

8. PURIRI STREET - STREET RENEWAL

General Manager responsible:	General Manager City Environment DDI 941 8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Jennie Hamilton Consultation Leader, Transport and Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board for the Puriri 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 in the section of Puriri Street, from Riccarton Road to Hinau 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. Puriri Street, which extends from Riccarton Road to Kotare Street, is classified as a local road. The section to be renewed is approximately 350 metres long, 14 metres from kerb to kerb and carries about 1500 vehicles per day.
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	\$52,000
2010/11	\$31,000
2011/12	\$804,000

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?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. 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?

14. Yes.

ALIGNMENT WITH STRATEGIES

15. 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?

16. Yes.

CONSULTATION FULFILMENT

17. Following a presentation to the Riccarton/Wigram Community Board, an Initial Issues survey was circulated to key stakeholders including residents and property owners, as well as St Teresa's School and St Ninian's Church in September 2009. Concerns highlighted by the 16 respondents included pedestrian safety, through to traffic and cycle safety.
18. The Street Renewal Concept for Puriri Street was presented to the Riccarton/Wigram Community Board's Transport and Greenspace Committee on 22 February 2010.
19. Community consultation on the concept plan was undertaken from 3 March to 24 March 2010. Key stakeholders, including all Puriri Street residents and property owners, and the Riccarton/Kilmarnock Residents' Association, received consultation leaflets.
20. An informal drop-in session was also held in Puriri Street on Tuesday 9 March 2010. The following matters were raised: visibility concerns when backing out of a long narrow drive and no special provision for cyclists. Two residents expressed support for the plan.
21. Thirteen submissions were received by the end of March 2010. Of these, two (15 per cent) supported the proposal, seven (53.8 per cent) gave qualified support, two (15.4 per cent) did not support the proposed plan and two (15.4 per cent) did not indicate their position.
22. St Teresa's Church initially requested a traffic island outside the school and expressed concern about traffic flow in and out of the school. However, after assurances that the entry and exit points would not be affected, and the narrowing of the road outside the school would be a safer option for pupils, the principal was happy with the proposal.

23. St Ninian's Church did not initially support the narrowing of the Puriri Street entrance to Riccarton Road, or the narrowing of the road between the church and school. Project team members explained the rationale for the two narrowings and the Reverend Ferguson raised no further objections. The proposed new design has a single lane exit on to Riccarton Road. Traffic counts indicate there should be no queuing as few people turn right at peak times.
24. The Church plans to redevelop its site and has shown preliminary plans to the project team. The Council staff will continue to liaise with the church to incorporate any approved changes to driveways that may occur with the development.
25. A submission from a representative of the Royal New Zealand Foundation of the Blind questioned whether tactile pavers were included at the intersections. The respondent was advised that most of the intersections were existing and tactile pavers would be included for the new works.
26. Three submitters commented on the proposed width of the street. They were advised that 12 metres is consistent with the City Plan and the remaining sections of Puriri Street.
27. Another respondent commented that it would be a bad idea to put grass and a tree close to the corner shop. The proposed grass berm at this location will now be paved. The tree will remain and will have a standard tree grate.
28. The visibility concerns of a resident who backs out of a long driveway have been addressed by removing a proposed street tree outside Number 34 and realigning the footpath.
29. 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.
30. As a result of community consultation and further investigations the following changes have been made to the Puriri Street recommended plan:
 - (a) 1.5 metres wide footpath between berms and a 1.65 metres path against the boundary. The footpath along the eastern side of the carriageway between Riccarton Road and Totara Street will be retained at two metres because of the high volume of foot traffic generated by the adjacent school.
 - (b) Extend the No Stopping outside No. 18 Puriri Street.
 - (c) Change the berm and footpath arrangement outside 32 and 34 Puriri Street and remove one tree from the scheme.
 - (d) Retain berm outside 25 Puriri Street.
 - (e) Change the berm to paving outside Number 3 Puriri Street.
 - (f) Retain the proposed tree outside Number 3 Puriri Street and install a tree pit and grate.
 - (g) Provide a P60 motorcycle park outside Number 3 Puriri Street.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board:

- (a) Approve the Puriri Street Renewal Plan, TP317401 Issue 1, Attachment 1.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Revocation of Existing Restrictions:

- (i) That all existing parking restrictions on the east side of Puriri Street between Hinau Street and Riccarton Road be revoked.
- (ii) That all existing parking restrictions on the west side of Puriri Street between Hinau Street and Riccarton Road be revoked.
- (iii) That the existing no stopping restriction on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in an easterly direction for a distance of seven metres be revoked.
- (iv) That the existing no stopping restriction on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 12.5 metres be revoked.

