

13. 11. 2008

REPORT BY THE CHAIRPERSON OF THE
FENDALTON/WAIMAIRI COMMUNITY BOARD
21 OCTOBER 2008

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. COX STREET KERB AND CHANNEL RENEWAL



General Manager responsible:	General Manager, City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to forward to the Council a recommendation from the Fendalton/Waimairi Community Board regarding the undergrounding of overhead services for Cox Street, Merivale, as part of the kerb and channel renewal project. The Community Board at its meeting on 21 October 2008, approved under delegated authority the design plan and parking restrictions for this project, as recommended in the staff report. However, its recommendation for the undergrounding of existing overhead services is outside the scope of the project and would require Council approval.
2. This report is an abridged version of the staff report to the Board. The sections retained provide background to the project and focus on the key issues relating to the undergrounding of overhead services.

EXECUTIVE SUMMARY

3. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Cox Street. The primary (must do) objective for the project is to replace the kerb and deep dish channel with kerb and flat channel.
4. The secondary (would like to do, but at added cost) objectives for the project are as follows in priority order:
 - (a) Maintain or improve the existing level of service.
 - (b) To complete the project within budget and time.
 - (c) Enhance the safety for alternative transport modes.
 - (d) Ensure the current low speed environment is maintained.
 - (e) Improve street lighting.
 - (f) Improve landscaping.
 - (g) To deliver a project that meets the needs of the community.
5. Cox Street, a 10 metre (boundary to boundary) wide local road with a length of 370 metres is located in Merivale between and parallel to Aikmans Road and Office Road. It extends from Stirling Street to Akela Street. Akela Street is the western boundary of the Merivale Mall parking lot.
6. This project will narrow the existing effective roadway width from a maximum of 7.5 metres (it should be noted that the power poles are in the existing carriageway on the northern side) to 6.7 metres; introduce trees in the extended berm areas where underground services allow and to assist in reducing the mean speed of vehicular traffic. Kerbside parking is provided on one side of the road except where kerb build-outs are proposed as shown in **Attachment 1**.

1 Cont'd

FINANCIAL IMPLICATIONS

7. The proposed kerb and channel renewal works for the Cox Street project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.
8. Financial breakdown as below:

Available budget 2008/09	\$559,627
Estimate to complete	\$559,627.
9. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

LEGAL CONSIDERATIONS

10. There are no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy, the Road Safety Strategy and the Cycling Strategy; and are consistent with the requirements for a local road as defined within the City Plan.

CONSULTATION FULFILMENT

12. The Board was advised of the proposed consultation programme in May 2006, prior to an initial survey which was carried out with the residents of Cox Street in May-June 2006. Approximately 60 survey forms were distributed and 33 responses were received which identified landscaping, personal security, traffic speed, and street drainage as the key issues of concern in the street.
13. In June 2006 the project was deferred and a letter sent to residents informing them of the deferment.
14. A seminar was held with the Board on 23 June 2008, prior to the publicity pamphlet (including concept plan) being distributed to the Cox Street community and stakeholders for consultation. The feedback period was from 2 July until 28 July 2008. Approximately 250 pamphlets were distributed in Cox Street and the surrounding area plus other interest groups. Twenty-four responses were received. The 15 respondents were in full or general support of the proposal. Four were in opposition. The key issues raised related to on-street parking, traffic safety concerns and pedestrian facilities.
15. A summary of the feedback received in the consultation phase and the project team's responses are shown in **Attachment 2**. As a result of the feedback received, the preferred option for the Cox Street project is shown in **Attachment 1**.

