

### 13. CLIVE STREET (MARLBOROUGH CLUSTER) STREET RENEWAL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	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 Clive Street (Marlborough Cluster) Street Renewal Project as shown in **Attachment 1** (TP 319101 Issue 2).

#### EXECUTIVE SUMMARY

2. The Clive Street Renewal project was initiated by the Transport and Greenspace Unit in June 2009 for 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 to the Eastgate Shopping Centre and Mall.
3. Clive Street is approximately 250 metres 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, and changes at the right angle bend to become Marlborough Street to the south. It intersects with the eastern end of Wellington Street, and is calmed with a speed hump at the Cashel Street intersection.
4. Traffic movements in Clive 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 owing to the 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 via a survey sent to residents of the Cluster. Issues identified were speeding, short-cutting, and dangerous driving by hooners/boyracers, particularly at the Wellington Street intersection. A number of responses to the community consultation on the proposed plan reinforced these concerns, resulting in requests for further street calming via speed humps. Drainage concerns were also raised, particularly at the Clive Street/Marlborough Street corner.
7. Key features of the proposed plan, developed as a result of initial issues gathering and to meet project objectives are:
  - (a) Narrowed nine metre wide carriageway with two build outs narrowing the road to five metres at number 6 and 25 Clive Street, spaced at distances to meet traffic engineering standards for best practice.
  - (b) The entrance at Wellington Street is reduced to seven metres, and the existing speed hump at the Cashel Street/Clive 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 an informal pedestrian crossing facility installed at the narrowing outside number 6 Clive Street.

8. Traffic and speed counts do not support the need for further treatment and the Plan for Board Approval remains unchanged following consultation. October 2009 speed survey results showed an 85 percentile speed of 47.9 kilometres per hour for vehicles travelling southbound and 48.6 kilometres per hour for vehicles travelling northbound outside numbers 25 and 27 Clive Street. The street scored 8.8 in the Neighbourhood Improvement Assessment Process, which is below the 40 point threshold that indicates immediate work is required. A drainage upgrade will be carried out prior to the renewal.

#### **FINANCIAL IMPLICATIONS**

9. Funding for the proposed street renewal project in Clive 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
10. 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?**

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

#### **LEGAL CONSIDERATIONS**

12. There are 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 these properties
13. There are no Heritage or Historic buildings, places or objects shown along Clive Street in the City Plan or on the intranet.
14. 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.
15. 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.
16. 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?**

17. Yes, as above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

18. 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?**

19. Yes.

**ALIGNMENT WITH STRATEGIES**

20. 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?**

21. As above.

**CONSULTATION FULFILMENT**

22. Initial issues gathering 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.
23. 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 attended by approximately 12 people was held at Linwood Community House on Tuesday 30 March 2010.
24. 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.
25. 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.
26. Key areas of community concern for Clive Street were indicated throughout the Cluster and focused on speeding, shortcutting and boy racer/hoons doing burnouts and driving dangerously. Issues specific to Clive Street included concerns about dangerous driving/speeding through the Wellington Street/Clive Street intersection, and a request for a speed hump there. It was observed that through traffic has been increasing owing to higher density housing and since the right turn into Linwood Avenue from Cashel Street has been closed. At peak times cars turn also 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.
27. 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.
28. There were no changes made to the plan for Clive Street as a result of consultation, as the 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 streets and two five metre wide build outs, and the reduction in width of the entrance to Wellington Street to seven metres. The 85 percentile speeds are below the posted speed limit of 50 kilometres per hour. This environment is expected to also deter through heavy vehicles.

29. 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.