Revoke Existing Give-Way control

- (v) That the existing give-way control on Puriri Street on the approach to the intersection with Riccarton Road be revoked.

Revoke Existing Stop control

- (vi) That the existing stop control on Puriri Street on the southern approach to the intersection with Hinau Street be revoked.

New No Stopping restrictions

Hinau Street to Totara Street

- (vii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Hinau Street and extending in a southerly direction for a distance of 15 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Totara Street and extending in a northerly direction for a distance of 19 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Hinau Street and extending in a southerly direction for a distance of 14 metres.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Totara Street and extending in a northerly direction for a distance of 16 metres.

Totara Street to Riccarton Road

- (xi) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Totara Street and extending in a southerly direction for a distance of 21 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at a point 40 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 13 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Puriri Street commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 21 metres.

- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Totara Street and extending in a southerly direction for a distance of 16 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at a point 43 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 15 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Puriri Street commencing at its intersection with Riccarton Road and extending in a northerly direction for a distance of 7.5 metres.

Totara Street

- (xvii) That the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in a easterly direction for a distance of 22 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the south side of Totara Street commencing at its intersection with Puriri Street and extending in a easterly direction for a distance of 15 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 16 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the north side of Totara Street commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 14 metres.

Riccarton Road

- (xxi) That the stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in a easterly direction for a distance of 10 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the north side of Riccarton Road commencing at its intersection with Puriri Street and extending in a westerly direction for a distance of 14 metres.

New Parking Restriction – P5

- (xxiii) That the parking of vehicles be restricted to a maximum period of five minutes at any time on the west side of Puriri Street commencing at a point 7.5 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 28 metres.

New Parking Restriction – Motorcycle

- (xxiv) That a Motorcycle Park with a time limit of 60 minutes be created on the west side of Puriri Street commencing at a point 35.5 metres north from its intersection with Riccarton Road and extending in a northerly direction for a distance of 2.5 metres.

New Give-way

- (xxv) That a give way control be placed against the Puriri Street approach at its intersection with Riccarton Road.

New Stop

- (xxvii) That a stop control be placed against Puriri Street on the southern approach to its intersection with Hinau Street.

BACKGROUND (THE ISSUES)

31. Six crashes occurred in Puriri Street (Riccarton Road to Hinau Street) between 2004 and 2008. Two involved cyclists who were travelling westbound on Hinau Street and were hit by northbound motorists on Puriri Street who failed to stop at the stop sign. Another accident involved a car travelling eastbound on Hinau Street. It was hit by a car travelling northbound on Puriri Street which failed to stop at the stop sign.
32. Three of the six accidents occurred at the Riccarton Road/Puriri Street intersection. Two involved cyclists and a motorcyclist travelling eastbound on Riccarton Road and hit by a vehicle turning right into Puriri Street. On both occasions the vehicle failed to give way to non-turning traffic. A motorcyclist travelling east along Riccarton Road was sideswiped by a truck turning left from Riccarton Road to Puriri Street.
33. Traffic volume and speed surveys undertaken in August 2009 showed that the mean speed was approximately 41 kilometres per hour and the 85th percentile speed was approximately 48 kilometres per hour. The typical volume of traffic was 1,900 between Riccarton Road and Totara Street, and 1,440 between Totara Street and Hinau Street.

