

9. LYNDON STREET - STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport & Greenspace
Author:	Jennie Hamilton Consultation Leader, Capital Development

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board for the Lyndon Street Renewal Plan, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake other street improvements including landscaping in Lyndon Street.
3. The project was initiated by the Transport and Greenspace Unit as part of the asset management programme in August 2008. The Council has allocated funding in the street renewal section of the Transport and Greenspace Capital Works Budget.
4. Lyndon Street is classified as a local road and is currently 13 metres wide. It runs from Picton Avenue to Division Street, crossing Clarence Street mid way.
5. The primary (must do) objectives for the project are as follows:
 - (a) To replace the existing kerb and deep dish channel with new kerb and flat channel.
 - (b) To maintain and 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 in the 2011/12 financial year.
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

6. Funding for the proposed kerb and channel renewal works in Lyndon Street is provided in the Long Term Council Community Plan (LTCCP) 2009 – 2019 Street Renewal Programme, as shown below:

2009/10	\$80,000
2010/11	\$104,000
2011/12	\$964,000

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?

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

LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution.
9. 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 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. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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?

13. Yes

ALIGNMENT WITH STRATEGIES

14. 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 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?

15. Yes.

CONSULTATION FULFILMENT

16. The Street Renewal Concept plan for Lyndon Street was presented to the Riccarton/Wigram Community Board's Transport and Greenspace Committee on 22 February 2010.
17. Community consultation on the concept plan was undertaken from 3 March to 24 March 2010. Key stakeholders, including all Lyndon Street residents and property owners, and the Central Riccarton Residents' Association received consultation leaflets. The Association commented: "It is great to see the council upgrading these older areas of town. The upgrades encourage residents to look after their properties and the surrounding street areas".
18. An informal drop-in session was also held in Lyndon Street on Tuesday 9 March 2010. The following matters were raised: one resident requested a smaller tree outside her property, two elderly residents were concerned about wider grass berms which would need to be mowed, and a wider driveway entrance was requested outside Number 20. Two residents who attended said they were happy with proposal.
19. Twenty two submissions were received by the end of March 2010. Of these, 11 (50 per cent) supported the proposal, eight (36.4 per cent) gave qualified support and one did not support the proposed plan.
20. Three submitters expressed concern about the height of the *Liriodendron tulipifera* (tulip) trees which grow to about 17 metres in a street environment. Another submitter said she favoured larger trees that support birdlife. The proposed species was reviewed by the arborist who said the tulip trees had been chosen for their height and ability to be limbed up, pruned and thinned to allow light penetration. The Arborist added that the surrounding area had little in the way of significant trees and Lyndon Street provided a rare opportunity to offer a substantial and consistent avenue of trees to enhance the street and surrounding properties.
21. The creation of wider grass berms concerned two residents but was supported by another submitter. Residents were advised that they could apply for their address to be added to the Council's mowing list if they could not cut the grass themselves.

22. A submission from a representative of the Royal New Zealand Foundation for the Blind questioned whether tactile pavers were included at the intersections. They were advised that the Lyndon Street project is providing tactile pavers at the Division Street end. The Council is not proposing to provide tactile pavers at Clarence Street as the realigned street is joining onto existing kerbs and footpaths at this intersection. The Lyndon Street kerbs also link into the recently constructed Picton Avenue intersection which includes tactile pavers.
23. All respondents who commented on the consultation plan in March 2010 were sent a letter thanking them for their input and an A3 colour copy of the recommended plan for their street. The letter informed respondents when the plan would be presented to the Community Board for approval. Details of the meeting (time, venue, etc) were also provided so that any interested people could attend or address the Board prior to the decision being made.
24. As a result of community consultation and further investigations the following changes have been made to the Lyndon Avenue recommended plan:
 - (a) The footpath width has been reduced to 1.5 metres between berms to meet Council footpath standards;
 - (b) Landscaping has been retained outside property Number 4-28; and
 - (c) The section of proposed berm outside property Number 1-20 has been reduced to extend the driveway entrance.

STAFF RECOMMENDATION

It is recommended that the Committee recommend to the Board to:

- (a) Approve the Lyndon Street Renewal Plan, TP317501 Issue 2, Attachment 1.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Revocation of existing restrictions:

- (i) That the stopping of vehicles currently prohibited on the north side of Lyndon Street between Division Street and Picton Avenue be revoked.
- (ii) That the stopping of vehicles currently prohibited on the south side of Lyndon Street between Division Street and Picton Avenue be revoked.

Revoke existing stop controls:

- (iii) That the existing stop control on Lyndon Street on the western approach to the intersection with Clarence Street be revoked.
- (iv) That the existing stop control on Lyndon Street on the eastern approach to the intersection with Clarence Street be revoked.

New stopping restrictions:

Division Street to Clarence Street

- (v) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Division Street and extending in a easterly direction for a distance of 16 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Division Street and extending in a easterly direction for a distance of 12 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Clarence Street and extending in a westerly direction for a distance of 15 metres.