BOARD RECOMMENDATION

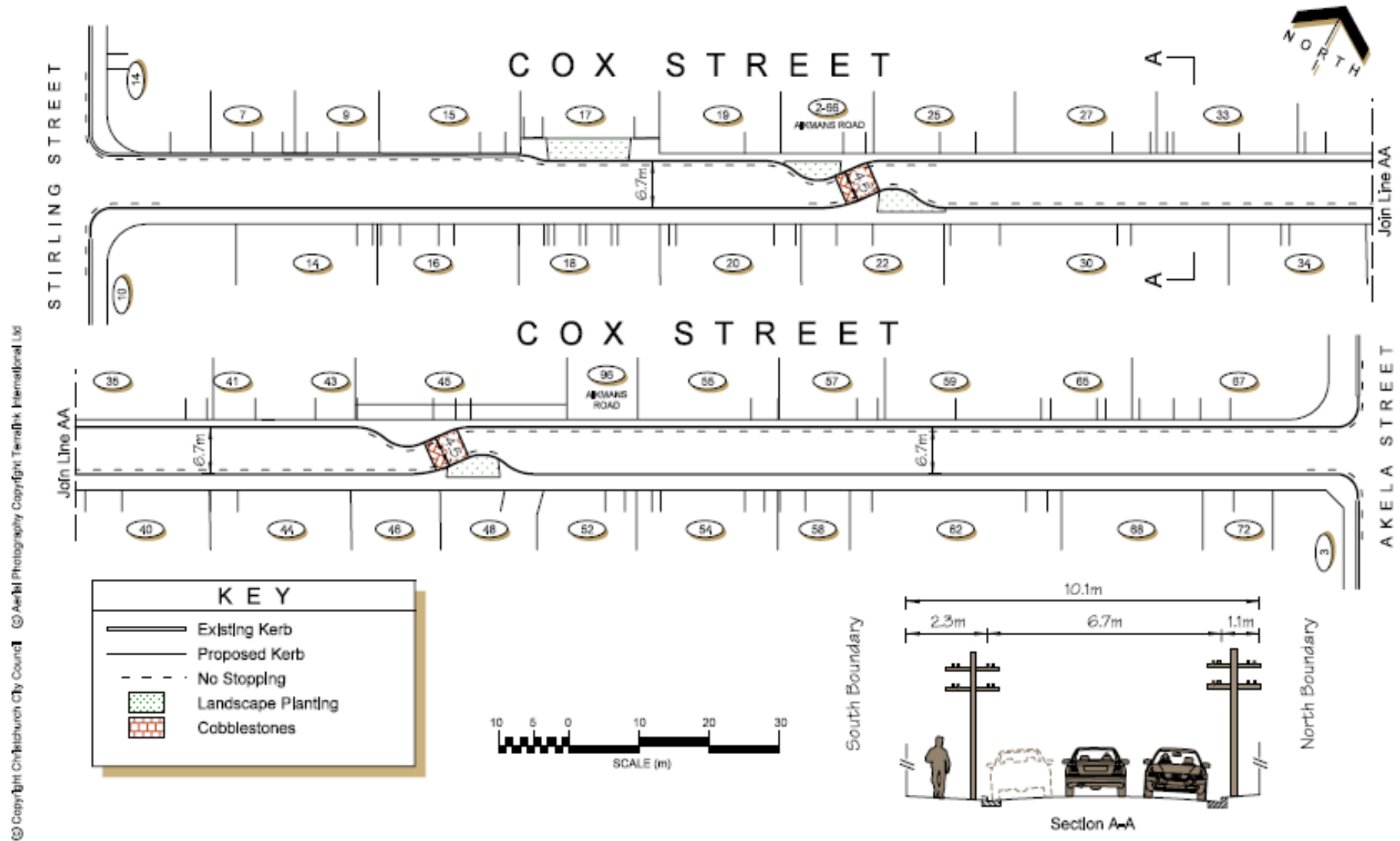
That the Council approve funding for the undergrounding of overhead services in Cox Street as part of the kerb and channel renewal project, in acknowledgement of the narrow nature of the street.

(The Board noted the absence of a Council policy on the matter of undergrounding and in particular the work requested by the Council at its meeting on 1 December 2005 with respect to refining and clarifying the Council's policies in relation to undergrounding on the basis of safety and tourist routes (arterials and collectors), and amenity improvements, including narrow streets.)

