

FENDALTON/WAIMAIRI COMMUNITY BOARD
WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE
AGENDA

MONDAY 27 APRIL 2009

AT 8.00AM

IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon.

Community Board Adviser
Graham Sutherland
Phone 941 6728 DDI
Email: graham.sutherland@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
PART C - DELEGATED DECISIONS

INDEX PG NO

PART C	3	1. APOLOGIES
PART B	3	2. DEPUTATIONS BY APPOINTMENT 2.1 John Bennett – Hartley Avenue Street Renewal
PART B	3	3. CORRESPONDENCE 3.1 Letter from St James Church, Harewood
PART C	6	4. NORMANS ROAD - PROPOSED NO STOPPING RESTRICTION
PART C	10	5. HEWITTS ROAD - PROPOSED NO STOPPING RESTRICTION
PART C	13	6. WAIRAKEI ROAD - PROPOSED PARKING RESTRICTIONS
PART C	25	7. WESTON ROAD - STREET RENEWAL IN THE ST ALBANS CLUSTER
PART C	36	8. BRETTS ROAD - STREET RENEWAL IN THE ST ALBANS CLUSTER
PART C	44	9. MAYS ROAD (PAPANUI ROAD TO RUTLAND STREET) - STREET RENEWAL IN THE ST ALBANS CLUSTER

INDEX	PG NO		
PART C	53	10.	URUNGA AVENUE - STREET RENEWAL IN THE WATFORD CLUSTER
PART C	61	11.	HALTON STREET (WATFORD STREET TO HARTLEY AVENUE) - STREET RENEWAL IN THE WATFORD CLUSTER
PART C	69	12.	HARTLEY AVENUE/HAWTHORNE STREET - STREET RENEWAL IN THE WATFORD CLUSTER
PART C	81	13.	HELMORES LANE - STREET RENEWAL IN THE FENDALTON SOUTH CLUSTER
PART C	90	14.	RHODES STREET - STREET RENEWAL IN THE FENDALTON SOUTH CLUSTER
PART C	100	15.	DESMOND STREET - STREET RENEWAL IN THE FENDALTON SOUTH CLUSTER

1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 JOHN BENNETT – HARTLEY AVENUE STREET RENEWAL

John Bennett, a resident of Hartley Avenue, will be in attendance to speak to agenda item 12 – “Hartley Avenue/Hawthorne Street - Street Renewal in the Watford Cluster”.

Further deputations may be advised.

3. CORRESPONDENCE

3.1 LETTER FROM ST JAMES CHURCH, HAREWOOD

A letter has been received from the St James Church Committee outlining concerns regarding the road edge and grass verge outside the church on Harewood Road. The letter is attached.

27. 4. 2009

- 4 -

ATTACHMENT TO CLAUSE 3

Audrey Jackson (Mrs)
84 Crofton Road,
Christchurch 8051

Telephone: 3598816 email: wandajackson@xtra.co.nz

9 April 2009

Mr Graham Sutherland
P O Box 29-183
Fendalton 8540, Christchurch

Dear Mr Sutherland

**Request for upgrading grassed area outside St James Hall and church at
750 Harewood Road**

I am writing as Secretary of the St James Church Committee which is part of the Parish of Burnside-Harewood. Further to discussion between Dorothy Andrew and Councillor Sally Buck, and my telephone conversations with you, I have set out below a request to the Council to look at sealing the area in front of the hall car park, and putting in a footpath and drainage on Harewood Road outside St James church and hall.

The state of the grassed berm area between St James church and hall grounds and Harewood Road has been the subject of a number of discussions for several years between our representatives Dorothy and Bruce Andrew and Councillor Sally Buck. Last year the Council erected white bollards at the edge of the berm from the hall car park to the Harewood/Johns Roads roundabout to prevent vehicles from churning up the grass when turning or parking. This has improved the situation to a certain extent, but we are still left with a grassed berm in front of the hall, which often gets muddy with pools of water during the winter and wet weather. Also, there is no pathway between Waimakariri Road and St James church, so people who park by the road often have to walk through long wet grass and mud to get to the hall or church entrance.

The St James hall was built by the Harewood community for the church and community in 1969. It is regularly used by various local community groups including Alcoholics Anonymous, After School music and craft group for primary school children, driver education etc as well as church activities funerals and weddings.

The parking area was sealed by the church some years ago with access from Harewood Road. However, the berm area between the car park and road is being constantly eroded by people using the hall, driving across it or backing out, as well as parents parking their vehicles on the berm waiting to pick up their children from Harewood School. This gets particularly bad in winter and wet weather when it turns into a quagmire – see photos attached taken last August.

Most of the Sunday churchgoers park their cars in Whitchurch Place and use the back entrance to the church, so damage to the berm is mainly caused by people using the hall, visitors, people attending weddings or funerals, and the daily struggle for parking space near Harewood School.

We thank you for considering this problem. If you would like any further information, please do not hesitate to contact me, Audrey Jackson on 3598816 or Dorothy Andrew on 3596577.

Audrey Jackson (Secretary – St James Church Committee)





BERM IN WET WEATHER Aug 2008



ST JAMES HALL CARPARK Aug 2008



ST JAMES HALL CARPARK and BERM Aug 08

4. NORMANS ROAD – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Jon Ashford/George Kuek – Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committees' recommendation that the Fendalton/Waimairi Community Board approve that the stopping of vehicles be prohibited at any time at the intersection of Normans Road, Hartley Avenue and St Andrews Square.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a local resident, that No Stopping Restrictions are installed at the Normans Road/Hartley Avenue/St Andrews Square intersection. Please refer to the **attached** plan.
3. This location is a popular drop off and pick up place for children attending St Andrews College and Heaton Intermediate School. The children attending Heaton Intermediate School are able to cut through Elmwood Park to Heaton Street, allowing parents to avoid the parking difficulties outside Heaton Intermediate School before and after school.
4. Vehicles are parking right up to the corners of the intersection, blocking the view of turning traffic and forcing pedestrians, including school children, to step out between parked vehicles to cross the road.
5. Normans Road is a collector road and Hartley Avenue and St Andrews Square are local roads. All three have a 50 kilometre per hour speed limit. Both Hartley Avenue and St Andrews Square have kerb build outs, reducing their carriageway width to 6 metres at the entrance. There are Stop signs against both Hartley Avenue and St Andrews Square at their intersection with Normans Road.
6. There are currently no parking restrictions at the intersection.
7. The proposed No Stopping Restriction will give both pedestrians and road users an unimpeded view of each other at the intersection. It will provide a safer environment for turning vehicles and for pedestrians, including school children, to cross the road.
8. The owners of the five properties affected by this proposal were consulted. Three responses were received and all were in support of this proposal. The Merivale Precinct Society have been informed of this proposal.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$200.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.

4. Cont'd

13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. The owners of the five properties affected by this proposal were consulted. Three responses were received and all were in support of this proposal.
20. The Merivale Precinct Society have been informed of this proposal.
21. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Works, Traffic and Environment Committee recommends that the Fendalton/Waimairi Community Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the North side of Normans Road commencing at its intersection with Hartley Avenue and extending in a westerly direction for a distance of 15 metres.
- (b) That the stopping of vehicles be prohibited at any time on the North side of Normans Road commencing at its intersection with Hartley Avenue and extending in an easterly direction for a distance of 11 metres.
- (c) That the stopping of vehicles be prohibited at any time on the South side of Normans Road commencing at its intersection with St Andrews Square and extending in a westerly direction for a distance of 9 metres.
- (d) That the stopping of vehicles be prohibited at any time on the South side of Normans Road commencing at its intersection with St Andrews Square and extending in an easterly direction for a distance of 12 metres.

4. Cont'd

- (e) That the stopping of vehicles be prohibited at any time on the West side of the eastern segment of St Andrews Square commencing at its intersection with Normans Road and extending in a southerly direction for a distance of 18 metres.
- (f) That the stopping of vehicles be prohibited at any time on the East side of the eastern segment of St Andrews Square commencing at its intersection with Normans Road and extending in a southerly direction for a distance of 15 metres.
- (g) That the stopping of vehicles be prohibited at any time on the West side of Hartley Avenue commencing at its intersection with Normans Road and extending in a northerly direction for a distance of 15 metres.
- (h) That the stopping of vehicles be prohibited at any time on the East side of Hartley Avenue commencing at its intersection with Normans Road and extending in a northerly direction for a distance of 17 metres.

Original Plan Size: A4
ISSUE: 1 11.08
RAH

NORMANS ROAD
Proposed No Stopping
For Board Approval

Viaducts file location - R:\PROJECTS\1001 TO 200\1001 TO 1025\01 CSR CONTRACTED WORKS\NORMANS ROAD - NO STOPPING\NORMANS ROAD.DWG

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5. HEWITTS ROAD – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/Michael Thomson, Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Works, Traffic and Environment Committees' recommendation that the Board approve that the stopping of vehicles be prohibited at any time on a section of the west side of Hewitts Road.

EXECUTIVE SUMMARY

2. The Council Network operations team has received a request from two residents of Hewitts Road, that a No Stopping restriction be installed on the west side of Hewitts Road. Please refer to the **attached** plan.
3. Hewitts Road is a narrow, 6 metre wide local road which has recently had a P120 parking restriction installed on the west side and No Stopping restrictions installed on the east side, as part of the Merivale South parking plan.
4. Previous to the implementation of the Merivale South parking plan, the west side of Hewitts Road had a P5 parking restriction; this effectively greatly reduced the likelihood of vehicles parking along the west side of this road.
5. With the revocation of the P5 and the installation of the P120, greater numbers of vehicles are parking for longer periods opposite the properties at numbers 16 and 20 Hewitts Road.
6. The existing 6 metre wide carriageway of Hewitts Road is reduced to 4 metres when a vehicle is parked on the P120; this is acceptable for a local road, however 4 metres is insufficient for a vehicle to reverse out of a narrow vehicular entrance way if there is not another vehicular entrance way opposite to facilitate turning. (See attached plan and marked turning circle)
7. It is proposed to install a short section of No Stopping restriction between the vehicular entrance ways of No.s 15 and 17 on the west side of Hewitts Road, the residents of the four units at No. 20 and the resident at No. 16 Hewitts Road will be able to exit their properties without undertaking a multi point turn. It is further proposed to reduce the existing P120 by one parking space, relocating the sign and pole to the southern end of the proposed no stopping restriction.
8. All affected residents within the immediate vicinity of the proposed no stopping restriction were consulted with the majority indicating their support. (See paragraph 19)

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$200.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices

5. Cont'd

13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

18. As above.

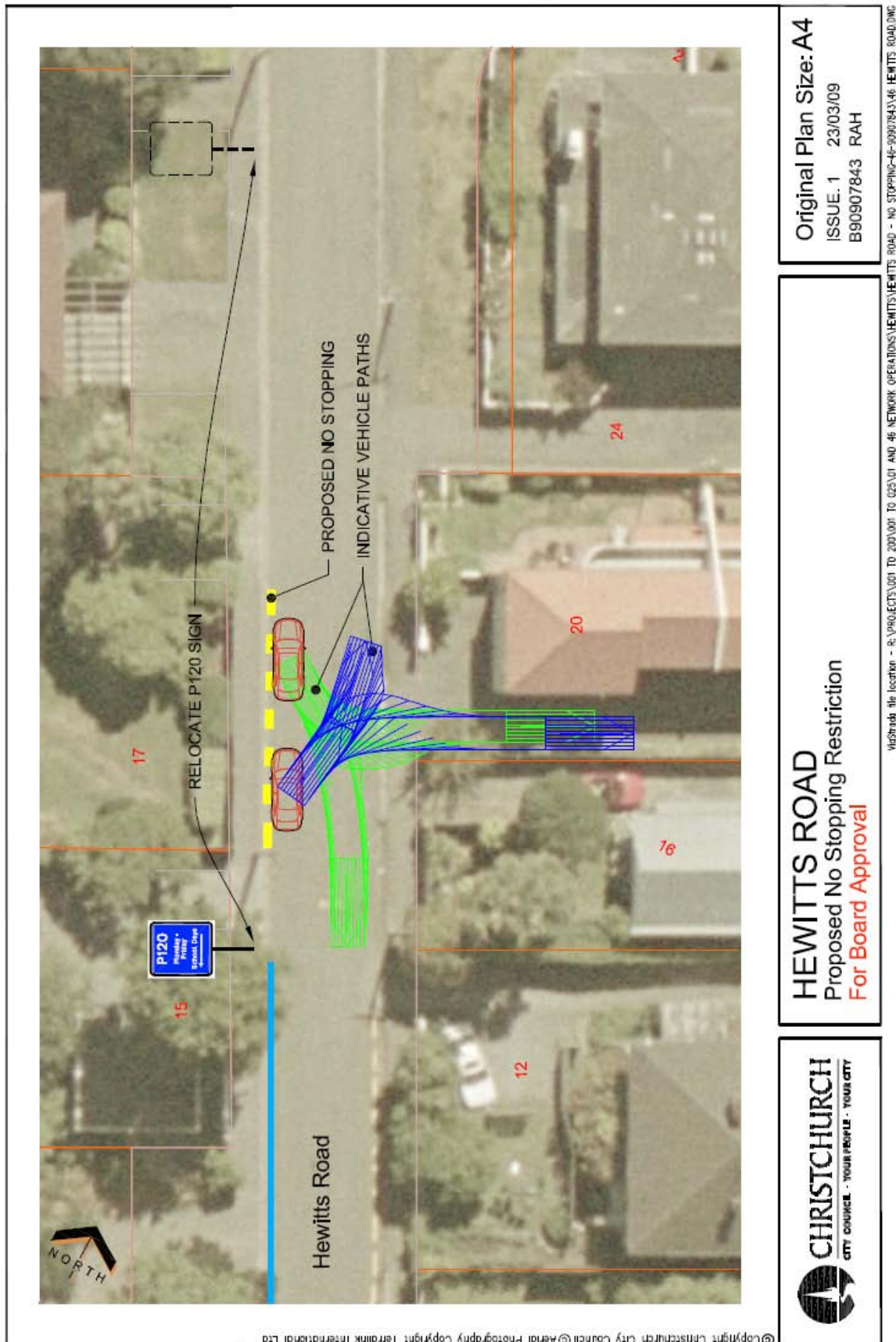
CONSULTATION FULFILMENT

19. As can be expected, the four residents from the units at No. 20 Hewitts Road and the one resident at No. 16, who requested the No Stopping restriction and who live on the east side of Hewitts Road, support the proposed No Stopping restriction. However the owners of the properties at No.s 15, 17 and 1/19, being on the west side of the road, oppose the proposed No Stopping restriction. The property at No. 17 is the most affected by the proposal. The only property on the west side of Hewitts Road to support the proposal is 2/19. Copies of three emails received by some of these residents have been separately circulated to Board members.
20. The Merivale Precinct Society is in recess at the present time.
21. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works, Traffic and Environment Committee recommends that the Board approves:

- (a) That the parking of vehicles currently restricted to a maximum period of 120 minutes Monday to Friday (School days) on the west side of Hewitts Road commencing at a point 9 metres north of its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 112 metres, be revoked.
- (b) Approve the following on Hewitts Road:
- (i) That the stopping of vehicles be prohibited at any time on the west side of Hewitts Road commencing at a point 84 metres north of its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 25 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Friday (School days) on the west side of Hewitts road commencing at a point 9 metres north of its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 75 metres.



Original Plan Size: A4
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HEWITTS ROAD
Proposed No Stopping Restriction
For Board Approval



Visuals: the location - R:\PROJECTS\001 TO 200\001 TO 025\01 AND 46 NETWORK OPERATIONS\HEWITTS ROAD - NO STOPPING-46-90907843\46 HEWITTS ROAD.DWG

6. WAIRAKEI ROAD – PROPOSED PARKING RESTRICTIONS

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

PURPOSE OF REPORT

1. The purpose of this report is to request that the Fendalton/Waimairi Works, Traffic and Environment Committee recommend to the Board that the proposed traffic parking restrictions as shown on **attachment 1** and set out in the staff recommendations of this report be approved for installation.

EXECUTIVE SUMMARY

2. Due to the position of new telecom cables in Wairakei Road minor alterations to the new kerb and channel alignment in Wairakei Road between Manor Place and Strowan Road the existing parking restrictions have to be altered. As a consequence the parking restrictions for this section of Wairakei Road approved by the Christchurch City Council at its meetings on 5 July 2007, 2 July 2008 and 16 October 2008 need to be amended.
3. This section of Wairakei Road is a minor arterial road with an average traffic flow of 16,000 vehicles per day and is at present under reconstruction. Stage 1 from Manor Place to Pitcairn Crescent has now been sealed and the landscaping around the area is now being installed. The next section from Pitcairn Crescent to Blighs Road will have been sealed by the time you get this update. Work has also started between Blighs Road and Idris Road.
4. The existing parking restrictions while appropriate for the previous road layout are not appropriate for the new road layout because they no longer match the new kerb extensions where former kerb extensions have been deleted. It needs to be noted there will not be any no stopping restrictions installed outside properties that do not have any restrictions at present.
5. This proposal will solve present problems where minor adjustments to the length of no stopping restrictions are required to accommodate changes in kerb location.

FINANCIAL IMPLICATIONS

6. There are no additional project costs with this proposal as funding is already provided within the budget for this work.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. Yes, as above.

LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
9. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
10. The Parking Enforcement Unit and the Network Operations Team of the Transport and Greenspace Unit agree with this recommendation and that there is no impact on the traffic flow of this minor arterial road. The impact of the proposed parking restrictions will only affect the local community, therefore it is appropriate for the Community Board to approve this proposal.

Have you considered the legal implications of the issue under consideration?

11. As above.

6. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. The original parking restrictions have been fully consulted on and approved by Christchurch City Council. Further consultation is not required because all the new parking restrictions have not reduced on-street parking anywhere. No consultation was been carried out where it is proposed to reinstate on street parking.

STAFF RECOMMENDATION

It is requested that the Fendalton/Waimairi Community Board Works Traffic and Environment Committee recommend that the Community Board approve the installation of the following parking restrictions to take effect following completion of construction:

1. REVOKE EXISTING NO STOPPING

Wairakei Road

- (i) That the existing no stopping be revoked on north side of Wairakei Road from 95 metres east of Westholme Street to 43 metres west of Manor Place, be revoked.
- (ii) That the existing no stopping be revoked on the south side of Wairakei Road from 75 metres east of Jeffreys Road to 48 metres west of Murdoch Street, be revoked.

