

12. HAVELOCK 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 Havelock Street (Marlborough Cluster) Street Renewal Project as shown in **Attachment 1** (TP 319103 Issue 2).

EXECUTIVE SUMMARY

2. The Havelock 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. The area is close to Linwood College, Primary Schools, and the Eastgate Shopping Centre and Mall.
3. Havelock Street is approximately 190 metre long and 14 metres wide and is designated as a Local Road under the City Plan. It is located in a block bounded by Cashel Street (Collector Road) to the north and Aldwins Road and Linwood Avenue (major arterial routes) to the east. It intersects Cashel Street to the north and Marlborough Street to the south, and is calmed with a speed hump at the Cashel Street intersection.
4. Traffic movements in Havelock 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 to Aldwins Road). Right turn movements are prohibited from Aldwins Road to Marlborough Street by a central median.
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. Key issues identified were speeding, shortcutting to and from Cashel Street to Marlborough Street, and dangerous driving by hooners/boy racers.
7. A number of responses to the community consultation on the proposed plan reinforced these concerns, resulting in requests for further street calming. Requests to close off the street at Marlborough Street were counterbalanced by those who were not happy about the inconvenience this would cause, especially given the restrictions to the surrounding road network, and traffic engineer concerns that additional flow would be diverted through Clive and Marlborough Streets instead.
8. Key features of the proposed plan developed as a result of issues gathering and to meet project objectives are
 - (a) A narrowed carriageway of nine metre width with two build outs narrowing the road to five metres at numbers 6 and 17 Havelock Street, spaced at distances to meet engineering standards for best practice.
 - (b) The existing speed hump at the Cashel Street/Havelock Street intersection will be retained, creating an overall slowed speed environment, which will benefit all road users.
 - (c) Pedestrian safety is improved through a shortened crossing distance and informal pedestrian crossing facilities installed at the narrowings.

9. Traffic and speed counts do not support the need for further treatment and the Plan for Board Approval remains unchanged following consultation. Results of speed surveys carried out in October 2009 showed an 85 percentile speed of 51.1 kilometres per hour for vehicles travelling southbound and 50 kilometres per hour for vehicles travelling northbound outside number 16 Havelock Street. The street scored 28.8 in the Neighbourhood Improvement Assessment Process, which is below the 40 point threshold that indicates immediate work is required.

FINANCIAL IMPLICATIONS

10. Funding for the proposed street renewal project in Havelock Street 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 | \$429,000 |
11. 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?

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.
14. There are no Heritage or Historic buildings, places or objects shown along Clive Street in the City Plan.
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 23 December 2009. The list of delegations for the Community Boards 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. Funding for this project is provided in the 2009-2019 LTCCP Street Renewal Programme and is consistent with Activity 10: 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?

20. Yes.

ALIGNMENT WITH STRATEGIES

21. 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?

22. As above.

CONSULTATION FULFILMENT

23. Initial issues gathering for the 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, with a desire for landscaping improvements also mentioned.
24. On 3 March 2010, a seminar was held with the Community Board on the preferred option before consultation was undertaken for the 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 2010, attended by approximately 12 people.
25. 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.
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. Key areas of community concern for Havelock Street were indicated throughout the Cluster and focused on speeding, shortcutting and boy racer/hoons doing burnouts and driving dangerously. 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 turn has been blocked off, and that at peak time cars turn left at Aldwins and cut through Marlborough Street and Clive Street to avoid the build up to the Linwood Avenue/Aldwins Street traffic lights.
28. Havelock Street traffic and speed counts taken in October 2009 did not warrant the addition of speed humps to the original plan, which provides a slowed and calmed environment through the narrowing of the street and two five metre wide build outs and the retention of the platform at the Cashel Street entrance. The 85 percentile speeds are at or very close to the posted speed limit of 50 kilometres per hour. This environment is expected to also deter through heavy vehicles.
29. The suggestion that the street be closed off is not considered necessary or appropriate for the reasons stated above, and because preventing or further discouraging traffic through Havelock Street would be likely to cause diversion through Clive Street and Marlborough Street.
30. The reallocation of road space will increase opportunities for landscaping and street trees along the street, and there is minimal loss of parking in the plan at the proposed narrowings.
31. All identified submitters have been sent a final reply letter thanking them for their input, 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.

32. There have been no changes made to the Preferred Plan for Havelock Street as a result of consultation.

STAFF RECOMMENDATION

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

- (a) The Havelock Street Renewal Plan as shown in **Attachment 1** (TP 319103 Issue 2).
- (b) That the following parking restrictions take effect following completion of construction.