1 Cont'd

BACKGROUND (THE ISSUES)

16. This project was initiated by the Asset Renewal Team and involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Cox Street. The surrounding area is mainly residential and is zoned L2 (Living 2) apart from the Merivale Mall at the north-eastern end which is zoned B2 (business 2).
17. Cox Street is a local road which carries on average 200 vehicles per day. Akela Street at its north-eastern end and Stirling Street at its south-western end are also local roads. Merivale Mall at its Akela Street end generates an on-street parking demand with some of its staff which has been managed in the past by the existing P120 parking restrictions on both sides for the full length of Cox Street.
18. There have been requests for the undergrounding of overhead services. The Orion and Telecom services are currently carried by overhead lines. At this stage the budget does not allow for undergrounding these services in the foreseeable future. Preliminary costs from Orion and Telecom have indicated the cost of relocating their services to underground and removing the power poles would be in the \$150,000 - \$180,000 range. There would also be the additional costs of new street lighting poles to replace the power poles for general street lighting.
19. The City Plan, Part 14, Appendix 5 also has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 6.7 metres and the requirement in the City Plan is 7.5 metres, therefore a consent is required. Where a road is proposed to be narrower than that outlined by Appendix 2 a resource consent will be required unless the kerb and channel is being replaced on an original alignment which is less than that required by the Plan, where a consent is not required due to existing use rights. Whether the application will be publicly notified or just notified to the residents of Cox Street, will be decided when the consent application is made to the Resource Management Team.



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COX STREET
Street Renewal
For Board Approval

Original Plan Size: A4
ISSUE,2 13/08/08
TP191301 MJR

Christchurch City Council

Capital Programme Group

FEEDBACK TO PROJECT: COX STREET – KERB AND DISH CHANNEL RENEWAL

CLOSING DATE FOR FEEDBACK: 28/7/08 INFORMATION PAMPHLET

Responses received: -

Support	Number of Responses	% of Total Responses
Full Support	7	29.2%
General Support (with suggestion)	8	33.3%
Does Not Support	4	16.7%
No Support Comment	5	20.8%
Total	24	100%

Names and addresses, along with personal identifying information have been deleted from this document for privacy reasons. This information has been taken into consideration in the analysis of submissions.

FEEDBACK SUMMARY:	RESPONSE:
General	
An excellent proposal. 10	Agree, No action required
My wife and I support the Cox street upgrade. 15	Agree, No action required
We support the traffic calming build-outs with the appropriate landscaping. 21	Agree, No action required
A very good proposal But you are only doing half the job (see other comments). 24	Agree, No action required
Proposed kerb channelling is well overdue 5	No action required
Staff from the Merivale Mall should be able to use their carpark. 5	Some Merivale staff do use their carpark. Comment will be passed to the Merivale Parking Strategy Project Team.
At the exit point there is a lamppost on the road 5.	The lamppost will be positioned behind the new kerb.
Would you please commence work on Blighs/Wairakei Rd upgrade first. 8	The Wairakei/Blighs Project Team will be advised.
Too much consultation, not enough action. 8	No action required
Rockgas has no pipes in this area. 11	No action required
The street is so narrow now. I don't think it requires change. 3	No action required.
We have a single car entrance with the chicane so close we are concerned about the turning into our driveway from the northern side of Cox Street (from Akela). To fix this we request that a double driveway entrance to be installed. This will permit a car to enter our drive without having to do a three point turn. 9	A driveway of appropriate width will be incorporated in the detailed design.
I have been here for 10 or more years and we have been told we would be upgraded in 2 years time at least 3 times. 2	No action required
In regard to cost of upgrade (long overdue!) I'm sure we are "rated" on the same basis of any other Merivale location. 16	No action required
We we're very pleased to see the proposed new Cox St plan. Thank you for the opportunity to comment. 20	No action required
Landscaping	