#### **STAFF RECOMMENDATION**

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

- (a) The Clive Street Renewal Plan as shown in **Attachment 1** (TP 319101 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 Clive Street between Cashel Street and Marlborough Street be revoked.
- (ii) That all existing stopping restrictions on the east side of Clive Street between Cashel Street and Marlborough Street 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 Clive 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 Clive Street commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 24 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Clive Street commencing at a point 69 metres south from its intersection with Cashel Street and extending along the kerb line in a southerly direction for a distance of 21 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Clive Street commencing at its intersection with Wellington Street and extending in a northerly direction for a distance of six metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Wellington Street commencing at its intersection with Clive Street and extending in a westerly direction for a distance of 16 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Wellington Street commencing at its intersection with Clive Street and extending in a westerly direction for a distance of 17 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Clive Street commencing at its intersection with Wellington Street and extending in a southerly direction for a distance of six metres.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Clive Street commencing at a point 23 metres south from its intersection with Wellington Street and extending along the kerb line in a southerly direction for a distance of 22 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Clive Street commencing at a point 190 metres south from 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 east side of Clive Street commencing at a point 150 metres south from its intersection with Cashel Street and extending along the kerbline in a southerly direction for a distance of 25 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the east side of Clive Street commencing at a point 67 metres south from its intersection with Cashel Street and extending along the kerbline in a southerly direction for a distance of 22 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the east side of Clive Street commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 18 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Cashel Street commencing at its intersection with Clive Street and extending in an easterly direction for a distance of six metres.

#### **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

#### **BACKGROUND (THE ISSUES)**

30. The following issues have been raised:

- (a) There is evidence of boy racer activity in Clive 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 Clive Street. However the results of the speed surveys showed an 85 percentile speed of 47.9 kilometres per hour for vehicles travelling southbound and 48.6 kilometres per hour for vehicles travelling northbound outside numbers 25 and 27 Clive Street.
- (e) **Traffic Volume and Flow:**  
In Clive 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.
- (f) **Crash History:**  
The Land Transport Safety Crash Analysis System show two accidents have been recorded for the last five years on Clive Street. Both accidents happened in 2006. The reasons can be summarised as follows:
  - (i) A cyclist travelling westbound on Cashel Street was hit by a car turning right from Clive Street to Cashel Street. The car driver failed to give way or did not see or look when required. The accident happened on a Tuesday at 8.45am. There was dazzling sunshine.

- (ii) A car travelling southbound on Clive Street lost control turning right to Wellington Street. The driver was entering the corner too fast. The accident occurred on a Monday at 8.01pm.
- (g) The presence of 66 kilo-vault cables under the western side of the carriageway on Clive Street from Marlborough Street and the location of a water main on the eastern side of the carriageway have affected the alignment of the carriageway.

#### **THE OBJECTIVES**

31. 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 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.

#### **THE OPTIONS**

32. **Option One**

This option 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.

33. This option does not meet all project objectives, and was not selected as the preferred option.

34. **Option Two**

This option considered narrowing the carriageway to nine metres and retention of the threshold at Cashel Street with two speed humps located at numbers 6 and 25 Clive Street to reduce traffic speeds and through traffic. New wider kerb side berms for landscaping and street trees would be provided mainly on the western side of the carriageway. Pedestrian safety and service is improved with a 1.8 metre wide footpath and on street parking retained apart from the speed bumps. Cyclists would benefit from the slowed environment.

35. Option two was not chosen as the preferred option. Speed surveys do not justify the addition of speed humps. In addition, if the carriageway was aligned to one side the berms on the opposite would have been very wide, exacerbating some concerns about resident maintenance responsibilities, ie mowing.
36. **Option Three**  
This option featured a nine metre carriageway, taking into account underground cables on the western side of the street, with two 75 millimetre high speed platforms spaced 60 metres apart at six metre narrowings outside numbers 6 and 27 Clive Street. The southern platform would also provide a crossing location.
37. 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.
38. Option Three was further developed to the Preferred Option for consultation.

### **THE PREFERRED OPTION**

39. 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 from Marlborough Street to Wellington Street on the western side of the carriageway in addition to the scheme proposals for Marlborough Street and Havelock Streets.
  - (b) Two five metre wide narrowings at numbers 6 and 25 Clive 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 including the Wellington Street intersection, and an informal crossing facility at the narrowing outside number 6 Clive Street
  - (c) A seven metre wide narrowed entrance from Wellington Street
  - (d) The speed hump 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 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 michelias.
  - (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 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**

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