Pitcairn Crescent

- (i) That the existing no stopping resolutions on the north-west side of Pitcairn Crescent commencing at intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres, be revoked.
- (ii) That the existing no stopping resolutions on the south-east side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 15 metres, be revoked.

Rosewood Place

- (i) That the existing no stopping resolutions on the north-west side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres, be revoked.

6. Cont'd

- (ii) That the existing no stopping resolutions on the south-east side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres, be revoked.

Westholme Street

- (i) That the existing no stopping resolutions on the west side of Westholme Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 17 metres, be revoked.
- (ii) That the existing no stopping resolutions on the east side of Westholme Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 16 metres, be revoked.

Galway Avenue

- (i) That the existing no stopping resolutions on the south east side of Galway Avenue commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 16 metres, be revoked.
- (ii) That the existing no stopping resolutions on the north west side of Galway Avenue commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 19 metres, be revoked.

Chislehurst Place

- (i) That the existing no stopping resolutions on the south east side of Chislehurst Place commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 27 metres, be revoked.
- (ii) That the existing no stopping resolutions on the north west side of Chislehurst Place commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 19 metres, be revoked.

Ilam Road

- (i) That the existing no stopping resolutions on the south side of Ilam road commencing at its intersection with Wairakei Road and extending in a westerly direction for a distance of 36 metres, be revoked.
- (ii) That the existing no stopping resolutions on the north side of Ilam road commencing at its intersection with Wairakei Road and extending in a westerly direction for a distance of 36 metres, be revoked.

Manor Place

- (i) That the existing no stopping resolutions on the western side of Manor Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 15 metres, be revoked.
- (ii) That the existing no stopping resolutions on the eastern side of Manor Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 15 metres, be revoked.

Torquay Place

- (i) That the existing no stopping resolutions on the western side of Torquay Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 12 metres, be revoked.

6. Cont'd

- (ii) That the existing no stopping resolutions on the eastern side of Torquay Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 12 metres, be revoked.

Jennifer Street

- (i) That the existing no stopping resolutions on the western side of Jennifer Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 14 metres, be revoked.
- (ii) That the existing no stopping resolutions on the eastern side of Jennifer Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 15 metres, be revoked.

Aorangi Street

- (i) That the existing no stopping resolutions on the north west side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a north easterly direction for a distance of 19 metres, be revoked.
- (ii) That the existing no stopping resolutions on the south east side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a north easterly direction for a distance of 15 metres, be revoked.
- (iii) That the existing no stopping resolutions on the north west side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 24 metres, be revoked.
- (iv) That the existing no stopping resolutions on the south east side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 16 metres, be revoked.

Murdoch Street

- (i) That the existing no stopping resolutions on the western side of Murdoch Street commencing at its intersection with Wairakei Road and extending 15 metres in a southerly direction, be revoked.
- (ii) That the existing no stopping resolutions on the eastern side of Murdoch Street commencing at its intersection with Wairakei Road and extending 15 metres in a southerly direction, be revoked.

2. INSTALL NEW NO STOPPING

Wairakei Road – North Side

- (i) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Manor Place and extending in a westerly direction for a distance of 43 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road between its intersection with Manor Place and Torquay Place.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road between its intersection with Torquay Place and Jennifer Street.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Jennifer Street and extending in an easterly direction for a distance of 22 metres.

6 Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 74 metres east of its intersection with Jennifer Street and extending in an easterly direction for a distance of 26 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 62 metres west of its intersection with Aorangi Road and extending in a westerly direction for a distance of 35 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending in a westerly direction for a distance of 19 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending in an easterly direction for a distance of 25 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 81 metres west of its intersection with Pitcairn Crescent and extending in a westerly direction for a distance of 25 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending in a westerly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending in an easterly direction for a distance of 12 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Rosewood Place and extending in a westerly direction for a distance of 24 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Rosewood Place and extending in an easterly direction for a distance of 20 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Wairakei Road commencing at its intersection with Blighs Road and extending in a northerly direction for a distance of 90 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the east side of Wairakei Road commencing at its intersection with Blighs Road and extending in a southerly direction for a distance of 53 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the east side of Wairakei Road commencing at a point 74 metres south of its intersection with Blighs Road and extending in a southerly direction for a distance of 76 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the north easterly side of Wairakei Road commencing at a point 212 metres north west of its intersection with Idris Road and extending in a north westerly direction for a distance of 47 metres.
- (xviii) That the stopping of vehicles be prohibited at any time on the north easterly side of Wairakei Road commencing at a point 136 metres north west of its intersection with Idris Road and extending in a north westerly direction for a distance of 51 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the north easterly side of Wairakei Road commencing at its intersection with Idris Road and extending in a north westerly direction for a distance of 75 metres.

6. Cont'd

- (xx) That the stopping of vehicles be prohibited at any time on the north-east side of Wairakei Road commencing at its intersection with Idris Road and extending in a south easterly direction for a distance of 45 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the north-east side of Wairakei Road commencing at a point 63 metres south east of its intersection with Idris Road and extending in a south-easterly direction for a distance of 33 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 76 metres west of its intersection with Westholme Street and extending in a westerly direction for a distance of 20 metres.
- (xxiii) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Westholme Street and extending in a westerly direction for a distance of 18 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Westholme Street and extending in an easterly direction for a distance of 101 metres.

Wairakei Road – South Side

- (i) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending in a westerly direction for a distance of 48 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending in an easterly direction for a distance of 20 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 74 metres east of its intersection with Murdoch Street and extending in an easterly direction for a distance of 32 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 159 metres east of its intersection with Murdoch Street and extending in an easterly direction for a distance of 37 metres.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 135 metres west of its intersection with Aorangi Road and extending in a westerly direction for a distance of 38 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 53 metres west of its intersection with Aorangi Road and extending in a westerly direction for a distance of 30 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending in a westerly direction for a distance of 17 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending in an easterly direction for a distance of 29 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 71 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 9 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 103 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 13 metres.

6. Cont'd

- (xi) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 224 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 30 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Jeffreys Road and extending in an easterly direction for a distance of 75 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Jeffreys Road and extending in a westerly direction for a distance of 87 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 156 metres west of its intersection with Jeffreys Road and extending in a westerly direction for a distance of 21 metres.
- (xv) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road commencing at a point 53 metres south east of its intersection with Idris Road and extending in a south-easterly to easterly direction for a distance of 40 metres.
- (xvi) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road commencing at its intersection with Idris Road and extending in an south easterly direction for a distance of 40 metres.
- (xvii) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road between its intersection with Idris Road and Chislehurst Place.
- (xviii) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road commencing at its intersection with Chislehurst Place and extending in a north westerly direction for a distance of 21 metres.
- (xix) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road commencing at its intersection with Galway Avenue and extending in an south easterly direction for a distance of 27 metres.
- (xx) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road commencing at its intersection with Galway Avenue and extending in a north westerly direction for a distance of 21 metres.
- (xxi) That the stopping of vehicles be prohibited at any time on the south west side of Wairakei Road commencing at a point 56 metres north west of its intersection with Galway Avenue and extending in a north-westerly direction for a distance of 28 metres.
- (xxii) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at its intersection with Ilam Road and extending in a southerly direction for a distance of 21 metres.
- (xxiii) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at its intersection with Ilam Road and extending in a northerly direction for a distance of 30 metres.
- (xxiv) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at a point 64 metres north from its intersection with Ilam Road and extending in a northerly direction for a distance of 16 metres.
- (xxv) That the stopping of vehicles be prohibited at any time on the west side of Wairakei Road commencing at a point 96 metres north from its intersection with Ilam Road and extending in a northerly direction for a distance of 186 metres.

6. Cont'd

Manor Place

- (i) That the stopping of vehicles be prohibited at any time on the western side of Manor Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 15 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Manor Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 15 metres.

Torquay Place

- (i) That the stopping of vehicles be prohibited at any time on the western side of Torquay Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 12 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Torquay Place commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 12 metres.

Jennifer Street

- (i) That the stopping of vehicles be prohibited at any time on the western side of Jennifer Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 14 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Jennifer Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 15 metres.

Murdoch Street

- (i) That the stopping of vehicles be prohibited at any time on the western side of Murdoch Street commencing at its intersection with Wairakei Road and extending in a southerly direction for a distance of 15 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Murdoch Street commencing at its intersection with Wairakei Road and extending in a southerly direction for a distance of 15 metres.

Westholme Street

- (i) That the stopping of vehicles be prohibited at any time on the west side of Westholme Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 17 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Westholme Street commencing at its intersection with Wairakei Road and extending in a northerly direction for a distance of 16 metres.

Galway Avenue

- (i) That the stopping of vehicles be prohibited at any time on the south-east side of Galway Avenue commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 16 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north-west side of Galway Avenue commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 19 metres.

6. Cont'd

Chislehurst Place

- (i) That the stopping of vehicles be prohibited at any time on the south-east side of Chislehurst Place commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 27 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north-west side of Chislehurst Place commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 19 metres.

Ilam Road

- (i) That the stopping of vehicles be prohibited at any time on the south side of Ilam Road commencing at its intersection with Wairakei Road and extending in a westerly direction for a distance of 36 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Ilam Road commencing at its intersection with Wairakei Road and extending in a westerly direction for a distance of 37 metres.

Pitcairn Crescent

- (i) That the stopping of vehicles be prohibited at any time on the north-west side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south-east side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 15 metres.

Rosewood Place

- (i) That the stopping of vehicles be prohibited at any time on the north-west side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north-easterly direction for a distance of 13 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south-east side of Rosewood Place commencing at its intersection with Wairakei Road and extending in a north easterly direction for a distance of 13 metres.

Aorangi Road

- (i) That the stopping of vehicles be prohibited at any time on the north west side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a north easterly direction for a distance of 19 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the south east side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a north easterly direction for a distance of 15 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north west side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 24 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the south east side of Aorangi Street commencing at its intersection with Wairakei Road and extending in a south westerly direction for a distance of 16 metres.

6. Cont'd

3. NEW PARKING RESTRICTION

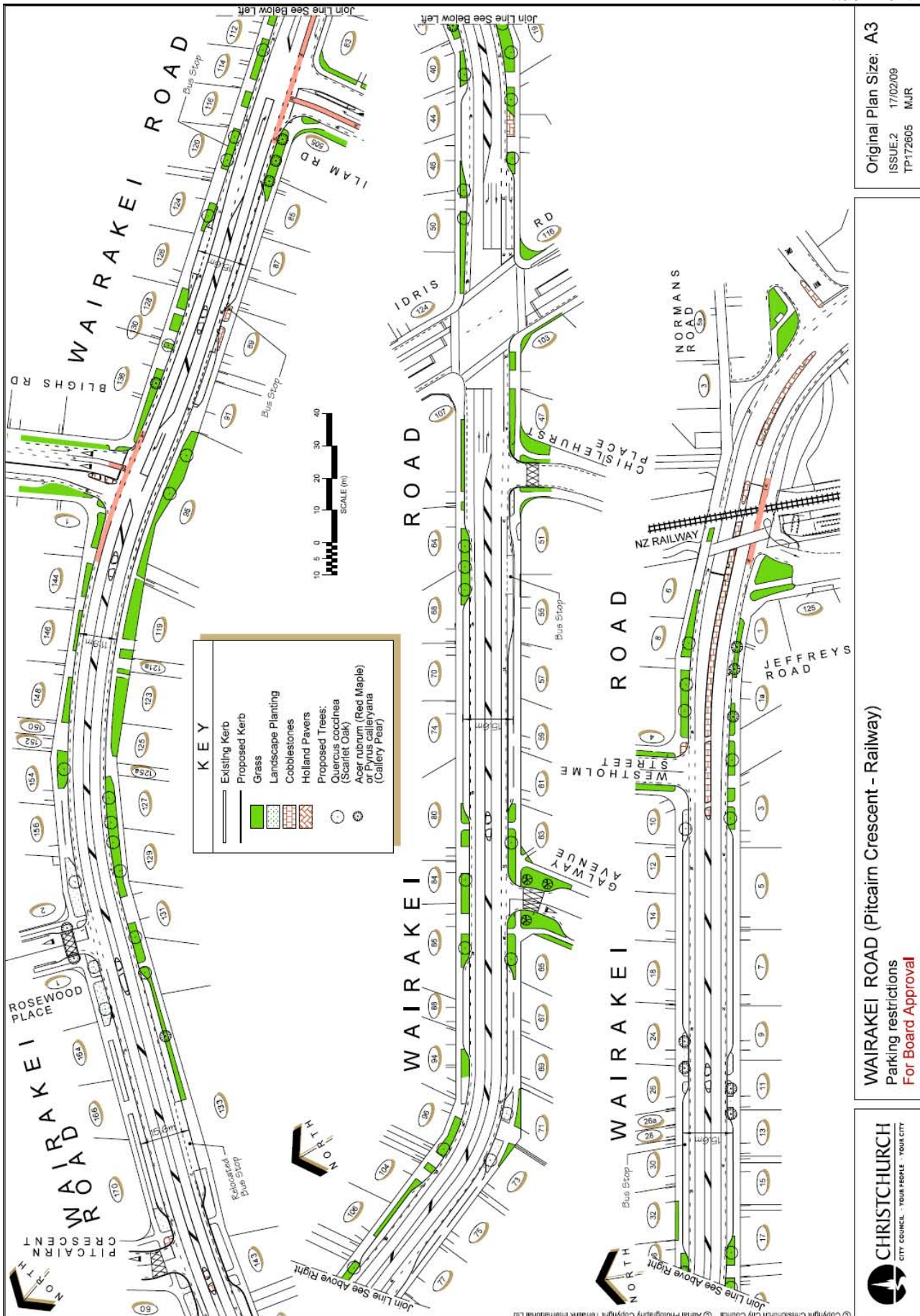
Wairakei Road

- (i) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Wairakei Road commencing at a point 28 metres east of its intersection with Aorangi Road and extending in a easterly direction for a distance of 41 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Wairakei Road commencing at a point 19 metres west from its intersection with Aorangi Road and extending in a westerly direction for a distance of 40 metres.

4. MOVE EXISTING BUS STOPS

Wairakei Road

- (i) That the existing bus stop be revoked from the north side of Wairakei Road at its present position commencing 21 metres west of the intersection with Jennifer Street and extending 14 metres in a westerly direction, and reinstated on the north side of Wairakei Road commencing 26 metres east of the intersection with Jennifer Street and extending in an easterly direction for a distance of 14 metres.
- (ii) That the existing bus stop be revoked from the south side of Wairakei Road at its present position commencing 6 metres west of the intersection with Jennifer Street and extending 12 metres in a westerly direction, and reinstated on the south side of Wairakei Road commencing 21 metres west of the intersection with Jennifer Street and extending in a westerly direction for a distance of 14 metres.
- (iii) That the existing bus stop be revoked from the south side of Wairakei Road at its present position commencing 7 metres east of the intersection with Pitcairn Crescent and extending 14 metres in a easterly direction, and reinstated on the south side of Wairakei Road commencing 26 metres east of the intersection with Pitcairn Crescent and extending in a westerly direction for a distance of 14 metres.





7. WESTON ROAD – STREET RENEWAL IN THE ST ALBANS CLUSTER

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Anne Cosson, Consultation Leader Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Fendalton/Waimairi Works, Traffic and Environment Committee for the proposed street renewal works in Weston Road as shown in **Attachments one, two, three and four** proceed to detailed design, tender and construction and also to approve traffic restrictions.

EXECUTIVE SUMMARY

2. This project was initiated by the Transport and Greenspace Unit in November 2007. This street renewal project will replace the existing kerb and dish channel with new kerb and flat channel, and is part of the overall street renewal program. Weston Road has been part of the St Albans Street Renewal Cluster, other streets included in the Cluster are Mays Road (Papanui Road to Rutland Street), Bretts Road and Rutland Street (from Innes Road to Weston Road). This project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Board area. The Fendalton/Waimairi Community Board will be considering the recommendations for the section of Weston Road from Papanui Road to Bretts Road.
3. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintain or improve safety for all road users;
 - (c) Upgrade street lighting to comply with current standards;
 - (d) To ensure adequate drainage is provided to remedy localised flooding problems;
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/10 financial year.
 - (g) To ensure the design meets the demands for on street parking.
 - (h) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (i) To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the draft 2009-19 LTCCP Street Renewal Programme. The table below shows the proposed funding and construction year for the project. The funding and timing of the projects in the St Albans Cluster is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

Project	2008/2009	2009/2010	2010/2011	Totals
Bretts Road	\$60,658	\$780,000		\$840,658
Rutland Street (Innes to Weston Road)	\$56,929	\$361,520		\$418,449
Mays Road (Papanui Road to Rutland Street)	\$60,000	\$44,279	\$1,356,668	\$1,460,947
Weston Road (Bretts to Jameson)	\$80,697	\$2,074,639		\$2,155,336
Weston Road (Papanui to Bretts)	\$60,537	\$900,000		\$960,537
Cluster Totals	\$318,821	\$4,255,438	\$1,364,970	\$5,939,229

7. Cont'd

6. Application will be made for NZTA co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with the draft LTCCP budgets?

7. Yes, based on current estimates, there is sufficient budget allocated in the Draft 2009-19 LTCCP to implement the project which is programmed for the 2009/10 financial year.

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 April 2008. 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

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 259 of the draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

13. This project is consistent with key Council strategy including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

14. As above

CONSULTATION FULFILMENT

15. The Fendalton/Waimairi Board was informed of this project by memorandum in June 2008. A seminar was then held to introduce the proposed design and the project's consultation programme in November 2008. The feedback period was from 6 December 2008 to the 5 January 2009. A public information evening was held in December 2008. Hard copy leaflets were distributed to residents and other interested parties in the immediate St Albans Cluster area. For the St Albans Cluster area ninety-eight responses were received of which sixty-five (66%) were generally in support of the proposal, twelve (12%) submissions did not support the proposal and twenty-one (21%) did not indicate a preference.
16. There are approximately 187 properties in the Weston Road. Forty-four responses were received, of which thirty-two (73%) were generally in support of the proposal, three (7%) submissions did not support the proposal and nine (20%) did not indicate a preference.
17. The key issues raised related to drainage problems, narrowing the street to 9 metres, removing redundant vehicle entrances, removing proposed street trees from plan, requests to include speed humps, provide raised platforms, removal of parking spaces at the St Albans Creek day lighting area and road narrowings.