- (viii) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Clarence Street and extending in a westerly direction for a distance of 12.5 metres.

Clarence Street to Picton Avenue

- (ix) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Picton Avenue and extending in a westerly direction for a distance of 15 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Picton Avenue and extending in a westerly direction for a distance of 17 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Lyndon Street commencing at its intersection with Clarence Street and extending in a easterly direction for a distance of 15.5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Lyndon Street commencing at its intersection with Clarence Street and extending in a easterly direction for a distance of 15.5 metres.

New Stop

- (xiii) That a stop control be placed against Lyndon Street on the western approach to its intersection with Clarence Street.
- (xiv) That a stop control be placed against the Lyndon Street on the eastern approach to its intersection with Clarence Street.

BACKGROUND (THE ISSUES)

25. Two crashes occurred in Lyndon Street between 2004 and 2009. One resulted from a previously parked car colliding with a through vehicle. The other was an elderly driver who lost control, partly owing to dazzling sun. Both were non-injury crashes.
26. According to surveys in August 2009, the 85th percentile speed was approximately 51 kilometres per hour and the typical volume of traffic was 360 vehicles per day.
27. The water main in Lyndon Street is due to be renewed in the 2010/11 financial year, prior to any street works starting. Telephone and power lines are already undergrounded.

THE OBJECTIVES

28. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and filled dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway. This will encourage lower vehicle speeds and enhance the residential nature of the street.
 - (c) Providing a safer cycling environment by reducing vehicle speeds.
 - (d) Improving pedestrian safety by providing a consistent 1.5 metres wide footpath on both sides of the carriageway. For most of the street the footpath is located between two berms, one against the private boundary, and a wider kerb side berm. The footpath against the boundary is 1.65 metres wide.
 - (e) Improving safety for pedestrians by narrowing the roadway width and intersections which will reduce crossing distances.
 - (f) Providing tactile pavers at the crossing point on Lyndon Street as part of this scheme at the Division Street/Lyndon Street intersection. Tactile pavers have been installed at the Picton Avenue/Lyndon Avenue scheme through the Picton Avenue renewal scheme.
 - (g) Upgrading the street drainage pipes as required.
 - (h) Completing the project in the allocated budget. It is intended to have all design and documents completed by December 2010 so that construction can commence mid 2011.
 - (i) Minimising whole life costs. Initial costs for the installation of new pavement, kerb and channels, footpaths and landscaping/berms on Lyndon Street, would be off-set by lower maintenance costs in the future because the new kerb and channel can be easily swept and the low level landscaping requires little maintenance.

THE OPTIONS

29. Three options were considered for Lyndon Street. Option Three has been developed as the preferred option and formed the basis of the plan taken to the community for consultation.

OPTION ONE

30. Option One provides for the replacement of kerb and dish channel with kerb and flat channel, along the current alignment. It would not change the road width, cross section or speed environment.

OPTION TWO

31. Option Two includes.
- (a) Full kerb and channel replacement and reducing the width of the road to nine metres and matching the Clarence Street build-outs.
 - (b) Two mid block seven metre narrowings, plus seven metres wide threshold treatments where Lyndon Street meets Division Street
 - (c) Kerbside parking would be retained but 15 car parks would be lost.
 - (d) Option Two was not selected as the preferred concept as the speed survey did not justify traffic calming and because of the possible loss of 15 car parks.

OPTION THREE

32. Option Three is similar to the Option Two with the exclusion of the mid block narrowings. This option would result in the loss of approximately three car parks.

THE PREFERRED OPTION

33. Option Three, the preferred option, encompasses the following physical works in Lyndon Street:
- (a) The road width will be reduced to nine metres and new kerb and flat channel provided along the proposed alignment.
 - (b) As part of the Picton Avenue kerb and channel renewal scheme, Lyndon Street is being reduced to seven metres at the Picton Avenue/Lyndon Street intersection. Landscaping and crossing points are also being provided as part of the scheme.
 - (c) To replicate the narrowing of Lyndon Street at the Picton Avenue intersection, Lyndon Street will also be reduced to seven metres wide at the Division Street intersection. The build-outs will provide additional areas for landscaping, and crossing points will be provided with tactile paving on Lyndon Street at the intersection to assist people crossing.
 - (d) The narrowing of the carriageway to nine metres will tie into the existing narrowings at the Clarence Street intersection, where Lyndon Street forms the minor arms of the crossroads. No further changes are proposed at this intersection.
 - (e) The narrowing of the street will provide space that can be re-allocated to footpaths and berms. Tulip trees will be planted in the berms.
 - (f) Along the northern side of the carriageway the footpath would sit between two berms, and the wider kerb side berm provides space for new trees for the length of the scheme. On the south side of the carriageway, the footpath will be located adjacent to the private boundary between Picton Avenue and Clarence Street, and would then sit between two berms between Clarence Street and Division Street.