Remove existing No Stopping

- (i) That all existing stopping restrictions on the west side of Havelock Street between Cashel Street and Marlborough Street be revoked.
- (ii) That all existing stopping restrictions on the east side of Havelock Street between Cashel Street and Marlborough Street be revoked.
- (iii) That all existing stopping restrictions on the south side of Cashel Street commencing at its intersection with Havelock Street and extending in a easterly direction for a distance of 11 metres be revoked.

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the south side of Cashel Street commencing at its intersection with Havelock Street and extending in a westerly direction for a distance of six metres.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Havelock Street commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 15 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Havelock Street commencing at a point 82 metres south from its intersection with Cashel Street and extending along the kerbline in a southerly direction for a distance of 20 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Havelock Street commencing at a point 138 metres south from its intersection with Cashel Street and extending along the kerbline in a southerly direction for a distance of 32 metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Havelock Street commencing at its intersection with Marlborough Street and extending in a northerly direction for a distance of 14 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Havelock Street commencing at its intersection with Marlborough Street and extending in a northerly direction for a distance of 15 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Havelock Street commencing at a point 146 metres south from its intersection with Cashel Street and extending along the kerbline in a southerly direction for a distance of 18 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Havelock Street commencing at a point 75 metres south from its intersection with Cashel Street and extending along the kerbline in a southerly direction for a distance of 25 metres.

- (ix) That the stopping of vehicles be prohibited at any time on the east side of Havelock Street commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 15 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Cashel Street commencing at its intersection with Havelock Street and extending in a easterly direction for a distance of 11 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

33. The following issues have been raised:

- (a) There is evidence of boy racer activity in Havelock Street, shown in extensive black tyre markings, and resident concerns about noise and dangerous driving.
- (b) There are resident concerns regarding rat-running from Aldwins Road, including heavy vehicles such as trucks and buses.
- (c) Speed has been reported as an issue in Havelock Street. However the results of the speed surveys showed an 85 percentile speed of 51.1 kilometres per hour for vehicles travelling southbound and 50 kilometres per hour for vehicles travelling northbound outside number 16 Havelock Street.
- (d) **Traffic Volume and Flow:**
In Havelock Street south bound traffic volumes are higher than north bound volumes. This potentially reflects the restrictions to traffic movements on the surrounding road 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 analysis system shows there has been one accident recorded during the past five years in Havelock Street. A car travelling south bound on Havelock Street lost control turning into Marlborough Street and hit a fence, kerb or post on the right hand bend. The accident occurred at 8pm on a Friday and was caused by loss of control and over reaction under heavy acceleration.

THE OBJECTIVES

34. 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

35. **Option One**

Option One considered 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.

36. Option One does not meet all project objectives, and was not selected as the preferred option.

37. **Option Two**

This option considered a nine metre wide carriageway and retention of the threshold at Cashel Street with two speed humps at numbers 2 and 16 Havelock Street to reduce traffic speeds and through traffic. New wider kerb side berms for landscaping and street trees would be provided. Pedestrian safety and service is maintained or improved with a minimum 1.5 metre wide footpath and narrowed carriageway and crossing points, and on-street parking is retained apart from the speed bumps. Cyclists would benefit from the slowed environment. The speed hump at the Cashel Street intersection is retained.

38. Option Two was not chosen as the preferred option. Speed surveys do not justify the addition of speed humps.

39. **Option Three**

This option features a nine metre wide carriageway, with two 75 millimetre high speed platforms spaced 60 metres apart at six metre narrowings outside numbers 2 and 16 Havelock Street. The southern platform would also provide a crossing location. The speed hump at Cashel Street is retained and new wider kerb side berms provide landscaping and street trees.

40. 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.

41. Option Three is further developed to the Preferred Option for consultation

THE PREFERRED OPTION

42. The Preferred Option features:

- (a) Provision of a nine metre wide carriageway with new kerb and channel.
- (b) Two five metre wide narrowings at numbers 6 and 17 Havelock Street at distances in compliance with the City Plan create a slowed environment and improved safety for all road users, including pedestrians and cyclists.

- (c) Pedestrian safety is improved through shortened crossing distances, and informal crossing facilities at the narrowings.
- (d) The type C threshold at Cashel Street will be retained, and signage information upgraded to 25 kilometres per hour for this treatment.
- (e) Removal of the footpath (minimum width 1.5 metres) from the boundary to the middle of the two berms, 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 michelias.
- (f) A drainage upgrade will be carried out as part of the renewal.
- (g) Lighting will be upgraded.
- (h) There will be a slight reduction in parking owing to the proposed narrowings.
- (i) Kerb cut down treatments and tactile pavers have been included at Clive Street close to the intersection with Cashel Street and the narrowing at number 6.
- (j) All signage, markings and other assets to be maintained or upgraded to current standards/requirements.

The Final Selected Option

- 43. The Final Selected Option does not differ from the Preferred Option for consultation and is presented as the Plan for Board Approval.