7. Cont'd

18. Changes made as a result of community consultation are as follows:

- (a) The Driveway at No. 32 Weston Road has been widened to 6 metres as the owner intends to install a second off street parking area.
- (b) Five indented parking bays have been provided. One is placed outside No. 25, two outside No. 26 and two outside No. 35 Weston Road. This is to help reduce the overall loss of parking spaces due to the proposed day lighting of St Albans Creek from 15 to a loss of 10 car parks.
- (c) A redundant driveway has been removed from 58 and 77 Weston Road.
- (d) A tree has been added outside 52 Weston Road.
- (e) A Give Way priority has been added at the intersection with Papanui Road.
- (f) Street trees outside 100, 162 and 183A Weston Road have been removed
- (g) The platform at the intersection of Bretts Road and Weston Road is to be raised to 75 millimetres.
- (h) The grass area will be retained around the hedge outside 148 Weston Road.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works, Traffic and Environment Committee request that the Board:

- (a) Approve the Weston Road Street Renewal Project, as shown in the attached plans, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping:

- (i) That all existing no stopping restrictions shall be revoked on both sides of Weston Road from Papanui Road and Bretts Road.

New No Stopping

- (ii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Papanui Road kerb line and extending for 20 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at the extension of the Papanui Road kerb line and extending for 19 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at 146 metres east of the extension of the Papanui Road kerb line and extending for 22 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at 150 metres east of the extension of the Papanui Road kerb line and extending for 54 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at 176 metres west of the extension of the Bretts Road kerb line and extending for 24 metres in a westerly direction.

7. Cont'd

- (vi) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at 176 metres west of the extension of the Bretts Road kerb line and extending for 24 metres in an westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at 79 metres west of the extension of the Bretts Road kerb line and extending for 19 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at 83 metres west of the extension of the Bretts Road kerb line and extending for 11 metres in an westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the northern side of Weston Road, commencing at the extension of the Bretts Road kerb line and extending for 11 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the southern side of Weston Road, commencing at the extension of the Bretts Road kerb line and extending for 11 metres in a westerly direction.

Give Way Sign

- (xi) That a Give Way Sign be placed against Weston Road at its intersection with Papanui Road.

7. Cont'd

BACKGROUND (THE ISSUES)

19. Weston Road is a residential street that is classed as a "local road". Weston Road intersects Rutland Street, a collector road, and Cranford a minor arterial. The street is predominantly residential and is zoned as L1. The carriageway is currently 14 metres wide and provides on street parking on both sides of the street. This street is in a special Amenities Area (SAM 39). The character of this SAM is stated as being created by three elements; mature street trees on both sides of the streets, large grass berms and the substantial distance that the houses are set back from the street.
20. There have been ten crashes recorded for the five year period between 2002 and 2007. Both crashes at the Bretts Road intersection was due to a car travelling north being hit by another vehicle crossing at right angles. The crash at the Rutland Street intersection was due to an eastbound vehicle continuing straight on and hitting a fence unable to negotiate the slight 'S' bend in the road. One crash at Cranford Street was due to driving into a queued vehicle; another by driving into a parked vehicle; one by driving into a vehicle carrying out a driveway manoeuvre, and four crashes were due to cars crossing at right angles and being hit by vehicles travelling in a straight line.
21. A recent traffic count undertaken in August 2008 shows Weston Road carries on average 717 vehicles per day. This count was taken outside 174 Weston Road. The speed survey revealed that the 85 percentile speed was 58 kilometres per hour which is very high for a local road. At present there is a bus route that runs down Weston Road onto Bretts Road and then Innes Road. Environment Canterbury has removed this route and will be replaced by an alternative route which will take effect on 1 November 2009.

THE OBJECTIVES

22. The primary objectives for the project are met by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Safety for all road users has been improved by the narrowing of the road which will help to reduce the speed environment along the length of Bretts Road. Narrowing to 7 metres at the intersections will reduce the crossing distance for pedestrians, remove parking which can block sight lines, and will allow waiting vehicles to safely extend beyond the parking lanes, granting better fields of vision.
 - (c) The upgrade of street lighting to comply with current standards;
 - (d) The scheme includes a drainage upgrade for the street consisting of additional sumps which will provide adequate drainage on the street.
 - (e) There will be a loss of 20 on street car parks on Weston Road between Papanui to Bretts Road, due to the day lighting area and the mid block narrowings. And a further loss of 22 on street car parks between Bretts Road to Jameson Avenue. This is due to the mid block narrowings. Even with this loss of parking, there is still a significant amount of parking left.
 - (f) Enhancing the safety of pedestrians by renewing the footpath and installing 75 millimetres high raised platforms that will lower vehicle speed providing a safer environment for both cyclists and pedestrians.
 - (g) Landscaping has been enhanced by the wider grass berms, street trees and landscaping at the intersections.

THE OPTIONS

23. There were four options considered for Weston Road. Option one has been selected as the preferred option and was the option taken to the community for consultation.

7. Cont'd

OPTION ONE

24. Option One involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide and 7 metres at intersection approaches. This would reduce the speed environment to a level compatible with a local road.
- (b) The kerb alignment in the two eastern sections is placed to the south to avoid conflict with the underground water main and fibre optic cables.
- (c) Narrowing to 7 metres wide at the intersections with all side streets by constructing 1 metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds.
- (d) Construction of a Type B threshold treatment at the intersections with all upper hierarchy roads. These would provide a visual cue to drivers that they are leaving a higher speed environment and entering a local road.
- (e) Construction of 6 metres wide mid-block narrowing's along the length of Weston Road. These would provide extra space for landscaping, help to narrow the sight lines, and narrow the carriageway, which would reduce the traffic speeds on the road.

OPTION TWO

25 Option two involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide and 7 metres at intersection approaches. This would reduce the speed environment to a level compatible with a local road.
- (b) Narrowing to 7 metres wide at the intersections with all side streets by constructing one metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
- (c) Construction of several mid-block centre blisters. These would deflect the traffic horizontally, encouraging them to reduce their speed along the road.

26. Option two has not been chosen as the preferred option because the use of the centre blisters for traffic calming would be inconsistent with the surrounding area. This form of traffic calming is also uncommon in Christchurch and may cause confusion.

OPTION THREE

27. Option three involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide. This would reduce the speed environment to a level compatible with a local road.
- (b) Narrowing to 7 metres wide at the intersections with all side streets by constructing 1 metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
- (c) Construction of several 10 metre long, three metre wide, mid-block narrowings. These would provide one traffic lane and act as slow points, reducing the traffic speeds on the street.

7. Cont'd

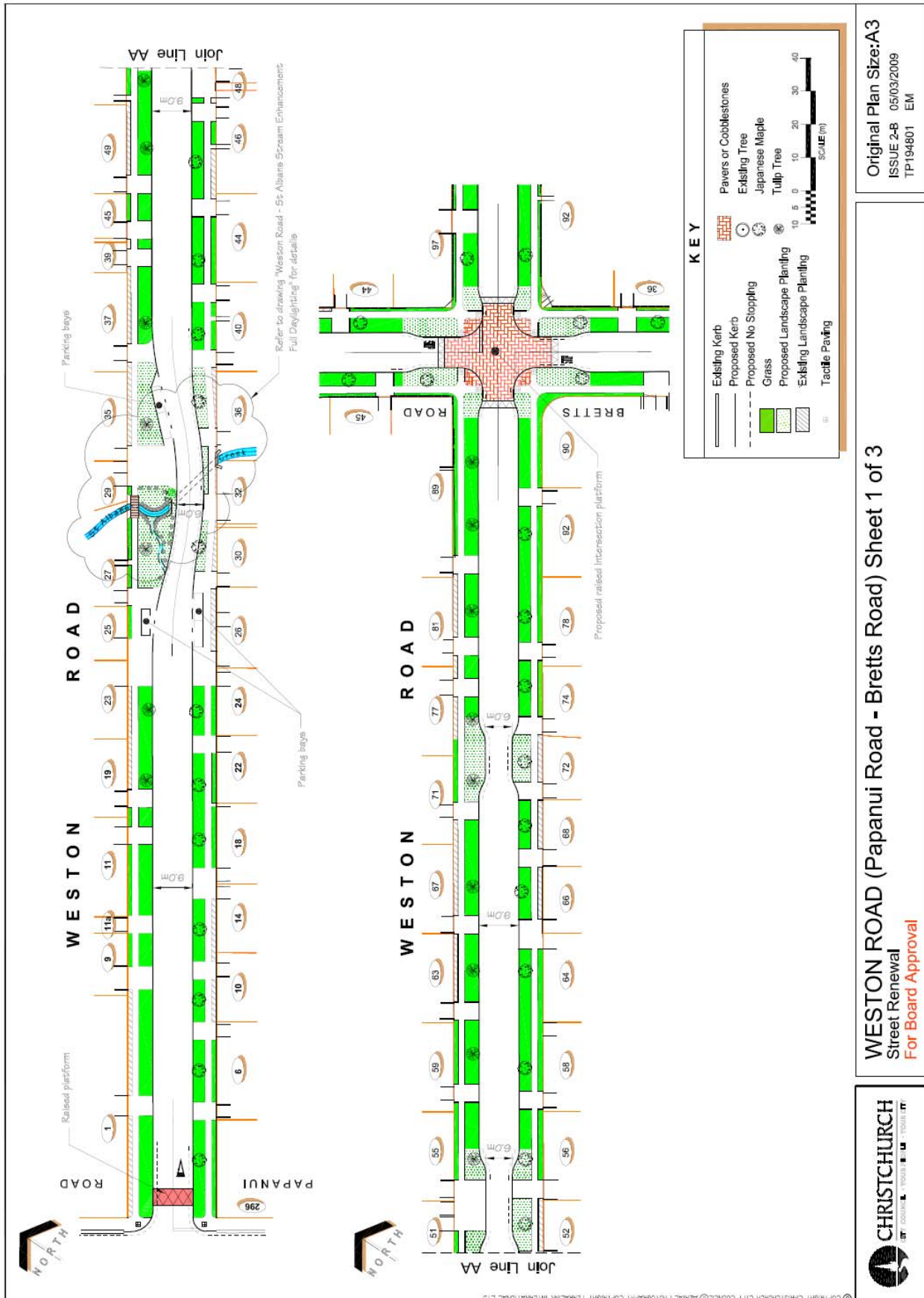
- (d) Construction of raised platforms at the Brett's Road intersection. This would help to reduce traffic speed on the street and assist in highlighting the intersection.
- 28. Option three was not chosen as the preferred solution because the traffic calming was seen to be excessive, and not consistent with the surrounding streets.

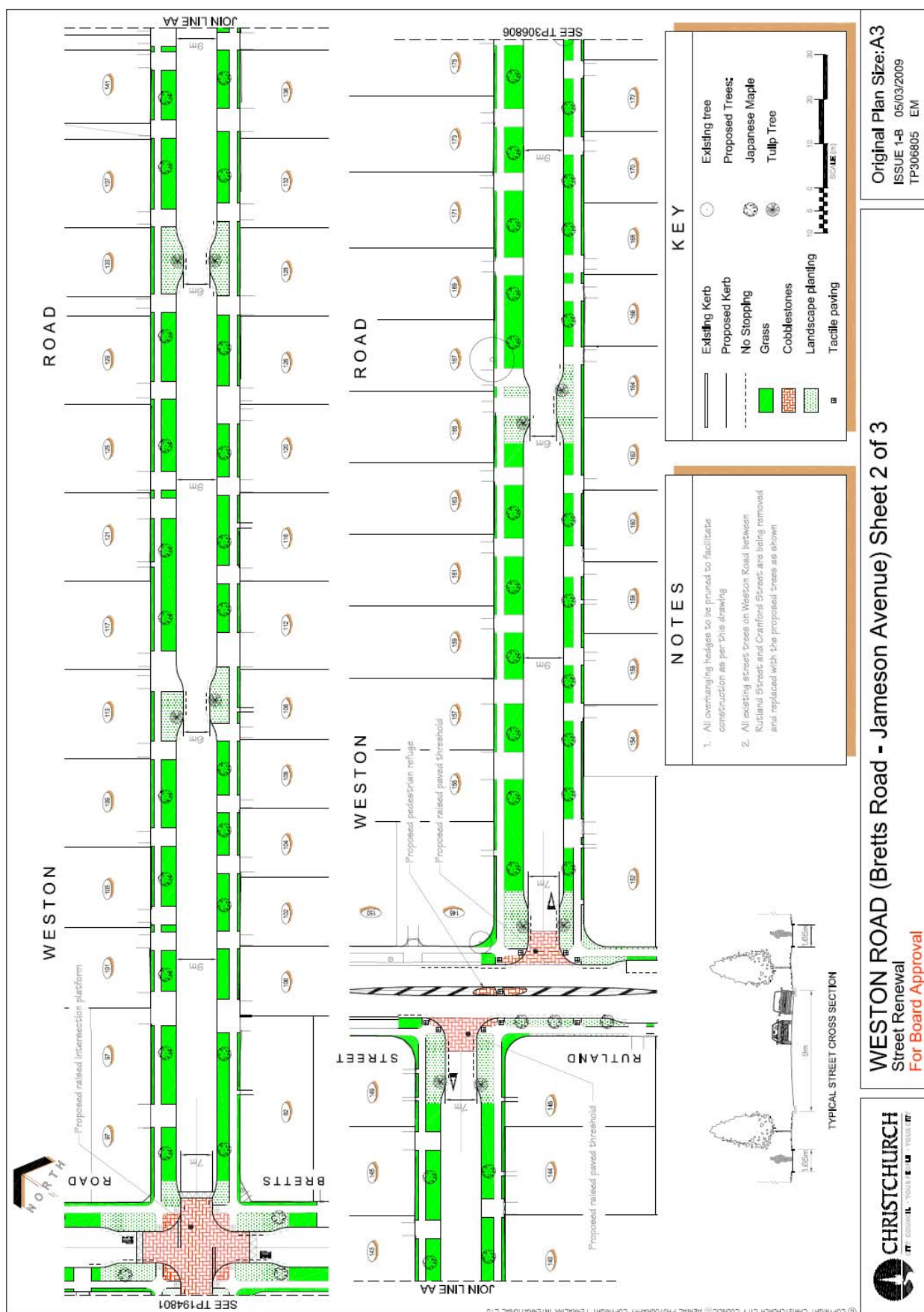
OPTION FOUR

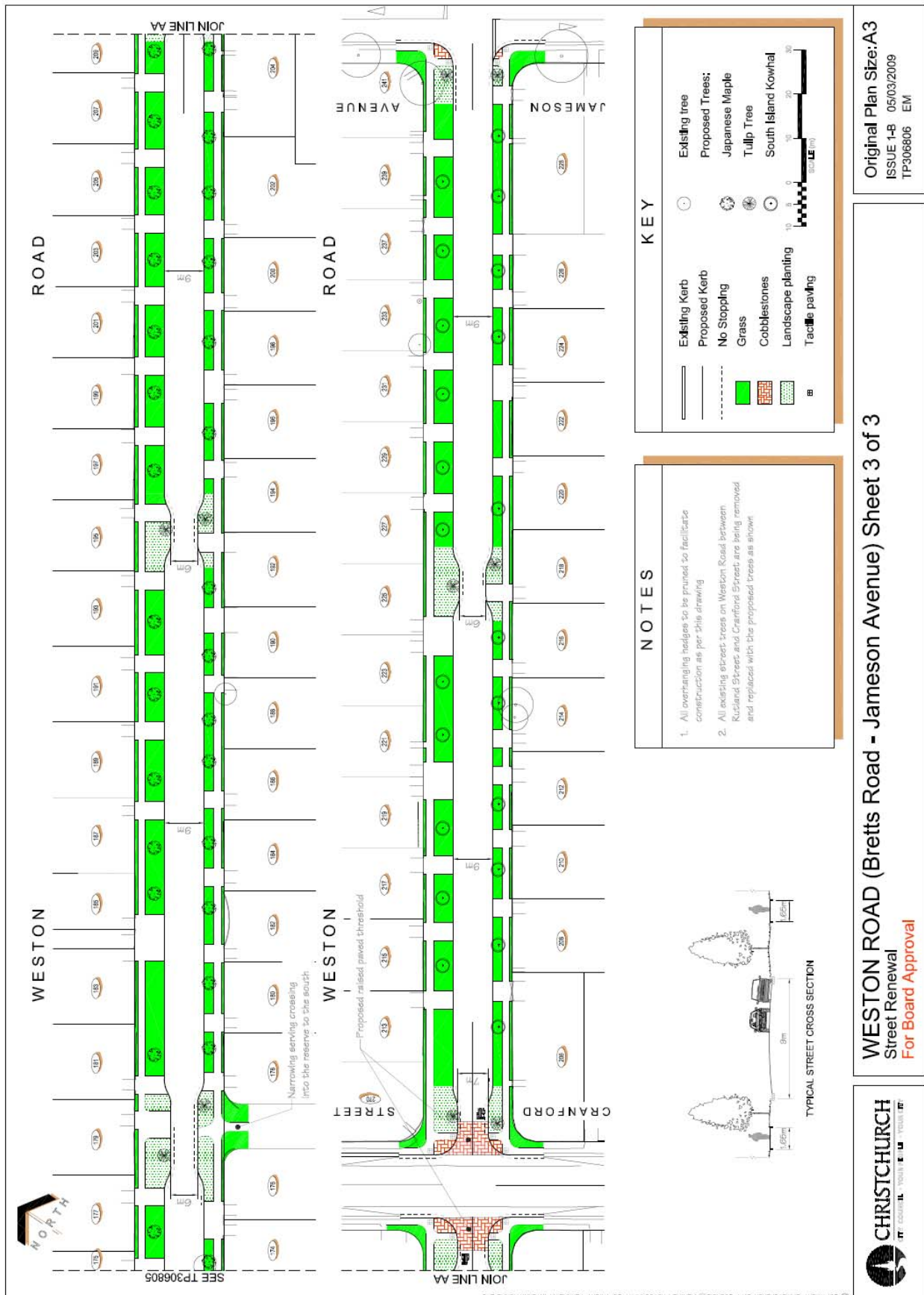
- 29. Option four involves the following:
 - (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide except where specified at intersections. This would reduce the speed environment to a level compatible with a local road.
 - (b) Narrowing to 7 metres wide at the intersections with all side streets by constructing one metre kerb build-outs on both sides of the road. This would help to remove parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
 - (c) Construction of several 3 metre wide, 75 millimetres high mid-block raised platforms. These would act as slow points reducing the traffic speeds on the street.
 - (d) Construction of raised platforms at the Brett's Road intersection. This would help to reduce traffic speeds on the street and assist in highlighting the intersection.
- 30. Option four was not chosen as the preferred solution because the traffic calming was seen to be excessive, and not consistent with the surrounding streets.