FEEDBACK SUMMARY:	RESPONSE:
Landscaping appears as the token gesture. 1	It is the best that can be done in the available space.
Emphasis should be on creating a safe and legible streetscape. 1	Agree, No action required.
Pedestrian	
We do look forward to any change to the old and dangerous kerbs and paths are in this area 14	Agree, No action required
The primary concern is in the retaining of the temporary wooden power poles on the North side of the street. We understand that typically the council do not carry out undergrounding however we believe this is a unique case. The North side of the street is used by pedestrians as it is human nature to take the quickest route (especially with the school closest to the North side), so it is pleasing to see a narrow footpath proposed. However having a power poles embedded in this narrow sidewalk is a huge safety concern as people will step off, scooter off, bike off, buggy off, onto the road to get round them. This is of major concern as the road is so narrow and cars travel at speed as it is a quick thoroughfare (both for getting children to school and whizzing to the Mall). 20	The Project Team acknowledges the concern; however undergrounding is outside the scope of the project.
The footpath width of 2.3m, appear to be of a consistent and desirable width. It is recognised that the width of the street cannot accommodate footpaths on both sides of the street and due to the access function of Cox Street, it is therefore only necessary to provide a minimum of one footpath on one side of the street. 22	A 1.1 metre wide path will be provided on the north side.
2.3m Kerb width is unnecessary the posts should be removed - the path on the South side only need to be 1200 mm to 1500 mm wide. 24	The Project Team acknowledges the point, however post removal is outside the scope of the project.
Parking	
We are unable to exit our property by car if there is a car parked opposite. 5	The situation will be improved by removing parking on one side of road, and installing the wider 3.5 metre standard driveway entrances.
I agree that the street is too narrow to have parking on both sides as well as provision of clear through access for emergency vehicles at all times. Parking restrictions may be applicable on Cox Street. 22	Agree, No action required
The street is just fine now, with the exception of the silly 120P BOTH sides. It should only be one side (the one with no footpath) as sensibly proposed by stage one of your new parking plan. This plan conflicts with that. 13	From traffic calming point of view alternating parking is preferable because it breaks up the sightline down the street. After considering options and all feedback the team has chosen to retain the no stopping layout as per the consultation plan.
It is a narrow street, but at least that slows drivers down, and it's an accepted fact of life in the inner city guests, visitors, people dropping their children at school need somewhere to stop. 120 min max parking stops Mall staff parking close to our driveways all day. It has worked well for us in this street with the 120 min parking. 12	
We would prefer that the "no parking" restriction was on one side of the street only - the North side. 21	
Do not support no parking on one side of the street at all 17	
My car is best parked on the road as otherwise I would have to twice daily swap it with my wife's car parked off road. That is a waste of time, fuel and is unsafe due to 4-8 extra movements across the footpath. The other choice is to park in our garden. I shall not do that. Therefore your excessive parking restrictions must be altered to accommodate the residents. 13	
2/17 Cox Street currently has car parking where the landscaping - planting - is proposed. The plan shows car parking allowed on the other side of the road outside 18 Cox Street, also 16 and 20 Cox Street. It is important that car parking is available on the street opposite this property. 18	