THE OBJECTIVES

34. 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:
 - (i) Providing a consistent 1.5 metre wide footpath for pedestrians on the western side of the carriageway between a landscape strip/berm and a kerbside berm. On the eastern side of the carriageway a two metre wide footpath is proposed between the Riccarton Road/Puriri Street intersection and the Puriri Street/Totara Street intersection. Between the Puriri Street/Totara Street intersection and the Hinau Street/Puriri Street intersection the footpath will be 1.65 metres wide. The footpath would run adjacent to the private boundary on the eastern side.
 - (ii) Build-outs are proposed towards the southern end of Puriri Street outside St Ninian's Church, with crossing facilities incorporated. This is to assist school children to cross the road. The reduction in carriageway width to nine metres on the approach to Riccarton Road will also help pedestrians cross the road. Cut downs and tactile paving will be provided at these two crossing locations.
 - (iii) The width of the carriageway, the existing traffic calming features at the Totara Street and Hinau Street intersections, and the proposed narrowings at the southern end of the scheme should encourage lower vehicle speeds and provide a safe route for cyclists. The 20 kilometre per hour signs at the existing traffic calming features should be replaced with 25 kilometre per hour signs.
 - (c) The scheme will ensure adequate drainage is provided by upgrading the street drainage pipes as required.
 - (d) The proposals will seek to meet the budget and achieve the lowest overall cost solution as the cost estimate produced for the scheme is currently under the budget.
 - (e) It is intended to have all design and documents completed by December 2010 so that construction can commence mid 2011.

- (f) The initial costs for the installation of new pavement, kerb and channels, footpaths and landscaping/berms on Puriri Street would be off-set by lower maintenance costs in the future because the:
- New kerb and channel can be easily cleaned;
 - Type of landscaping to be introduced is low-level and requires little maintenance;
 - Efficient design for drainage can be easily be maintained; and
 - Consultation with other Christchurch City Council teams has identified the need for the replacement of water/sewer pipes. This can now occur prior to the construction period, and therefore will remove the need for the new pavement to be removed shortly after completion to install the pipes and then be reconstructed.

THE OPTIONS

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

OPTION ONE

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

OPTION TWO

37. Option Two includes
- (a) Full kerb and channel replacement and reducing the width of the road to 12 metres to match the northern section of Puriri Street.
 - (b) Introducing 90 degree angle parking on the east side of Puriri Street between Totara Street and Riccarton Road. This would provide 19 angle car parks plus one disabled persons' angled car park, to replace the 13 existing kerbside car parks.
 - (c) Constructing build-outs at the Riccarton Road intersection and approximately 50 metres north of Riccarton Road for the school and church, narrowing the road to seven metres.
 - (d) Putting a threshold at the Puriri Street/Riccarton Road intersection.

This option was not selected as the 90 degree parking is not recommended in this street due to the traffic volume, and because there is sufficient parking available when taking into consideration the existing amount of off street parking in the area.

OPTION THREE

38. Option Three is similar to the Option Two except no angled parking is provided and the build-outs at Riccarton Road and outside St Teresa's Primary School Hall will be centred rather than offset. This would result in the loss of approximately four car parks.

THE PREFERRED OPTION

39. Option Three, the preferred option, encompasses the following physical works in Puriri Street:
- (a) The road width will be reduced to 12 metres and new kerb and flat channel provided along the proposed alignment. The kerb and flat channel will tie into the existing raised platforms at the Puriri Street/Totara Street intersection and the Puriri Street/Hinau Street intersection.

- (b) At the southern end of the scheme two build-outs are proposed outside St Ninian's Church and Number 10 Puriri Street to reduce the carriageway to seven metres wide and provide a safe crossing location for school children. A further build-out is proposed on the eastern side of Puriri Street at the intersection with Riccarton Road to narrow the carriageway to nine metres.
- (c) On-street parking will be retained although the build-outs will reduce the number of on-street car parking spaces by four. The three existing P5 parking bays close to the dairy and Riccarton Road will be retained.
- (d) A footpath is to be provided alongside the private boundary on the eastern side of the carriageway, and there is a small section close to the Hinau Street intersection where a kerbside berm or landscape strip is proposed to tie in with the existing landscaping at the intersection. On the western side of the carriageway the proposed footpath is between a landscape strip or berm and a kerb side berm.
- (e) Dogwood trees will be provided in the kerbside berms along the length of the street between Hinau Street and Riccarton Road. Tulip Magnolias will be provided in the pedestrian build out outside St Teresa's School. New landscaping will be provided at the build-outs and upgraded around the existing intersections.