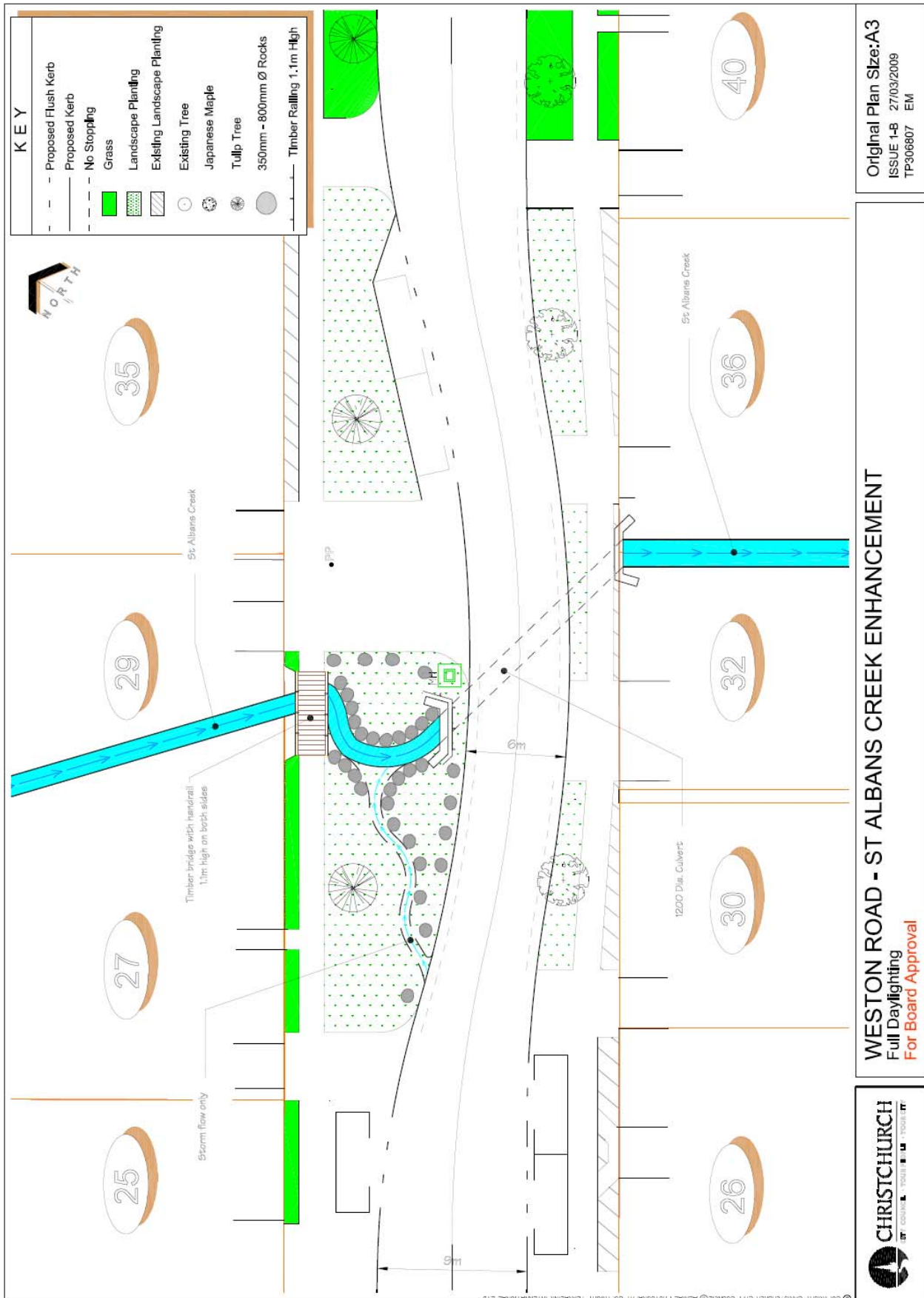
THE PREFERRED OPTION

- 31. Option one is the preferred option. This option meets the objectives. It provides a good level of traffic calming by narrowing the carriageway to 9 metres kerb to kerb. It provides widened berms to allow for street trees and greater separation of the roadway from property boundaries.









8. BRETTS ROAD - STREET RENEWAL IN THE ST ALBANS CLUSTER

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Anne Cosson, Consultation Leader Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Fendalton/Waimairi Works, Traffic and Environment Committee for the proposed street renewal works in Bretts Road as shown in **Attachment 1** to proceed to detail design, tender and construction and also to approve traffic restrictions.

EXECUTIVE SUMMARY

2. This project was initiated by the Transport and Greenspace Unit in November 2007. This street renewal project will replace the existing kerb and dish channel with new kerb and flat channel, and is part of the Councils overall street renewal program. Bretts Road is part of the St Albans Street Renewal Cluster, other streets included in the Cluster are Mays Road (Papanui Road to Rutland Street), Weston Road and Rutland Street (from Innes Road to Weston Road). Which are covered by separate reports. This project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Community Board area. The Fendalton/Waimairi Community Board will be considering recommendations west side of Bretts Road.
3. The objectives of the project are as follows:
 - (a) Replace the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintain or improve safety for all road users;
 - (c) Upgrade street lighting to comply with current standards;
 - (d) To ensure adequate drainage is provided to remedy localised flooding problems;
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/10 financial year.
 - (g) To ensure the design meets the demands for on street parking.
 - (h) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (i) To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the draft 2009-19 LTCCP Street Renewal Programme. The table below shows the proposed funding and construction year for the project. The funding and timing of the projects in the St Albans Cluster is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

Project	2008/2009	2009/2010	2010/2011	Totals
Bretts Road	\$60,658	\$780,000		\$840,658
Rutland Street (Innes to Weston Road)	\$56,929	\$361,520		\$418,449
Mays Road (Papanui Rd to Rutland Street)	\$60,000	\$44,279	\$1,356,668	\$1,460,947
Weston Road (Bretts to Jameson)	\$80,697	\$2,074,639		\$2,155,336
Weston Road (Papanui to Bretts)	\$60,537	\$900,000		\$960,537
Cluster Totals	\$318,821	\$4,255,438	\$1,364,970	\$5,939,229

8. Cont'd

6. Application will be made for NZTA co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with LTCCP budgets?

7. Yes. Based on current estimates there is sufficient budget allocated in the Draft 2009-19 LTCCP to implement the project which is programmed for the 2009/10 financial year.

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 April 2008. 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

Do the recommendations of this report support a level of service or project in the LTCCP?

12. Yes, the project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 259 of the draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

13. This project is consistent with key Council strategy including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. The Board was informed of this project by memorandum in June 2008. A seminar was then held to introduce the proposed design and the project's consultation programme in November 2008. The feedback period was from 6 of December 2008 to the 5 January 2009. A public information evening was held in December 2008. Hard copy leaflets were distributed to residents and other interested parties in the immediate St Albans Cluster area. For the St Albans Cluster area ninety-eight response were received of which sixty-five (66%) were generally in support of the proposal, twelve (12%) submissions did not support the proposal and twenty-one (21%) did not indicate a preference.
16. There are approximately 53 properties in the Bretts Road. Seven responses were received, of which five (71%) were generally in support of the proposal and two (29%) did not indicate a preference.
17. The key issues raised related to narrowing the street to 9 metres, narrowing of the entrances into the street, request for under grounding, flooding issues and landscaping questions.

8. Cont'd

18. Changes made as a result of community consultation are as follows:

- (a) The existing garden outside 48 Bretts Road has been retained.
- (b) The driveway of 68 Bretts Road has been widened to 6 metres.
- (c) The flush platforms at the intersection with Knowles Street, Weston Road and Chapter Street are to be changed to be 75 millimetres high raised platforms.

STAFF RECOMMENDATION

It is recommended that the Fendalton\Waimairi Works, Traffic and Environment Committee request that the Board:

- (a) Approve the Bretts Road Street Renewal Project, as shown in the attached plan, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove No Stopping:

- (i) All existing parking restrictions shall be revoked on west side of Bretts Road.
- (ii) That all existing no stopping restrictions shall be revoked on both sides of Chapter Street from its intersection with Bretts Road in a westerly direction for 20 metres.
- (iii) That all existing no stopping restrictions shall be revoked on the northern sides of Innes Road from its intersection with Bretts Road in a westerly direction for 10 metres.
- (iv) That all existing no stopping restrictions shall be revoked on the northern side of Knowles Street from its intersection with Bretts Road in a westerly direction for 18 metres.

New No Stopping

- (v) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Innes Road kerb line and extending for 13 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Knowles Street kerb line and extending for 13 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Knowles Street kerb line and extending for 15 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Weston Road kerb line and extending for 17 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Weston Road kerb line and extending for 20 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Chapter Street kerb line and extending for 19 metres in a southerly direction.

8. Cont'd

- (xi) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Chapter Street kerb line and extending for 15 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the western side of Bretts Road, commencing at the extension of the Mays Road kerb line and extending for 15 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the southern side of Chapter Street, commencing at the extension of the Bretts Road kerb line and extending for 20 metres in a westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the northern side of Chapter Street, commencing at the extension of the Bretts Road kerb line and extending for 20 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Knowles Street, commencing at the extension of the Bretts Road kerb line and extending for 18 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Innes Road, commencing at the extension of the Bretts Road kerb line and extending for 10 metres in a westerly direction.

8. Cont'd

BACKGROUND (THE ISSUES)

19. Bretts Road is a local road extending from Innes Road, (a minor arterial) to Mays Road, (collector). Throughout its length there are intersections with the following three streets, Knowles Street, Weston Road and Chapter Street. The street is predominantly residential and is zoned as L1. The distances between Innes Road and Mays Road is approximately 480 metres, the width between the existing kerb and channels is 14 metres. Some sections of the street are within SAM 39 which is characterised by mature street trees on both sides of the road, large grass berms and houses which are set back a substantial distance from the street.
20. The Land Transport Safety Crash Analysis System shows there have been six crashes recorded for the five year period between 2002 and 2007. Two of the six accidents involved vehicles failing to stop at the stop sign on the Knowles leg of the Bretts/Knowles intersection. Another two accidents also involved vehicles failing to stop at the stop sign on the Bretts Road leg of the Weston Road intersection. The remaining two accidents occurred at the Innes Road intersection and were nose to tail. Following drivers failed to notice the vehicle in front was reducing speed.
21. A recent traffic count undertaken in August 2008 shows Bretts Road carries on average 1,060 vehicles per day. This count was taken outside 10 Bretts Road. The speed survey revealed that the 85th percentile speed was 51.5 kilometres per hour. At present there is a bus route that runs down Weston Road onto Bretts Road and then Innes Road. Environment Canterbury has removed this route which will be replaced by an alternative route to take effect on 1 November 2009.

THE OBJECTIVES

22. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Safety for all road users has been improved by the narrowing of the road which will help to reduce the speed environment along the length of Bretts Road. Narrowing to 7 metres at the intersections will reduce the crossing distance for pedestrians, remove parking which can block sight lines, and will allow waiting vehicles to safely extend beyond the parking lanes, granting better fields of vision.
 - (c) The upgrade of street lighting to comply with current standards;
 - (d) The scheme includes a drainage upgrade for the street consisting of additional sumps which will provide adequate drainage on the street.
 - (e) There will be no loss of parking on the street as all kerb build-outs have been placed adjacent to intersections to enforce the no parking zones.
 - (f) Enhancing the safety of pedestrians by renewing the footpath and installing 75 millimetres high raised platforms that will lower vehicle speed providing a safer environment for both cyclists and pedestrians.
 - (g) Landscaping has been enhanced by the wider grass berms, street trees and landscaping at the intersections.

THE OPTIONS

23. There were three options considered for Bretts Road. Option one has been selected as the preferred option and was the option taken to the community for consultation.

8. Cont'd

OPTION ONE

24. Option One involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide except and 7 metres wide at intersections. This would reinforce the speed environment to a level compatible with a local road.
- (b) Narrowing at the intersections by constructing 1 metre kerb build-outs on both sides of the road, will stop illegal parking around the intersections, reduce the crossing distance for pedestrians and reinforce traffic speeds on the street to a level compatible with a local road.
- (c) Flush pavers at the intersections, to highlight the intersections.

OPTION TWO

25. Option two involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channels on the existing alignment to provide 14 metres between kerbs.
- (b) Narrowing to 7 metres wide at the intersections with all streets by constructing 1 metre kerb build-outs on both sides of the road. This will remove illegal parking around the intersections, reduce the crossing distance for pedestrians and reinforce traffic speeds on the street to a level compatible with a local road.
- (c) Construction of a flush nib kerb and bollards to provide a 9 metre wide traffic lane. This would create a strip of landscaping between the original kerb line and the new carriageway. The flush kerb would allow storm water to flow over it and the bollards would enforce no parking on the berm. By allowing storm water to pass over the grass berm water quality would be improved and infiltration to shallow aquifers permitted.

26. Option two has not been chosen as the preferred option because the project team felt that it would be hard to enforce no parking on the grass berms. Parking on the grass would reduce the benefits to storm water quality and reduce the visual appeal of the street.

OPTION THREE

27. Option three involves the following:

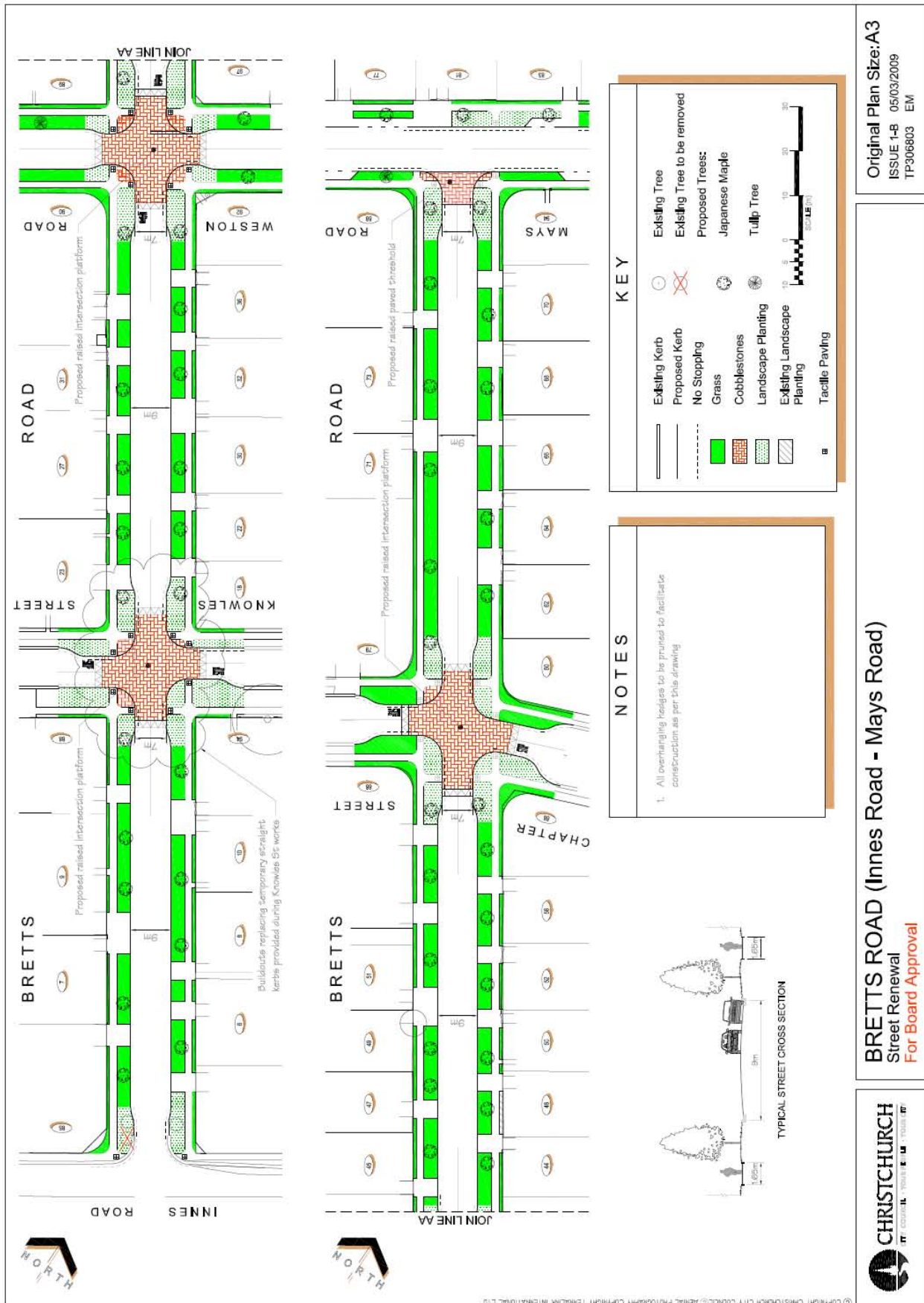
- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be narrowed to 9 metres wide and 7 metres wide at intersections. This would reduce the speed environment to a level compatible with a local road.
- (b) Narrowing at the intersections will by constructing 1 metre kerb build-outs on both sides of the road, will remove illegal parking around the intersections, reduce the crossing distance for pedestrians and reduce traffic speeds on the street.
- (c) The kerb alignment would be placed on the existing western alignment to provide a large space on the eastern side for a swale. This would allow all of the storm water to drain across the grass berm and into the swale, increasing water quality, infiltration and surface storage. It would however require the re-profiling of the whole street to gain a full cross fall, so is dependant on full reconstruction being required.
- (d) Construction of 75 millimetres high raised intersection platforms at all of the intersections with local roads. These would help to reinforce slower traffic speeds and highlight the intersections to drivers, reducing the like hood of crashes due to failure to stop.

