. Cyclists would benefit from the slowed environment.
40. This option was not chosen as the Preferred Option. Speed surveys do not justify the addition of speed humps. The scheme would have conflicts with the 66 kilo-vault cables running along the length of Marlborough Street.
41. Option Three
This option features a nine metre carriageway, taking into account underground cables on the southern side of the street, with one 75 millimetre high speed platform in a six metre narrowing outside number 10 Marlborough Street. The scheme would also provide a pedestrian refuge island on Marlborough Street at the intersection with Aldwins Road.
42. Speed platforms are effective in calming traffic speed, and are consistent with treatments carried out in neighbouring streets off Aldwins Road, but as in Option Two, could not be justified from speed counts.
43. Option Three is further developed to the Preferred Option for consultation.

THE PREFERRED OPTION

44. The Preferred Option features:
- (a) Provision of a nine metre wide carriageway with new kerb and channel, taking into consideration the 66 kilo-vault cables running along the southern side of Marlborough Street, in addition to the scheme proposals for Clive Street and Havelock Streets.
 - (b) A five metre wide narrowing is to be provided at number 7 Marlborough Street to create a slowed environment and improved safety for all road users, including pedestrians and cyclists
 - (c) Pedestrian safety is improved through shortened crossing distances including the narrowing at number 7 and the pedestrian refuge at Aldwins Road.
 - (d) The pedestrian refuge and narrowed carriageway will also slow traffic at this Aldwins Road intersection.
 - (e) Removal of the footpath (minimum width 1.5 metres) from the boundary to the outside of the service strip, allowing for renewal of berms, landscaping and trees, and clearance from power poles and overhanging vegetation. Proposed trees include flowering cherries, tulip magnolias and sweet michelins.

- (f) An extensive drainage upgrade will be carried out prior to renewal of the street.
- (g) Lighting will be upgraded.
- (h) There will be a slight reduction in parking owing to the proposed narrowing.
- (i) Standard kerb cut down treatments and tactile pavers will be installed at the narrowing outside number 7 and on Marlborough Street close to Aldwins Road.
- (j) All signage, markings and other assets to be maintained or upgraded to current standards/requirements.

The Final Selected Option

- 45. The Final Selected Option differs from the Preferred Option for consultation as described in Consultation Fulfilment Sections 24 to 34 and is presented as the Plan for Board Approval.