

## 7. LYTTTELTON STREET KERBS AND CHANNELS AND TRAFFIC MANAGEMENT

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Corporate Plan Output: Kerb and channel replacements	

The purpose of this report is to recommend that the planned work along Lyttelton Street between Lincoln Road and Edinburgh Street be supported. Also to consider resolutions associated with changes to parking and traffic controls to implement the proposals illustrated on the plan attached to this report.

### BACKGROUND

Lyttelton Street will be reconstructed with new kerb and flat channel, footpaths, grass berms and services will be undergrounded progressively over the next few years. This is shown in the 5 year capital expenditure programme. Stage 1 of this programme is for the section from Lincoln Road to Edinburgh Street. Associated with this work is the need to improve traffic management along this section.

Over time numerous complaints have been received about the high road camber causing difficulties for passengers exiting vehicles against the dished channel. Some people have fallen into the channel. Residents are concerned at the higher than normal speed of traffic mainly encouraged by the wide barren roadway. No street landscaping exists at present. The whole length of Lyttelton Street has a high number of cyclists, both commuters and school pupils.

### PROPOSAL

The proposal shows a 14 metre wide roadway with landscaping blips at various intervals to provide the opportunity to plant street trees and help reduce vehicle speed. Cycle lanes will be marked outside the kerbside parking. It is proposed to realign and narrow the intersection of Edinburgh Street and construct road humps. The traffic island at Lincoln Road will be removed to provide the opportunity to optimise the traffic lane configuration. It is hoped to continue the same theme for all of Lyttelton Street. Pedestrian refuge islands are proposed (for future stages) in the vicinity of the Spreydon Baptist Church, West Spreydon School and George Manning House. Existing overhead services will be undergrounded and street lighting will be upgraded.

### CONSULTATION

The proposal has been distributed amongst the community for comment. This resulted in 11 returns from residents who showed a considerable interest in the proposals and although generally supporting the initiatives made worthwhile suggestions for improvement. Changes have been made to the original proposal as a result of the feedback from residents. The most important change is the widening of the side road threshold width from 7 metres to 9 metres.

### CONCLUSION

In redesigning the roadway we have been able to provide for pedestrians, cyclists and motor vehicles, reduce conflicts and manage traffic. The addition of road markings will help slow traffic. An opportunity to include landscaping and add street trees at various locations will greatly enhance what could be described as a baron landscape.

- Recommendation:**
1. That the information be received
  2. That the parking of vehicles be prohibited at any time in the following areas:
    - i. On the north side of Lyttelton Street commencing at its intersection with Lincoln Road and extending in an easterly direction for a distance of 90 m.
    - ii. On the south side of Lyttelton Street commencing at its intersection with Lincoln Road and extending in an easterly direction for a distance of 88 m.
    - iii. On the north side of Lyttelton Street commencing at a point 173 m east from its intersection with Lincoln Road and extending in an easterly direction for a distance of 18 m.

- iv. On the south side of Lyttelton Street commencing at a point 173 m east from its intersection with Lincoln Road and extending in an easterly direction for a distance of 18 m.
- v. On the north side of Lyttelton Street commencing at its intersection with Edinburgh Street and extending in a westerly direction for a distance of 20 m.
- vi. On the north side of Lyttelton Street commencing at its intersection with Edinburgh Street and extending in an easterly direction for a distance of 17 m.
- vii. On the south side of Lyttelton Street commencing at its intersection with Edinburgh Street and extending in a westerly direction for a distance of 20 m.
- viii. On the south side of Lyttelton Street commencing at its intersection with Edinburgh Street and extending in a westerly direction for a distance of 17 m.
- ix. On the west side of Edinburgh Street commencing at its intersection with Lyttelton Street and extending in a northerly direction for a distance of 17 m.
- x. On the west side of Edinburgh Street commencing at its intersection with Lyttelton Street and extending in a southerly direction for a distance of 17 m.
- xi. On the east side of Edinburgh Street commencing at its intersection with Lyttelton Street and extending in a northerly direction for a distance of 17 m.
- xii. On the east side of Edinburgh Street commencing at its intersection with Lyttelton Street and extending in a southerly direction for a distance of 17 m.

**Chairman's**

**Recommendation:**

That the above recommendation be adopted.