8. Cont'd

28. Option three was not chosen as the preferred option because the swale was seen to be expensive to maintain, and would only be utilised during a small fraction of the year.

THE PREFERRED OPTION

29. Option one is the preferred option. This option meets the objectives. It provides a good level of traffic calming by narrowing the carriageway to 9 metres kerb to kerb. It provides widened berms to allow for street trees and greater separation of the roadway from property boundaries.



9. MAYS ROAD (PAPANUI ROAD TO RUTLAND STREET) - STREET RENEWAL IN THE ST ALBANS CLUSTER

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Anne Cosson, Consultation Leader Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Works, Traffic and Environment Committee recommendation to the Board for the proposed street renewal works in Mays Road (Papanui Road to Rutland Street) as shown in **Attachments 1 and 2** to proceed to detail design, tender and construction and also to approve traffic restrictions.

EXECUTIVE SUMMARY

2. This project was initiated by the Transport and Greenspace Unit in November 2007. This street renewal project will replace the existing kerb and dish channel with new kerb and flat channel, and is part of the Councils overall street renewal program. Mays Road is part of the St Albans Street Renewal Cluster, other streets included in the Cluster are Weston Road (Papanui Road to Rutland Street), Bretts Road and Rutland Street (from Innes Road to Weston Road). Which are covered by separate reports. This project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Community Board area. The Fendalton/Waimairi Community Board will be considering recommendations for the south side of Mays Road from Papanui Road to Bretts Road.
3. The objectives of the project are as follows:
 - (a) To Replace the existing kerb and dish channel with kerb and flat channel;
 - (b) To Maintain or improve safety for all road users;
 - (c) To Upgrade street lighting to comply with current standards;
 - (d) To ensure adequate drainage is provided to remedy localised flooding problems;
 - (e) To complete the project within the allocated budget.
 - (f) To complete the construction within the 2009/10 financial year.
 - (g) To ensure the design meets the demands for on street parking.
 - (h) To improve or maintain safety for pedestrians, cyclists and vehicles.
 - (i) To provide landscape enhancement where possible.

FINANCIAL IMPLICATIONS

4. Funding for this project is provided in the draft 2009-19 LTCCP Street Renewal Programme. The table below shows the proposed funding and construction year for the project. The funding and timing of the projects in the St Albans Cluster is still subject to Council confirming the Draft 2009-19 LTCCP in June 2009.

Project	2008/2009	2009/2010	2010/2011	Totals
Bretts Road	\$60,658	\$780,000		\$840,658
Rutland Street (Innes to Weston Road)	\$56,929	\$361,520		\$418,449
Mays Road (Papanui Rd to Rutland Street)	\$60,000	\$44,279	\$1,356,668	\$1,460,947
Weston Road (Bretts to Jameson)	\$80,697	\$2,074,639		\$2,155,336
Weston Road (Papanui to Bretts)	\$60,537	\$900,000		\$960,537
Cluster Totals	\$318,821	\$4,255,438	\$1,364,970	\$5,939,229

9. Cont'd

6. Application will be made for NZTA co-funding for the components of this project that qualify.

Do the Recommendations of this Report Align with LTCCP budgets?

7. Yes. Based on current estimates there is sufficient budget allocated in the Draft 2009-19 LTCCP to implement the project which is programmed for the 2009/10 financial year.

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 April 2008. 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

Do the recommendations of this report support a level of service or project in the LTCCP?

12. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 259 of the draft 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

13. This project is consistent with key Council strategy including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. The Board was informed of this project by memorandum in June 2008. A seminar was then held to introduce the proposed design and the project's consultation programme in November 2008. The feedback period was from 6 December 2008 to the 5 January 2009. A public information evening was held in December 2008. Hard copy leaflets were distributed to residents and other interested parties in the immediate St Albans Cluster area. For the St Albans Cluster area 98 response were received of which 65 (66%) were generally in support of the proposal, 12 (12%) submissions did not support the proposal and 21 (21%) did not indicate a preference.
16. There are approximately 109 properties in the Mays Road. Sixteen responses were received, of which eight (50%) were generally in support of the proposal, six (38%) submissions did not support the proposal and two (12%) did not indicate a preference. The six submissions that didn't support the plan did so for different reasons including lack of parking, requesting wider berms, relocation of a the bus stop, requesting landscape work in the end of Mays Road which is already flat channel and requesting the Mays Road be narrowed to a local road size.

9. Cont'd

17. The key issues raised related narrowing the street to 9 metres and, narrowing of the entrances into the street, request for under grounding, inclusion of bus seats, requests to move the construction date forward to 2009/10 instead of 2011/12, inclusion of speed humps and platforms, remove of the brick pavers, moving of a bus stop, flooding issues and landscaping questions.
18. Changes made as a result of community consultation are as follows:
 - (a) The position of the bus stop near Mathias Street has been moved from its suggested location outside No. 108 Mays Road and returned to its current physical location outside No. 120.
 - (b) Bus bench seats have been added outside No. 80 Mays Road and No. 2 Scotson Avenue (Mays Road frontage).
 - (c) The parking bay outside No.s 12, 69, 102, 108, 131, and 135 Mays Road has been extended to provide an extra parking space.
 - (d) Trees outside No.s 84 and 100 Mays Road have been removed.
 - (e) The intersection control at Papanui Road has been changed to a 'Give Way' from an uncontrolled intersection.
 - (f) All the flush cobbled platforms down Mays Road to be removed.
 - (g) Introduction of Type B raised thresholds have been added to Bennett Street, Norfolk Street, Bretts Road, Mathias Street, Lingard Street where they intersect with Mays Road.
 - (h) A modified Type B at Scotson Avenue, this is to ensure adequate space for the buses to manoeuvre. The platform at this particular intersection, will also be constructed of asphaltic concrete which can sustain shear induced by the bus turning movement.
 - (i) Widening the entrances to Mays Road at its intersection to Papanui Road from 10 metres (as shown in consultation plan) to 12 metres. (This change was made subsequent to staff sending the updated plans to submitters.)
19. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter or email thanking them for their input and a copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the 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.

STAFF RECOMMENDATION

It is requested that the Fendalton\Waimairi Works, Traffic and Environment Committee recommended to the Board:

- (a) Approve the Mays Road Street Renewal Project, as shown in the attached plans, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping:

- (i) All existing parking restrictions shall be revoked on the south side of Mays Road between Papanui Road and Bretts Road.

9. Cont'd

New No Stopping

- (ii) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Papanui Road kerb line and extending for 41 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the southern side of Mays Road, commencing at the extension of the Bretts Road kerb line and extending for 19 metres in a westerly direction.

Bus Stops

- (iv) That a Bus Stop be installed on the southern side of Mays Road commencing a point 52 metres in a westerly direction from its intersection with Bretts Road and extending in a westerly direction for a distance of 14m.

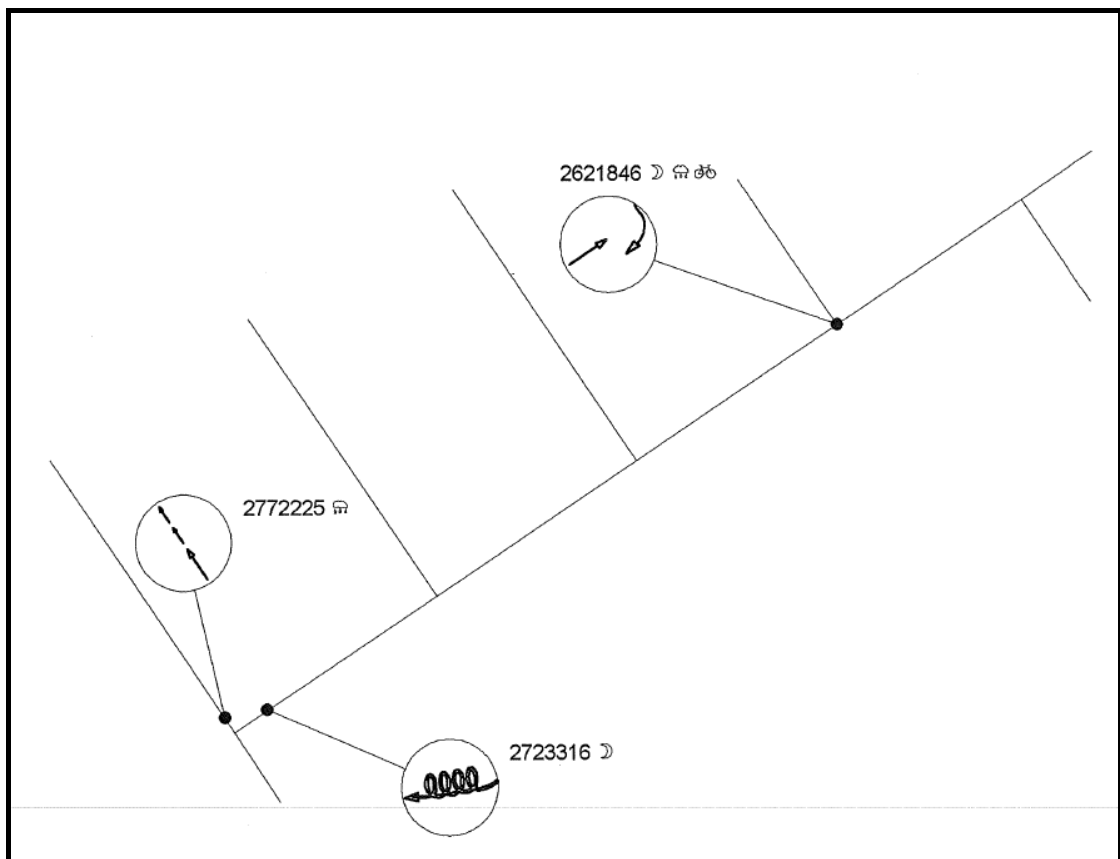
Give Way Sign

- (v) That a Give Way Sign be placed on Mays Road at its intersection with Papanui Road.

9. Cont'd

BACKGROUND (THE ISSUES)

20. This section of Mays Road is a collector road connecting Papanui Road, a minor arterial, Rutland Street, a collector road, and several other minor roads including: Bennett Street, Norfolk Street, Scotston Avenue, Bretts Road, Lingard Street, Mathias Street and Tavendale Place. The street is predominantly residential and is zoned as L1. The carriageway is currently 14 metres between Norfolk Street and Rutland Street, and 12 metres wide between Norfolk Street and Papanui Road. Both sections provide on street parking on both sides of the road. The section of the street between Papanui Road and Bretts Road is within SAM 39 which is characterised by mature street trees on both sides of the road, large grass berms and houses which are set back a substantial distance from the street. Mays Road is located near several schools, including Paparoa Street School, St Andrews College, and Heaton Normal Intermediate, all of which generate a high number of pedestrians and cyclists.
21. The Land Transport Safety Crash Analysis System shows there have been six crashes recorded for the five year period between 2003 and 2007. Two of the six accidents involved vehicles failing to stop at the stop sign on the Knowles leg of the intersection. Another two accidents also involved vehicles failing to stop at the stop sign on the Bretts Road leg of the intersection. The remaining two accidents occurred at the Innes Road intersection and were nose to tail. They obviously failed to notice the vehicle in front was reducing speed.



22. A traffic count undertaken in June 2004 shows Mays Road carries on average 1,320 vehicles per day. This count was taken outside 106 Mays Road. The speed survey revealed that the 85 percentile speed was 58 kilometres per hour. There is a bus route that runs down Mays Road between Scotston Avenue and Rutland Street.

9. Cont'd

THE OBJECTIVES

23. The aims and objectives are to be met in this project by:
- (a) Replacing the existing kerb and dish channel with kerb and flat channels to form a 14 metre wide carriage way including parking bays. A V-channel for drainage will be provided between the parking bays and the traffic lane.
 - (b) Improve safety by
 - (i) Narrowing to 10 metres between the V-channel, with build-outs at the intersection will reduce the crossing distance for pedestrians, remove parking which can block sight lines, and will allow waiting traffic to safely extend beyond the parking lanes, granting better fields of vision.
 - (ii) Construction of a pedestrian island at the intersection with Papanui Road will also assist school children to cross Mays Road.
 - (iii) Improving drivers sight distances by stopping parking that blocks sight lines at intersections.
 - (c) Upgrade of street lighting to comply with current standards;
 - (d) Improving drainage for the street
 - (e) Landscaping has been enhanced by the wider grass berms, street trees and landscaping at the intersections.
 - (f) Introduction of Type B raised thresholds at Bennet Street, Norfolk Street, Bretts Road, Mathias Street, Lingard Street. and Scotston Avenue where they intersect with Mays Road. This will reduce the speed of vehicles turning into Mays Road.

THE OPTIONS

24. There were three options considered for Mays Road. Option three has been selected as the preferred option and was the option taken to the community for consultation.

OPTION TWO

25. Option One involves the following:
- (a) Replacing the kerb and dished channels with kerb and flat channel. The carriageway would be retained at 14 metres at the eastern end, while at the western end it would be widened to 14 metres wide except where specified at intersections. This would provide space for 2 metres wide parking spaces, 1.8 metres wide cycle lanes, and 3.2 metres traffic lanes.
 - (b) Narrowing at the intersections to 10 metres wide at all streets by constructing 2 metre kerb build-outs on both sides of the road, will stop illegal parking around the intersections, reduce the crossing distance for pedestrians and lower traffic speeds on the street.
 - (c) Installation of a traffic island on Mays Road at its intersection with Papanui Road will reduce the crossing distance for pedestrians, breaking the movement into two phases. This would increase safety for pedestrians including the high number of students from the local schools which use the crossing.
26. Option One has not been chosen as the preferred solution because it does not provide sufficient space for landscape planting and there would be an extra cost due to the requirement to move several power poles.

9. Cont'd

OPTION TWO

27. Option two involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channels to provide an 11 metre carriageway, granting a 2 metre wide parking lane either side with 3.5 metre traffic lanes.
- (b) Narrowing to 7 metres wide at the intersections with all side streets by constructing 2 metre kerb build-outs on both sides of the road. This will remove illegal parking around the intersections, reduce the crossing distance for pedestrians and lowering traffic speeds on the street.
- (c) Placement of the kerb line as far north as possible, this would allow space for construction of a 3 metre wide off road contra-flow cycle path on the southern side of Mays Road. The cycle path would remove cycle traffic from the traffic lanes increasing safety.

28. Option two has not been chosen as the preferred option because the benefits gained from a separate cycle path did not outweigh the dis -benefits.