FEEDBACK SUMMARY:	RESPONSE:
You have some 'no stopping' on the footpath. Residents, visitors, contractors, home-help etc need to park on the footpath side. Do you expect passengers to get out on the footpath side into the gutter! 13	
We support the retention of the P120 restrictions where there is "no parking" restrictions. 21	Agree, no action required.
Extend the "No Stopping Zone" in front of No. 25 to the property line at No. 27 because there is a "Fire Hydrant" to the left of our driveway. Currently, parked cars pay no attention to the "Fire Water Access" designation. 15	This is an enforcement issue. No action required.
There should be residents parking on both sides of the road. This street is only a thoroughfare for residents as it leads nowhere. Surely residents and their friends visiting should be able to park outside their own residence. 17	Residents' parking only is permissible only if a property has no vehicle access and it is therefore unable to be provided in this situation.
We agreed to 120 minute parking because of congestion from Mall staff etc. parking all day, some type of exemption for home owners by way of car window sticker? or similar as many properties in Cox St have small sections, limited off street parking (3 bin rubbish collection will not help this) 16	
You could save a lot of money by leaving things as now. There is no problem needing fixing. But if you must do something, do less; NO need for 'bottlenecks' at all, as the last thing we need is an even narrower street! 13	No action required, comment not supported by initial consultation responses or feedback from this consultation.
No. 65 Cox Street which has no off street parking. I am enclosing a photograph of the street frontage and request the area between the power pole and the concrete path leading to the front door be tenant parking. 19	Consultation Leader to advise resident on the process to apply for resident's only parking. If the process permits this it will be incorporated with the Community Board report.
I request tenants only parking notice to be erected in front of 65 Cox Street. To the best of my knowledge, this is the only residence in Cox St. in this position 16.	
Will the present parking limit of 2 hours between the hours of 8:30 a.m. and 5:00 p.m. still apply? 16	Yes it will – no action required.
Traffic Control	
I agree with slowing indents in road. 1	Agree, no action required
Do not agree that the road in Cox Street should be narrowed. 5	The effective width of the carriageway will not be changed.
Put up 20 kph speed limit and 2 speed humps. They do work. 13	No action required, comment not supported by initial consultation responses or feedback from this consultation.
Speed restriction 40 kph (also in Aikmans Rd in vicinity of Elmwood School) 16	No action required, there is already a slow speed environment in Cox Street.
Speed of traffic - I believe 50 km/h is an appropriate speed limit to set for Cox St. Actual vehicular traffic speeds will be lower than 50 km/h due to the existence of traffic calming measures such as the narrow 6.7m and 4.5m narrowing of the carriageway. 22	Agree, no action required.
Very disappointed to hear you will not move Power Poles we have just moved into Merivale from the Harewood area very dangerous street with the speed of traffic down Cox St to still have lower Power Poles on the road especially in this area. 14	Power poles will behind kerb, this will require 4 poles to be moved. One pole will remain in the carriageway in the section that is already flat channel.
Lamp posts located on the road is very dangerous. Needs to be removed. 6	
Cox street becoming one-way. 14	Consultation response does not support making Cox Street one way
Outside the Scope of the Project	
Undergrounding of services is essential to the upgrading - this will positively contribute to the character of the street. Spending half a million is a waste if Undergrounding of services is not included within the scheme. 1	The Christchurch City Council is considering its existing policy on the undergrounding of overhead wiring.
Spending half a million is a waste if Undergrounding of services is	

FEEDBACK SUMMARY:	RESPONSE:
not included within the scheme. 5	
Cox St. deserves underground wiring 3	
The residents of Cox St. deserve underground wiring. I would get a petition going to see how many residents would be willing to pay their own little bit of underground wiring if that would help. 2	Consultation Leader advised resident that this would need to be organised by the residents.
I am very disappointed that Cox St isn't currently being considered for underground wiring. Other streets that are not "Main Roads" have been undergrounded. Stirling St for instance, there are many others. 12	
Underground wiring please! For obvious reasons 16	
Do not support non-removal of o/head wiring 17	The Christchurch City Council is considering its existing policy on the undergrounding of overhead wiring.
Narrowness of street needs poles placed underground. 23	
We request that the council asks the Utility Companies to review the appropriateness of their wiring infrastructure in Cox Street, noting that some poles may need upgrading. 21	
Power supply should be placed underground. Could property owners contribute? 24	
Special consideration should be given to the poles on this side being made underground as the speed of the cars combined with the narrow street and pedestrians having to walk onto the road (around poles) is a risk that creates a situation for an accident waiting to happen. 20	
Suggestion re Elmwood school; Drive in to grounds off road and out to drop pupils off and pick up - maybe staggered finishing times to accommodate this. 5	