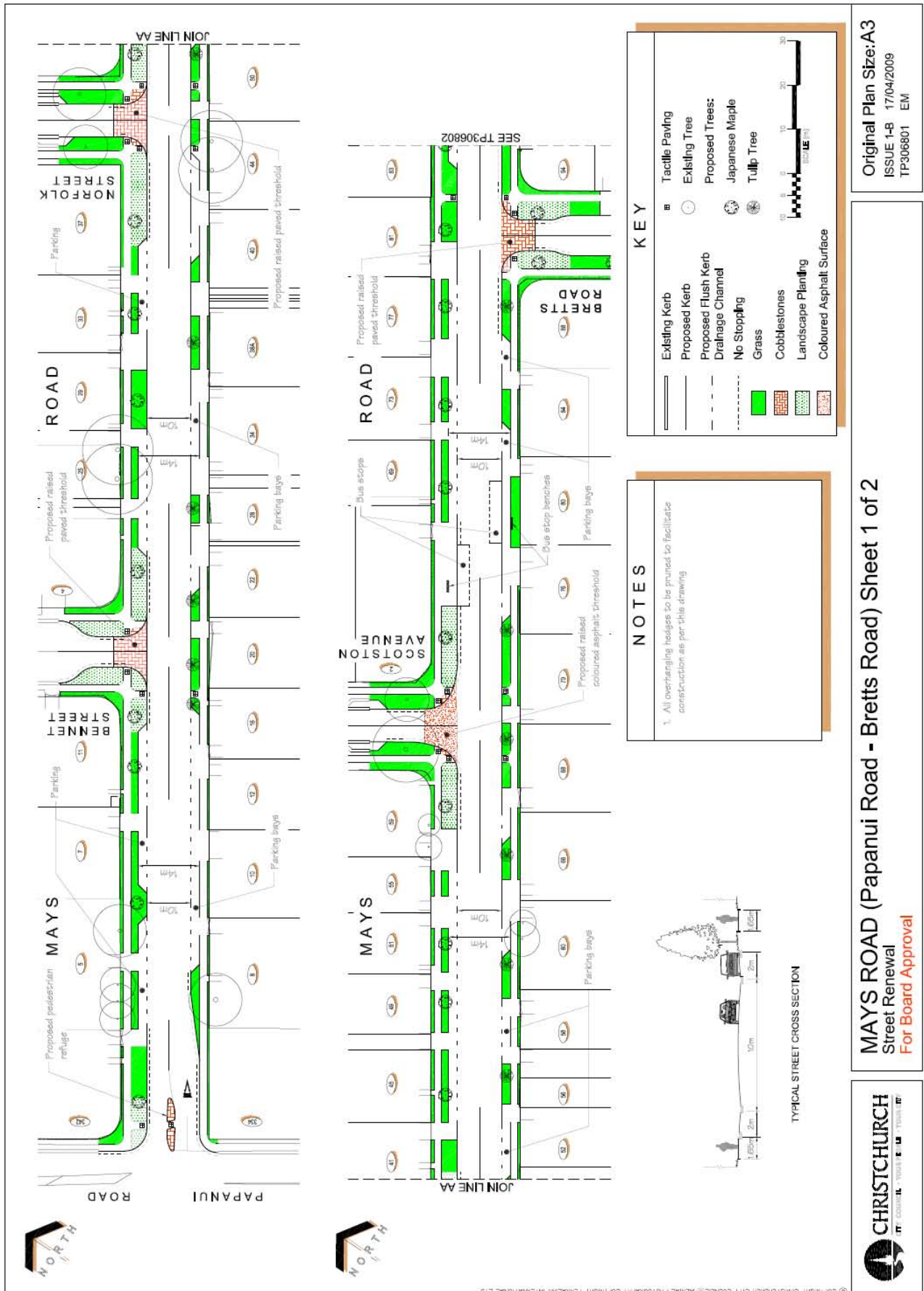
OPTION THREE

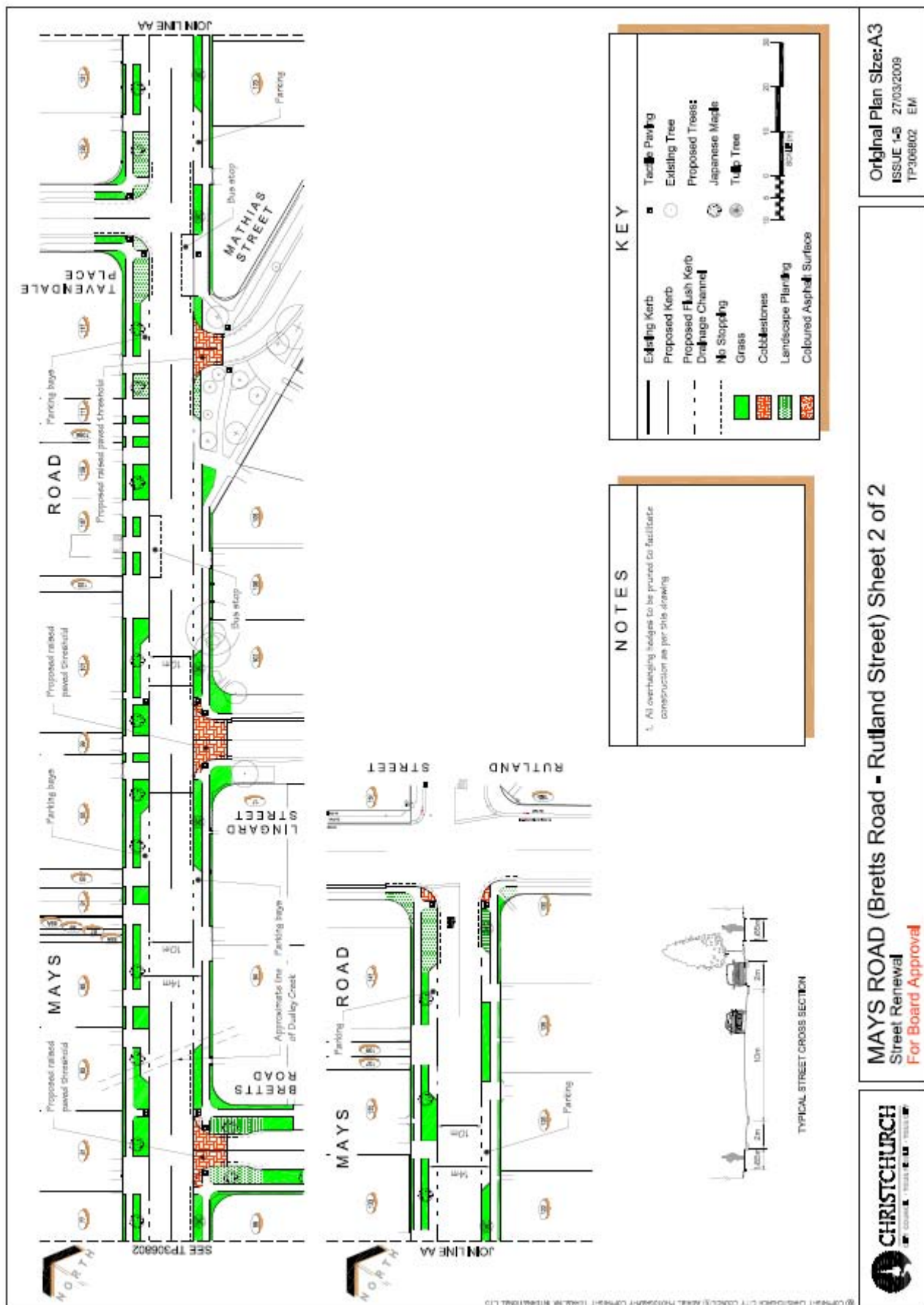
29. Option three involves the following:

- (a) Replacing the kerb and dished channels with kerb and flat channels to provide a 14 metre wide carriageway. This would provide space for two 2 metre wide parking bays and two 5 metre wide traffic lanes.
- (b) Provision of a drainage V-Channel which would follow the edge of the traffic lane, creating a low point between the parking bays and the traffic lane. This would create a linear drainage path which then by-passes the proposed kerb and build-outs, simplifying drainage.
- (c) Construction of kerb build-outs at various locations along the street into the parking bays. These would allow extra space for landscaping planting or the provision of a wide berm. The kerb build-outs would be arranged so that power poles did not have to be moved.
- (d) The intersection at Papanui Road would be narrowed and a pedestrian island constructed to assist school pedestrians with crossing the street.
- (e) Construction of a coloured flush paved surface at the intersections with minor roads. This would help to highlight the intersections which can be hard to identify due to the long straight sight lines reducing the risk of crashes.

THE PREFERRED OPTION

30. Option three was chosen as the preferred option because it would provide the greatest amount of green space, provide simplified drainage, and would not require moving of power poles. Providing traffic lanes of only 10 metres is below the required standard for a collector road. However the project team concluded that if the length of the parking bays were more than 50% of the total length of the street, then the parking bay width could be included with the traffic lanes, granting as acceptable total carriageway width of 14 metres. The length of parking bays in the proposed option is 55% of the length of the street. This solution meets the standard of a collector road.





10. URUNGA AVENUE - STREET RENEWAL IN THE WATFORD CLUSTER

General Manager responsible:	General Manager City Environment, DDI 941 0608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jennie Hamilton, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Fendalton/Waimairi Works Traffic and Environment Committee to the Board that the Urunga Avenue Street Renewal project be approved to proceed to detailed design, tender and construction for, as shown in **Attachments 1 and 2.**

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Urunga Avenue. The renewal of this street, along with Watford Street, Halton Street, Hawthorne Street and Hartley Avenue, is being managed as the Watford Cluster. Separate reports have been prepared for Hartley Avenue/Hawthorne Street, and Halton Street. The Watford Street report was approved by the Board on 21 October 2008 to proceed to detailed design and construction.
3. This part of the Watford Cluster project was initiated as part of the Street Renewal Programme in February 2008.
4. The primary (must do) objectives for the project are as follows:
 - (a) To replace the kerb and dish 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 2009/10 financial year;
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

5. Funding for the project is provided in the Draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for individual streets. The funding and timing of this project is still subject to Council confirming the Draft 2009-2019 LTCCP in June 2009.

Street	Total Budget	Construction Year
Hartley Avenue	1,128,564	2010/11
Hawthorne Street	901,879	2010/11
Halton Street	727,006	2010/11
Urunga Avenue	692,158	2010/11
Total for this section of the Watford Cluster	\$3,449,607	

6. Application will be made for New Zealand Transport Authority co-funding for the components of the project that qualify.

10. Cont'd

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH LTCCP BUDGETS?

7. Yes, based on current estimates there is sufficient budget allocated in the Draft 2009-2019 LTCCP to implement the project, which is programmed in the 2010/11 financial year

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

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 April 2008. 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the LTCCP?

11. Yes, this project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, p. 259 of the draft LTCCP 2009-2019.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. This project is consistent with the key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

13. An Initial Issues survey was carried out with residents of Watford Cluster and other key stakeholders in July 2008. One hundred and one responses were received. The most significant concerns for residents in Urunga Avenue were traffic volume, on street parking and street drainage.
14. Preferred concept plans for the cluster were presented to the Board's Works, Traffic and Environment Committee at a seminar on Monday 24 November 2008. Community consultation on this proposal was undertaken between 12 December 2008 and 5 January 2009. Approximately 330 households in and near the cluster received a consultation leaflet. Another 90 leaflets were sent to absentee property owners and 120 leaflets were posted or emailed to other stakeholders including the Merivale Precinct Society, Waimairi School and St Andrew's College.
15. Project information meetings were held at St Andrew's College cricket pavilion on Tuesday 16 December 2008 and at Waimairi School on Wednesday 17 December 2008.
16. Of the 60 respondents 44 (73%) were generally in support of the proposal, seven (12%) were opposed and nine (15%) did not indicate their position.
17. Issues raised by Urunga Avenue residents included the width of raised platforms, illegal parking, P120 parking restrictions which some respondents felt would simply transfer current parking problems, and tree replacement.

10. Cont'd

18. A summary of feedback and project team responses is available on request.
19. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the 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.
20. Changes made to the concept plan as a result of community consultation are as follows:
 - (a) All 5 metre-wide narrowings in the cluster to be widened to 6 metres. Driveways on narrowings will be splayed at the kerb-line to provide easier access.
 - (b) Existing trees in front of Nos. 24, 25, 27, 32, 42, 43, 49, 54 Urunga Avenue and 1 Brenchley Avenue will be removed and replaced.
 - (c) A patterned surface will be use for platforms within this section of the Watford Cluster.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works Traffic and Environment Committee request the Board:

- (a) Approve the Urunga Avenue street renewal plan, TP313401 and TP313301, shown in Attachment 1 and 2, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping

- (i) That all existing no stopping resolutions on the east side of Urunga Avenue from Normans Road to Halton Street be revoked.
- (ii) That all existing no stopping resolutions on the west side of Urunga Avenue from Normans Road to Halton Street be revoked.
- (iii) That all existing no stopping resolutions on the north side of Normans Road from 20 metres west of its intersection with Urunga Avenue and extending 50 metres in an easterly direction be revoked.
- (iv) That all existing no stopping resolutions on the north side of Brenchley Avenue from Urunga Avenue and extending 20 metres in an easterly direction be revoked.
- (v) That all existing no stopping resolutions on the south side of Brenchley Avenue from Urunga Avenue and extending 20 metres in an easterly direction be revoked.

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the east side of Urunga Avenue commencing from its intersection with Halton Street and extending 14 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Urunga Avenue commencing from its intersection with Halton Street and extending 14 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Urunga Avenue commencing from its intersection with Normans Road and extending 16 metres in a northerly direction.

10. Cont'd

- (iv) That the stopping of vehicles be prohibited at any time on the west side of Urunga Avenue commencing from its intersection with Normans Road and extending 17 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Urunga Avenue commencing 69 metres south of its intersection with Brenchley Avenue and extending 25 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Urunga Avenue commencing 68 metres south of its intersection with Brenchley Avenue and extending 30 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Urunga Avenue commencing from its intersection with Brenchley Avenue and extending 11 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Urunga Avenue commencing from its intersection with Brenchley Avenue and extending 13 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Urunga Avenue commencing 10 metres south of its intersection with Brenchley Avenue and extending 26 metres in a northerly direction.

Side Streets

- (i) That the stopping of vehicles be prohibited at any time on the north side of Normans Road commencing from its intersection with Urunga Avenue and extending 12 metres in a westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Normans Road commencing from its intersection with Urunga Avenue and extending 9 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Brenchley Avenue commencing from its intersection with Urunga Avenue and extending 9 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Brenchley Avenue commencing from its intersection with Urunga Avenue and extending 10 metres in an easterly direction.

New Parking Restriction:

- (i) That the parking of vehicles be restricted to a maximum of 120 minutes on the east side of Urunga Avenue commencing at a point 18 metres north of the intersection of Normans Road and extending 70 metres in a northerly direction. This restriction is to apply from 9am to 3pm, Monday to Friday, February to November.

10. Cont'd

BACKGROUND (THE ISSUES)

21. Urunga Avenue is a local road situated in a residential area. It is approximately 315 metres long with an average carriageway width of 9 metres.
22. The proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Urunga Avenue. Three traffic calming features are included: a raised platform at the intersection with Brenchley Avenue, a 20 metre-long kerb buildout at the bend outside 20-25 Urunga Avenue, and a threshold at the existing narrowing at Normans Road.
23. The Land Transport New Zealand Crash Analysis System shows that four crashes were reported during the five year period between 2003 and 2007 in the vicinity of the project area. However, none of these were in Urunga Avenue.
24. Speed data gathered at two locations in Urunga Avenue in July 2008 indicated that the 85 percentile was 44.3 kilometres per hour and 43.9 kilometres per hour. However speeds of up to 98 kilometres per hour were recorded in the Cluster and the City Council project team believes that the proposed level of traffic calming is appropriate for these streets.

THE OBJECTIVES

25. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway and constructing raised platforms to reduce the potential for high traffic speeds;
 - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
 - (d) Improving street lighting which will assist drivers and pedestrians;
 - (e) Improving drainage by installing additional pipes in Urunga Avenue;
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement.
 - (g) As a result the roads will have a longer useful life than the current site condition. A whole-of-life analysis has not been undertaken.

THE OPTIONS

26. Three options were considered for this section of Watford Cluster comprising Urunga Avenue, Halton Street, Hawthorne Street and Hartley Avenue. Some proposals were discounted because they did not meet project objectives at the Hartley Avenue/Hawthorne Street corner. Option Two was preferred and formed the basis of the plan taken to the community for consultation.

OPTION ONE

27. Option One included total carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Urunga Avenue. Raised platforms and intersection thresholds were proposed to slow traffic.
28. This option was not adopted as it did not add any additional features to the Hartley/Hawthorne corner or address the safety concerns associated with car parking at the corner itself.

10. Cont'd

OPTION TWO

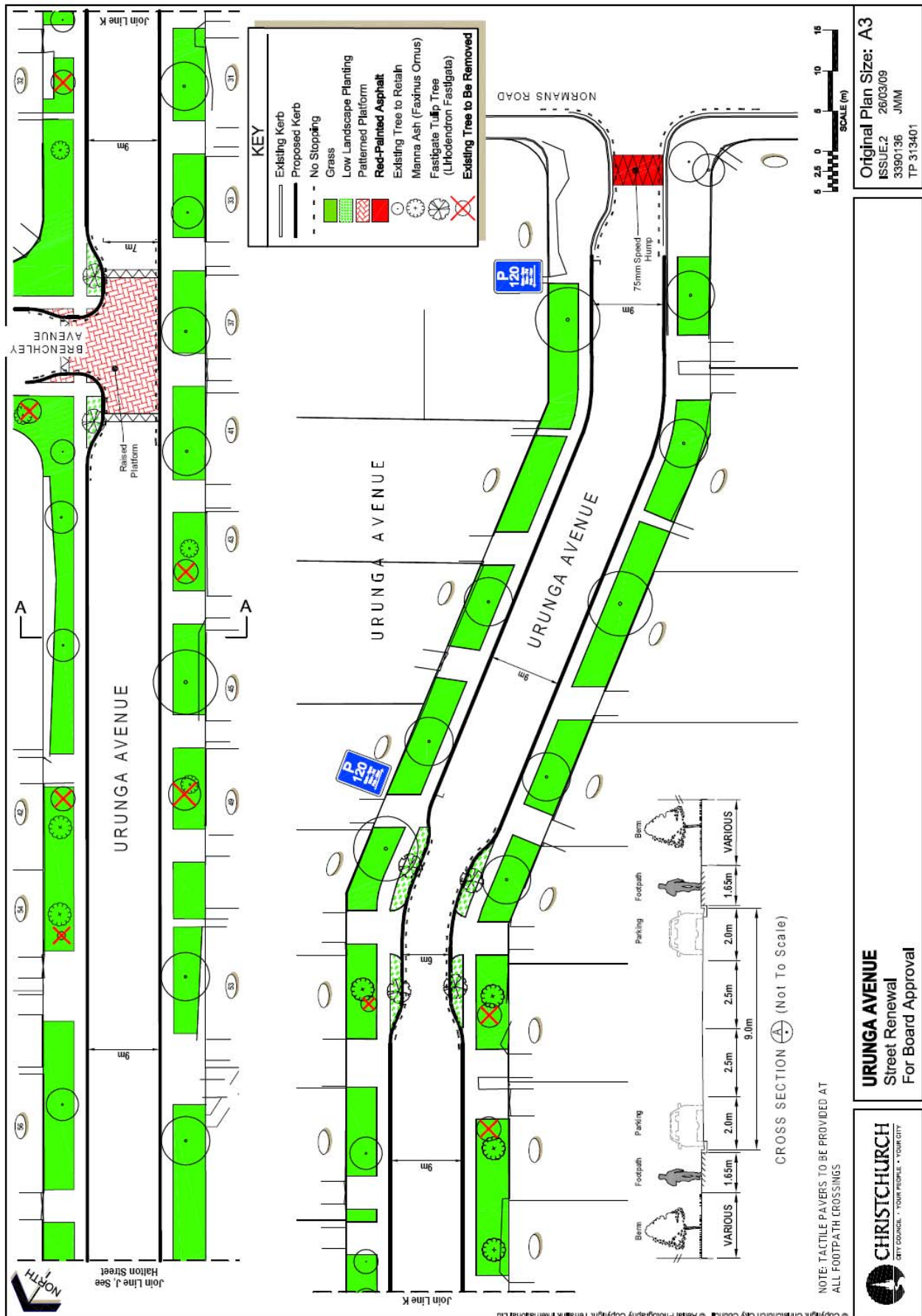
29. Option Two was the same as Option One but with the following additions:
- (a) Removal of the paved parking area at the Hartley/Hawthorne corner and replacement with some landscaping features, benches, and cycle and pram parking;
 - (b) Narrowing of the carriageway around the corner to 6 metres;
 - (c) Installation of 6 metre-long 75 millimetres raised platform with red surfacing in front of No. 3 Hawthorne Street and No. 87 Hartley Avenue, separated by approximately 30 metres.
 - (d) No Stopping' areas on both sides of the street for the length of the 7 metre-wide carriageway.
30. Option Two was preferred because it met all project objectives. The narrowed street width at each intersection permits low speed vehicle movements without substantially affecting mobility. Pedestrian safety is also encouraged through the addition of the raised platforms at standard distances (80-100 metres) along each street and at the Hartley/Hawthorne corner.

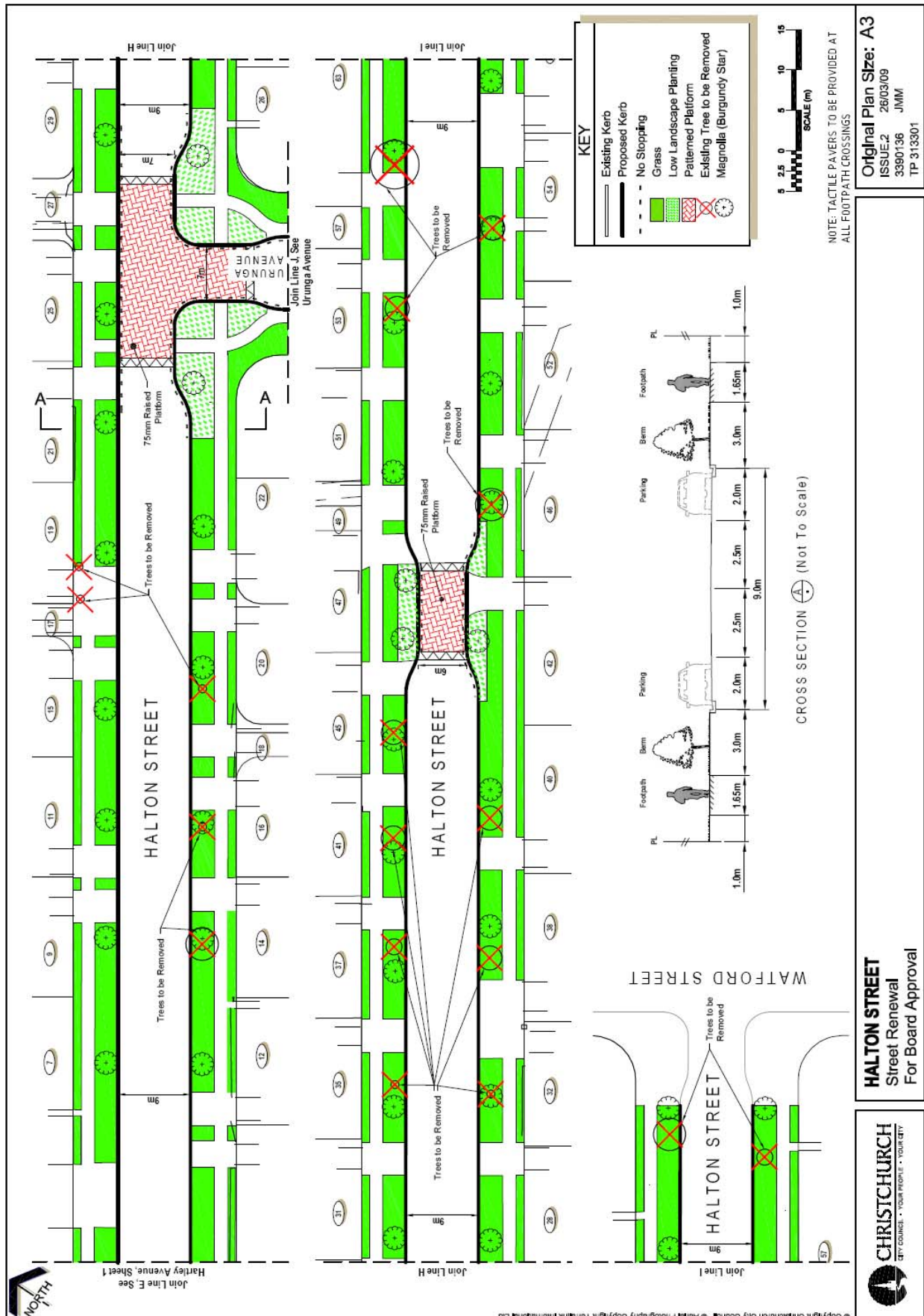
OPTION THREE

31. Option Three is similar to the Option One but it features chicanes in Halton Street and Hartley Avenue instead of raised platforms.
32. This option was rejected because the project team considered that the addition of chicanes negatively impacts on access to properties by imposing tight turning radii for the driveways.

THE PREFERRED OPTION

33. Option Two was the preferred option and encompasses the following physical works in Urunga Avenue:
- (a) Full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of the street.
 - (b) Maintaining the existing carriageway width of approximately 9 metres.
 - (c) Replacing the existing footpath with a new footpath, 1.65 metres wide.
 - (d) Providing a 20 metre-long kerb build-out at the bend outside Nos. 20-25 Urunga Avenue to reduce the width of the carriageway to 6 metres.
 - (e) Providing a Type C threshold comprising a 75 millimetres asphalt hump at the existing narrowing at Normans Road.
 - (f) Laying of tactile pavers at all crossing points.
 - (g) Providing P120 parking restrictions 9am – 3pm, Monday to Friday, school days) on the north-east side of Urunga Avenue for approximately 80 metres from the intersection at Normans Road to the first build-out.
 - (h) Replacing the manna ash trees which are in poor condition with new trees of the same species. Six tulip trees and low groundcover will also be planted in the kerb build-outs at the Brenchley Avenue intersection and the mid-block narrowing.
 - (i) Installing eight new street lights.
 - (j) New drainage pipes will be installed on the south-western side of Urunga Avenue across the Brenchley Avenue intersection as part of a separate project to be completed before this work starts.





11. HALTON STREET (WATFORD STREET TO HARTLEY AVENUE) - STREET RENEWAL IN THE WATFORD CLUSTER

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Fendalton/Waimairi Works Traffic and Environment Committee to the Board that the Halton Street Renewal (Watford Street to Hartley Avenue) project be approved to proceed to detailed design, tender and construction, as shown in **Attachments 1 and 2**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Halton Street (Watford Street to Hartley Avenue section) referred to in the rest of this report as Halton Street. Together with Watford Street, Urunga Avenue, Hawthorne Street and Hartley Avenue, these streets comprise the project area being managed as the Watford Cluster. Separate reports have been prepared for Urunga Avenue, and Hartley Avenue/Hawthorne Street. The Watford Street report was approved by the Board on 21 October 2008 to proceed to detailed design and construction.
3. The Watford Cluster project was initiated as part of the Street Renewal Programme in February 2008.
4. The primary (must do) objectives for the project are as follows:
 - (a) To replace the kerb and 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 2009/10 financial year;
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

5. Funding for the project is provided in the Draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for individual streets. The funding and timing of this project is still subject to Council confirming the Draft 2009-2019 LTCCP in June 2009.

Street	Total Budget	Construction Year
Hartley Avenue	1,128,564	2010/11
Hawthorne Street	901,879	2010/11
Halton Street	727,006	2010/11
Urunga Avenue	692,158	2010/11
Total for this section of the Watford Cluster	\$3,449,607	

6. Application will be made for New Zealand Transport Agency co-funding for the components of the project that qualify.

11. Cont'd

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH LTCCP BUDGETS?

7. Yes, based on current estimates there is sufficient budget allocated in the Draft 2009-2019 LTCCP to implement the project, which is programmed in the 2010/11 financial year.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

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 April 2008. 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the Draft 2009-19 LTCCP?

11. Yes, this project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, p. 259 of the draft LTCCP 2009-2019.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. This project is consistent with the key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

13. An Initial Issues survey was carried out with residents of Watford Cluster and other key stakeholders in July 2008. One hundred and one responses were received. The most significant concerns for residents in Halton Street included traffic speed, street drainage and poor landscaping.
14. Preferred plans for the cluster were presented to the Board's Works, Traffic and Environment Committee at a seminar on Monday 24 November 2008. Community consultation on this proposal was undertaken between 12 December 2008 and 5 January 2009. Approximately 330 households in and near the cluster received a consultation leaflet. Another 90 leaflets were sent to absentee property owners and 120 leaflets were posted or emailed to other stakeholders including the Merivale Precinct Society, Waimairi School and St Andrew's College.
15. Project information meetings were held at St Andrew's College cricket pavilion on Tuesday 16 December 2008 and at Waimairi School on Wednesday 17 December 2008.
16. Of the 60 respondents 44 (73%) were generally in support of the proposal, seven (12%) were opposed and nine (15%) did not indicate their position.
17. Issues raised by Halton Street residents included the number and location of traffic calming treatments along the street and the location of footpaths.
18. A summary of feedback and project team responses is available on request.

11. Cont'd

19. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the 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.
20. As a result of community consultation and further investigations:
 - (a) All 5 metre-wide narrowings in the cluster have been widened to 6 metres. Driveways on narrowings will be splayed at the kerb-line to provide easier access.
 - (b) A patterned surface will be used for platforms within this section of the Watford Cluster.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works Traffic and Environment Committee request the Board:

- (a) Approve the Halton Street (Watford Street to Hartley Avenue section) plans, TP313301 and TP313201, shown in Attachments 1 and 2 for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping

- (i) That all existing no stopping resolutions on the north side of Halton Street from Hartley Avenue to Watford Street be revoked.
- (ii) That all existing no stopping resolutions on the south side of Halton Street from Hartley Avenue to Watford Street be revoked.

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the north side of Halton Street commencing at its intersection with Hartley Avenue and extending 12 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Halton Street commencing at its intersection with Hartley Avenue and extending 12 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Halton Street commencing 14 metres west of its intersection with Urunga Avenue and extending 37 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Halton Street commencing at its intersection with Urunga Avenue and extending 17 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Halton Street commencing at its intersection with Urunga Avenue and extending 16 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Halton Street commencing 98 metres east of its intersection with Urunga Avenue and extending 12 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Halton Street commencing 93 metres east of its intersection with Urunga Avenue and extending 20 metres in an easterly direction.

11. Cont'd

BACKGROUND (THE ISSUES)

21. Halton Street is a local road situated in a residential area. It is one of several Papanui memorial streets commemorating servicemen killed in the Second World War. The plaque acknowledging this association will be retained at the intersection of Watford Road and Halton Street.
22. Approximately 334 metres long, the street has an average carriageway width of 10 to 14 metres. Footpaths 1.5 metres wide are adjacent to the kerb. Two metre wide grass berms flank the road and there are also 1.5 metre berms next to the property boundary on each side.
23. The proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Halton Street. The existing carriageway width will be reduced to 9 metres providing space for 1.65 metre footpaths, berms and trees.
24. Kerb build-outs and raised platforms are proposed at the Hartley Avenue and Urunga Avenue intersections and also in front of No. 42 to reduce traffic speed.
25. The Land Transport New Zealand Crash Analysis System shows that four crashes were reported during the five year period between 2003 and 2007 in the vicinity of the project area. Of the four crashes, one crash resulted in injury and the other crashes resulted in property damage only. The injury crash was related to a vehicle travelling too fast to navigate the turn at the intersection of Hartley Avenue and Halton Street. One of the other non-injury crashes also resulted from high speed at this location.
26. Speed data gathered in July 2008 indicated that the 85 percentile for two locations in Halton Street was 51.1 kilometres per hour and 46.1 kilometres per hour. However speeds of up to 98 kilometres per hour were recorded in the Cluster and the City Council project team believes that the proposed level of traffic calming is appropriate for these streets.

THE OBJECTIVES

27. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway and constructing raised platforms to reduce the potential for high traffic speeds;
 - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
 - (d) Improving street lighting which will assist drivers and pedestrians;
 - (e) Improving drainage by installing additional pipes in Halton Street;
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement.
 - (g) As a result the roads will have a longer useful life than the current site condition. A whole-of-life analysis has not been undertaken.

THE OPTIONS

28. Three options were considered for this section of Watford Cluster comprising Halton Street, Urunga Avenue, Hawthorne Street and Hartley Avenue. Some proposals were discounted because they did not meet project objectives at the Hartley Avenue/Hawthorne Street corner. Option Two was preferred and formed the basis of the plan taken to the community for consultation.

11. Cont'd

OPTION ONE

29. Option One involved total carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Halton Street. Raised platforms at the intersections with Hartley Avenue and Urunga Avenue, and in front of No. 47 were proposed to slow traffic.
30. This option was not adopted as it did not add any additional features to the Hartley/Hawthorne corner or address the safety concerns associated with car parking at the corner itself.

OPTION TWO

31. Option Two was the same as Option One but with the following additions:
 - (a) Removal of the paved parking area at the Hartley/Hawthorne corner and replacement with some landscaping features, benches, pram parking;
 - (b) Narrowing of the carriageway around the corner to 6 metres;
 - (c) Installation of 6 metre-long 75 millimetres raised platform with red surfacing in front of No. 3 Hawthorne Street and No. 87 Hartley Avenue, separated by approximately 30 metres.
 - (d) Addition of 'No Stopping' areas on both sides of the street for the length of the 6-metre-wide carriageway.
32. Option Two was preferred because it met all project objectives. The narrowed street width at each intersection permits low speed vehicle movements without substantially affecting mobility. Pedestrian safety is also encouraged through the addition of the raised platforms at standard distances (80-100 metres). In addition, the replacement of trees along Halton Street permits the relocation of the footpath away from the kerb and the provision of a grass berm against the property line, which further encourages the low-speed environment.

OPTION THREE

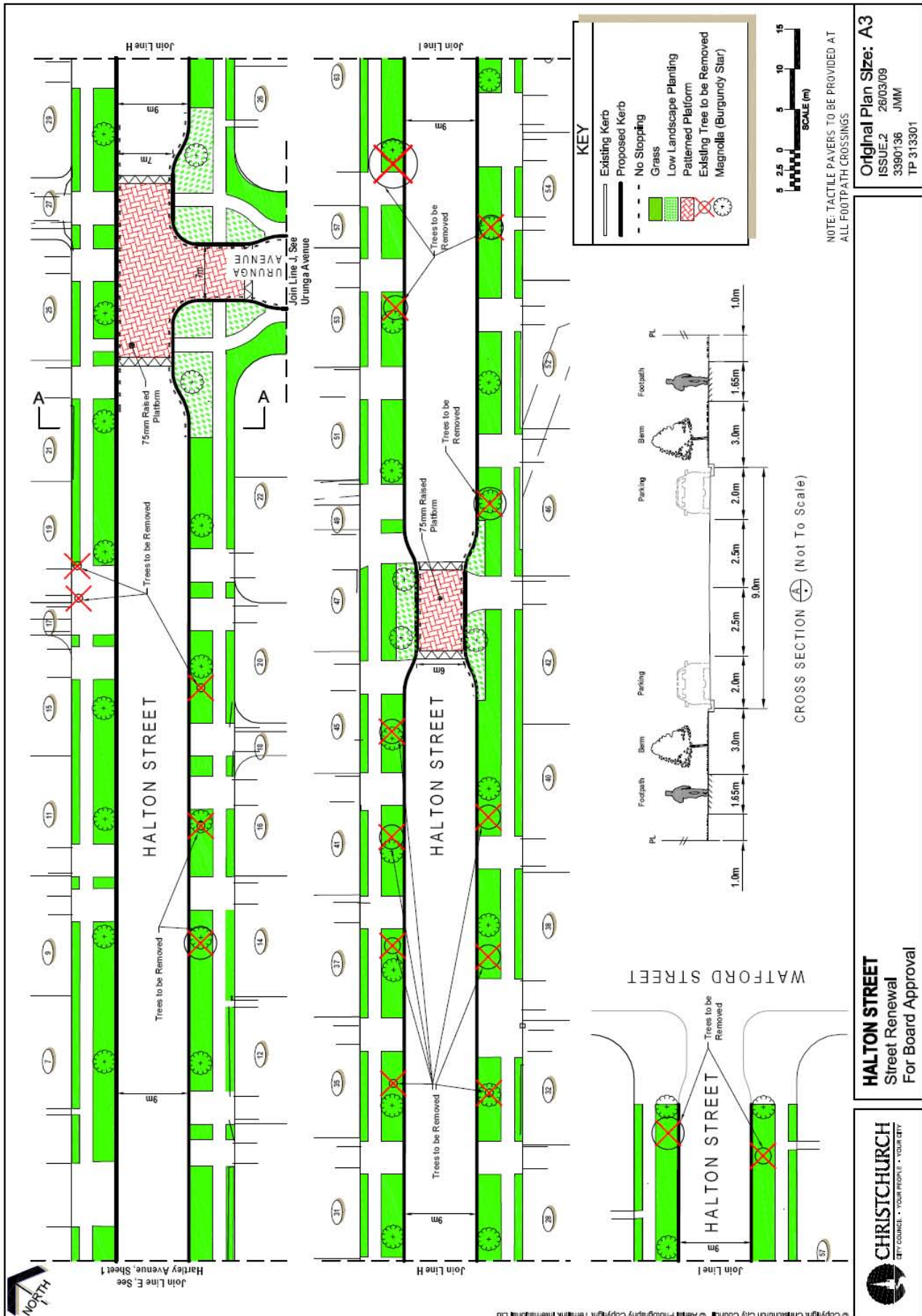
33. Option Three is similar to the Option One but it features a chicane in front of No. 47 Halton Street, and another in Hawthorne Street, instead of raised platforms.
34. This option was rejected because the project team considered that the addition of chicanes negatively impacts on access to properties in their immediate vicinity by imposing tight turning radii for the driveways. The construction of a parking bay at the Hartley/Hawthorne corner would produce additional drainage requirements and potentially lessen the low-speed residential environment.

THE PREFERRED OPTION

35. Option Two encompasses the following physical works in Halton Street:
 - (i) Full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of the street.
 - (ii) The existing carriageway width of 10 to 14 metres will be reduced to 9 metres. This will provide space for a 1.65 metre wide footpath with three metre wide grass berms between the footpath and kerb, and 1 metre grass berms adjacent to the property boundary on both sides.
 - (iii) A kerb build-out and 75 millimetres raised platform will be provided at the intersections with Hartley Avenue and Urunga Avenue. This will reduce the width of each intersection to 7 metres.

11. Cont'd

- (iv) An additional 10-metre long 75 millimetres raised platform will be provided in front of No. 47 Halton Street with kerb build-outs to reduce the carriageway width to 6 metres.
- (v) Tactile paving will be laid at every crossing point.
- (vi) Existing trees, which are in poor condition, will be replaced by deciduous magnolia (burgundy star) trees on both sides of the street. Low ground cover will be provided at the threshold at the Urunga Avenue intersection and the build-out in front of No. 47 Halton Street.
- (vii) Seven new street lights will be installed.
- (viii) New drainage pipes are proposed on the south-eastern side of Halton Street as part of a separate project to be completed before this work starts. Several sumps are also proposed on the north-western side of the street connecting with new sumps on the south eastern side.





12. HARTLEY AVENUE/HAWTHORNE STREET - STREET RENEWAL IN THE WATFORD CLUSTER

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Fendalton/Waimairi Works Traffic and Environment Committee to the Board that the Hartley Avenue/Hawthorne Street Renewal (Watford Street to Hartley Avenue section) project be approved to proceed to detailed design, tender and construction, as shown in **Attachments 1, 2 and 3**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Hartley Avenue and Hawthorne Street (Watford Street to Hartley Avenue section), referred to in the rest of this report as Hartley Avenue/Hawthorne Street. The renewal of these streets, along with Watford Street, Urunga Avenue and a section of Halton Street, is being managed as the Watford Cluster. Separate reports have been prepared for Urunga Avenue and Halton Street. The Watford Street report was approved by the Board on 21 October 2008 to proceed to detailed design and construction.
3. This part of the Watford Cluster project was initiated in February 2008 as part of the Street Renewal Programme.
4. The primary (must do) objectives for the project are as follows:
 - (a) To replace the kerb and dish 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 2009/10 financial year;
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

5. Funding for the project is provided in the Draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for individual streets. The funding and timing of this project is still subject to Council confirming the Draft 2009-2019 LTCCP in June 2009.

Street	Total Budget	Construction Year
Hartley Avenue	1,128,564	2010/11
Hawthorne Street	901,879	2010/11
Halton Street	727,006	2010/11
Urunga Avenue	692,158	2010/11
Total for this section of the Watford Cluster	\$3,449,607	

6. Application will be made for New Zealand Transport Agency co-funding for the components of the project that qualify.

12. Cont'd

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH LTCCP BUDGETS?

7. Yes, based on current estimates there is sufficient budget allocated in the Draft 2009-2019 LTCCP to implement the project, which is programmed in the 2010/11 financial year.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

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 April 2008. 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the Draft 2009-19 LTCCP?

11. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, p.259 of the draft LTCCP 2009-2019.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. This project is consistent with the key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

13. An Initial Issues survey was carried out with residents of Watford Cluster and other key stakeholders in July 2008. One hundred and one responses were received. The most significant concerns for residents in Hartley Avenue and Hawthorne Streets were the speed of traffic, drivers who use these roads as a short cut, and drainage and landscaping issues. The safety of children and others accessing the overhead railway bridge to and from Waimairi School and the railway cycleway was also highlighted.
14. Two meetings were held between the City Council's project team and representatives of Waimairi School, parents and residents to discuss proposals to improve safety and reduce speed at the Hartley/Hawthorne corner near the pedestrian overbridge. The agreed option, which conformed with the school's travel plan objectives, was incorporated in the preferred plan.
15. Plans for the cluster were presented to the Board's Works, Traffic and Environment Committee at a seminar on Monday 24 November 2008. Community consultation on these proposals was undertaken between 12 December 2008 and 5 January 2009. Approximately 330 households within and near the cluster received a consultation leaflet. Another 90 leaflets were sent to absentee property owners and 120 leaflets were posted or emailed to other stakeholders including the Merivale Precinct Society, Waimairi School and St Andrew's College.
16. Project information meetings were held at St Andrew's College cricket pavilion on Tuesday 16 December 2008 and at Waimairi School on Wednesday 17 December 2008.

12. Cont'd

17. Of the 60 respondents 44 (73%) were generally in support of the proposal, seven (12%) were opposed and nine (15%) did not indicate their position.
18. Key issues raised by residents in Hartley Avenue and Hawthorne Streets include the loss of parking spaces because of the number of street calming treatments, and replacement trees which had not been shown on consultation plans. A number of respondents requested that the intersection with Normans Road be widened.
19. Several residents requested the undergrounding of overhead services as part of the Watford Cluster street renewal project. According to the draft LTCCP 2009-29, there is no City Council funding budgeted for this purpose for at least the next three years. The project team has been advised that if residents wish to proceed with undergrounding they will have to liaise with the service providers and pay the full cost. The estimate previously obtained for Hawthorne Street (Watford Street to Hartley Avenue) is \$286,875 (incl GST) and for Hartley Avenue \$573,750 (incl GST).
20. A summary of feedback and project team responses is available on request.
21. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the 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.
22. Changes made to the concept plans as a result of community consultation are as follows:
 - (a) All proposed 5 metre-wide narrowings in the cluster have been widened to 6 metres. Driveways on narrowings are to be splayed at the kerb-line to provide easier access.
 - (b) The footpath on the east side of Hartley Avenue will be moved 1 metre off the kerb, with a grass service strip in between.
 - (c) The footpath on the north side of Hawthorne Street will be moved adjacent to the property line, with a 1.2 metre grass service strip between the footpath and kerb, straightening through the intersections with Lansbury and Walnut Avenues.
 - (d) The proposed tree in front of No. 66 Hawthorne Street is no longer included in the scheme.
 - (e) Existing trees in front of Nos. 34, 38, 40 Hawthorne Street will be removed and replaced.
 - (f) The footpath leading to the railway overbridge will be widened to 2 metres and more space will be provided at the base of the bridge; and
 - (h) One metre-wide asphalt strips will be added adjacent to driveways at Nos. 59, 63, 65, and 69 Hartley Avenue to provide a site for wheelie bins where there is low landscape planting.
 - (i) A patterned surface will be used for platforms within this section of the Watford Cluster.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works Traffic and Environment Committee request the Community Board:

- (a) Approve the Hartley Avenue and Hawthorne Street (Watford Street to Hartley Avenue section) plans TP313201, TP313202, and TP308801 shown in attachments 1, 2, and 3 for final design, tender and construction.

12. Cont'd

- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping

- (i) That all existing no stopping resolutions on the east side of Hartley Avenue from Normans Road to Hawthorne Street be revoked.
- (ii) That all existing no stopping resolutions on the west side of Hartley Avenue from Normans Road to Hawthorne Street be revoked.
- (iii) That all existing no stopping resolutions on the north side of Hawthorne Street from Hartley Avenue to Watford Street be revoked.
- (iv) That all existing no stopping resolutions on the south side of Hawthorne Street from Hartley Avenue to Watford Street be revoked.
- (v) That all existing no stopping resolutions on the north side of Normans Road from 20 metres west of its intersection with Hartley Avenue and extending 50 metres in an easterly direction be revoked.
- (vi) That all existing no stopping resolutions on the east side of Walnut Avenue from Hawthorne Street and extending 20 metres in a northerly direction be revoked.
- (vii) That all existing no stopping resolutions on the west side of Walnut Avenue from Hawthorne Street and extending 20 metres in a northerly direction be revoked.
- (viii) That all existing no stopping resolutions on the east side of Lansbury Avenue from Hawthorne Street and extending 20 metres in a northerly direction be revoked.
- (ix) That all existing no stopping resolutions on the west side of Lansbury Avenue from Hawthorne Street and extending 20 metres in a northerly direction be revoked.

New No Stopping - Hartley Avenue

- (i) That the stopping of vehicles be prohibited at any time on the east side of Hartley Avenue commencing from its intersection with Normans Road and extending 17 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Hartley Avenue commencing from its intersection with Normans Road and extending 21 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Hartley Avenue commencing 97 metres north of its intersection with Normans Road and extending 17 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Hartley Avenue commencing 97 metres north of its intersection with Normans Road and extending 19 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Hartley Avenue commencing 105 metres south of its intersection with Halton Street and extending 21 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Hartley Avenue commencing 106 metres south of its intersection with Halton Street and extending 19 metres in a southerly direction.

12. Cont'd

- (vii) That the stopping of vehicles be prohibited at any time on the east side of Hartley Avenue commencing from its intersection with Halton Street and extending 16 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Hartley Avenue commencing from its intersection with Halton Street and extending 20 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Hartley Avenue commencing 17 metres south of its intersection with Halton Street and extending 42 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the east side of Hartley Avenue commencing from its intersection with Hawthorne Street and extending 29 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the west side of Hartley Avenue commencing from its intersection with Hawthorne Street and extending 28 metres in a southerly direction.

Hawthorne Street

- (i) That the stopping of vehicles be prohibited at any time on the north side of Hawthorne Street commencing from its intersection with Hartley Avenue and extending 32 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Hawthorne Street commencing from its intersection with Hartley Avenue and extending 40 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Hawthorne Street commencing from its intersection with Lansbury Avenue and extending 17 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Hawthorne Street commencing from its intersection with Lansbury Avenue and extending 13 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Hawthorne Street commencing 11 metres west of its intersection with Lansbury Avenue and extending 39 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Hawthorne Street commencing from its intersection with Walnut Avenue and extending 15 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Hawthorne Street commencing from its intersection with Walnut Avenue and extending 15 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Hawthorne Street commencing 14 metres west of its intersection with Walnut Avenue and extending 32 metres in an easterly direction.

Side Streets

- (i) That the stopping of vehicles be prohibited at any time on the north side of Normans Road commencing from its intersection with Hartley Avenue and extending 12 metres in a westerly direction.

12. Cont'd

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Normans Road commencing from its intersection with Hartley Avenue and extending 9 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Lansbury Avenue commencing from its intersection with Hawthorne Street and extending 10 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Lansbury Avenue commencing from its intersection with Hawthorne Street and extending 11 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Walnut Avenue commencing from its intersection with Hawthorne Street and extending 10 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Walnut Avenue commencing from its intersection with Hawthorne Street and extending 10 metres in a northerly direction.

12. Cont'd

BACKGROUND (THE ISSUES)

23. Hartley Avenue and Hawthorne Street are local roads situated in a residential area. They are among a number of Papanui memorial avenues commemorating servicemen killed in the Second World War. The plaque acknowledging this association will be retained at the intersection of Hartley Avenue and Normans Road.
24. Hartley Avenue is approximately 460 metres long with an average carriageway width of 9.5 metres. It has 1.2 metre wide footpaths on both sides. Grass berms of variable width are on both sides, generally 4 metres on the east side and 3 metres on the west side. The street narrows to 7 metres at the intersection with Normans Road, which has already been upgraded.
25. Hawthorne Street is approximately 315 metres long with a carriageway width of 10 metres and 1.5 metre-wide footpaths on both sides. There are grass berms on both sides, 1.2 metres wide on the north side and 5.5 metres wide on the south side. The street has kerb and dish channel for its entire length.
26. The proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Hartley Avenue and Hawthorne Street. The existing carriageway width on Hartley Avenue will be reduced from 9.5 metres to 9 metres and on Hawthorne Street from 10 metres to 9 metres. Kerb build-outs and raised platforms are proposed at intersections and at 80 to 150 metre intervals to reduce traffic speed. This treatment will also apply to the Hartley/Hawthorne corner where parking will no longer be permitted near the overbridge because of safety concerns.
27. The Land Transport New Zealand Crash Analysis System shows that four crashes were reported during the five year period between 2003 and 2007 in the vicinity of the project area. Of the four crashes, one crash resulted in injury and the other crashes resulted in property damage. The injury crash was related to a vehicle travelling too fast to navigate the turn at the intersection of Hartley Avenue and Halton Street. One of the other non-injury crashes also resulted from high speed at this location; another occurred when a vehicle failed to give way at a stop sign on Watford Street and Hawthorne Street. In the other crash a vehicle was following too closely to stop for queued vehicles.
28. Speed data gathered in July 2008 indicated that the 85 percentile at two locations in Hartley Avenue was 51.5 kilometres per hour and 42.5 kilometres per hour. However, speeds of up to 98 kilometres per hour were recorded in the Cluster and residents, particularly those in Hartley Avenue, identified speed as a moderate or serious problem during the Initial Issues survey. The City Council project team believes that the proposed level of traffic calming is appropriate for the Cluster.

THE OBJECTIVES

29. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway and installing raised platforms, both mid block and at intersections, to reduce the potential for high traffic speeds;
 - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
 - (d) Improving street lighting which will assist drivers and pedestrians;
 - (e) Improving drainage by installing additional pipes in both streets and extra sumps in Hawthorne Street;
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement. As a result the roads will have a longer useful life than the current site condition. A whole-of-life analysis has not been undertaken.

12. Cont'd

THE OPTIONS

30. Three options were considered for this section of Watford Cluster, including Hartley Avenue and Hawthorne Street. Option Two was preferred and formed the basis of the plan taken to the community for consultation.

OPTION ONE

31. Option One involved total carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Hartley Avenue and Hawthorne Street. Raised platforms and intersection thresholds were proposed to slow traffic. Three car parking spaces were provided at the Hartley/Hawthorne corner.
32. This option was not adopted as it did not add any additional features to the Hartley/Hawthorne corner or address the safety concerns associated with car parking at the corner itself. Vehicles parked in the three car parks at the corner potentially conflict with vehicles travelling on the street and crossing pedestrians when they back out of the car parks. In addition, young children playing around the parked cars are not highly visible to motorists passing on the street.

OPTION TWO

33. Option Two was the same as Option One but with the following additions:
- (a) Removal of the paved parking area at the Hartley/Hawthorne corner and replacement with some landscaping features, seating, and pram and bike parking;
 - (b) Narrowing of the carriageway around the corner to 6 metres;
 - (c) Installation of a 6 metre-long 75 millimetres raised platform with red surfacing in front of No. 3 Hawthorne Street and No. 87 Hartley Avenue, separated by approximately 30 metres.
 - (d) Addition of 'No Stopping' areas on both sides of the street for the length of the 7 metre wide carriageway.
34. Option Two was preferred for further development because it met all project objectives. The narrowed street width at each intersection permits low speed vehicle movements without substantially affecting mobility. Pedestrian safety is also encouraged through the addition of the raised platforms at standard distances (80-100 metres) along each street and at the Hartley/Hawthorne corner.

OPTION THREE

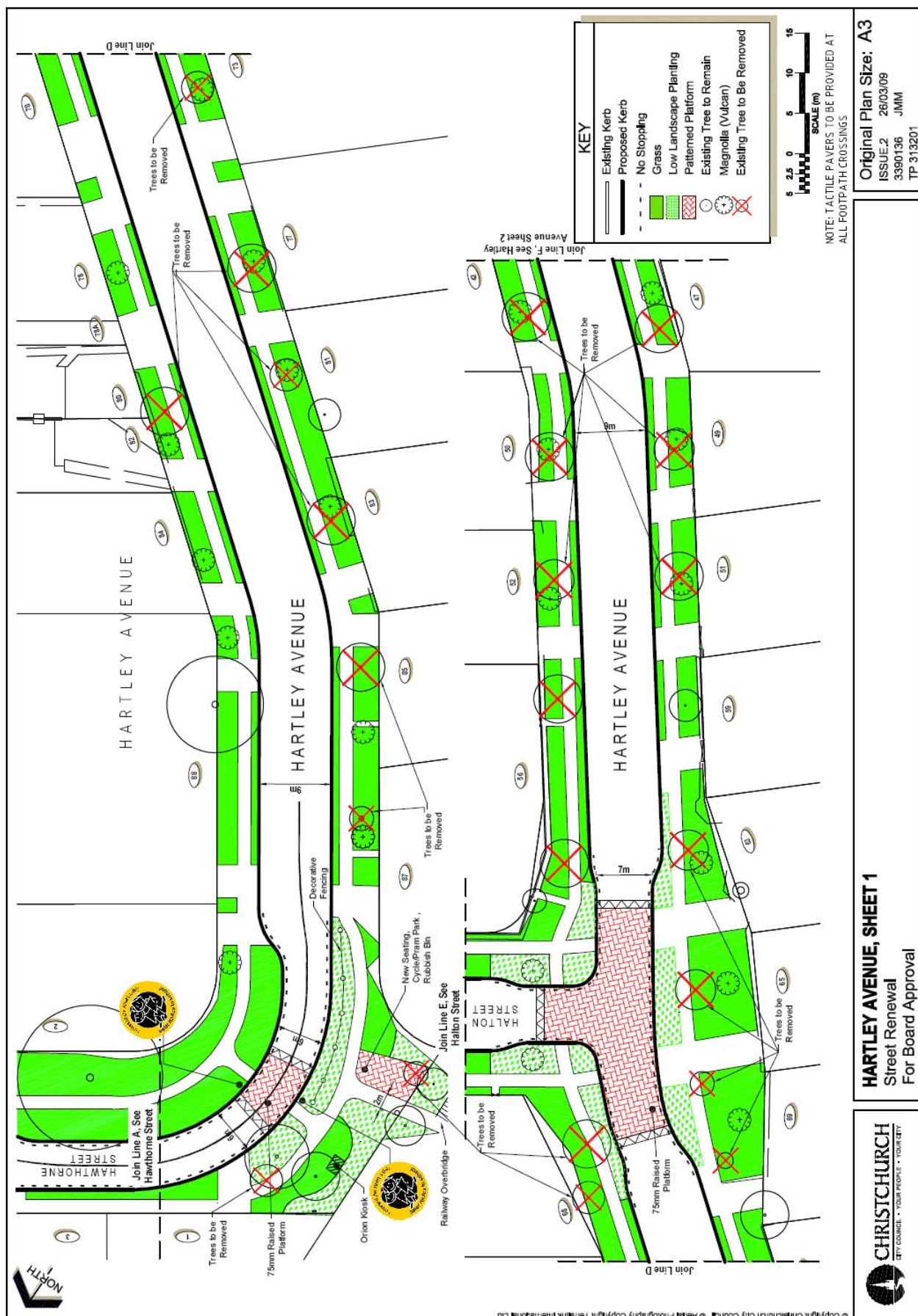
35. Option Three is similar to the Option One but it features a chicane on Hawthorne Street and fewer raised platforms to slow traffic speeds. A parking bay providing short term parking spaces is proposed at the Hartley/Hawthorne corner.
36. This option was rejected because the project team considered that the addition of chicanes negatively impacts on access to properties by imposing tight turning radii for the driveways. The construction of a parking bay at the Hartley/Hawthorne corner would produce additional drainage requirements and potentially lessen the low-speed residential environment.

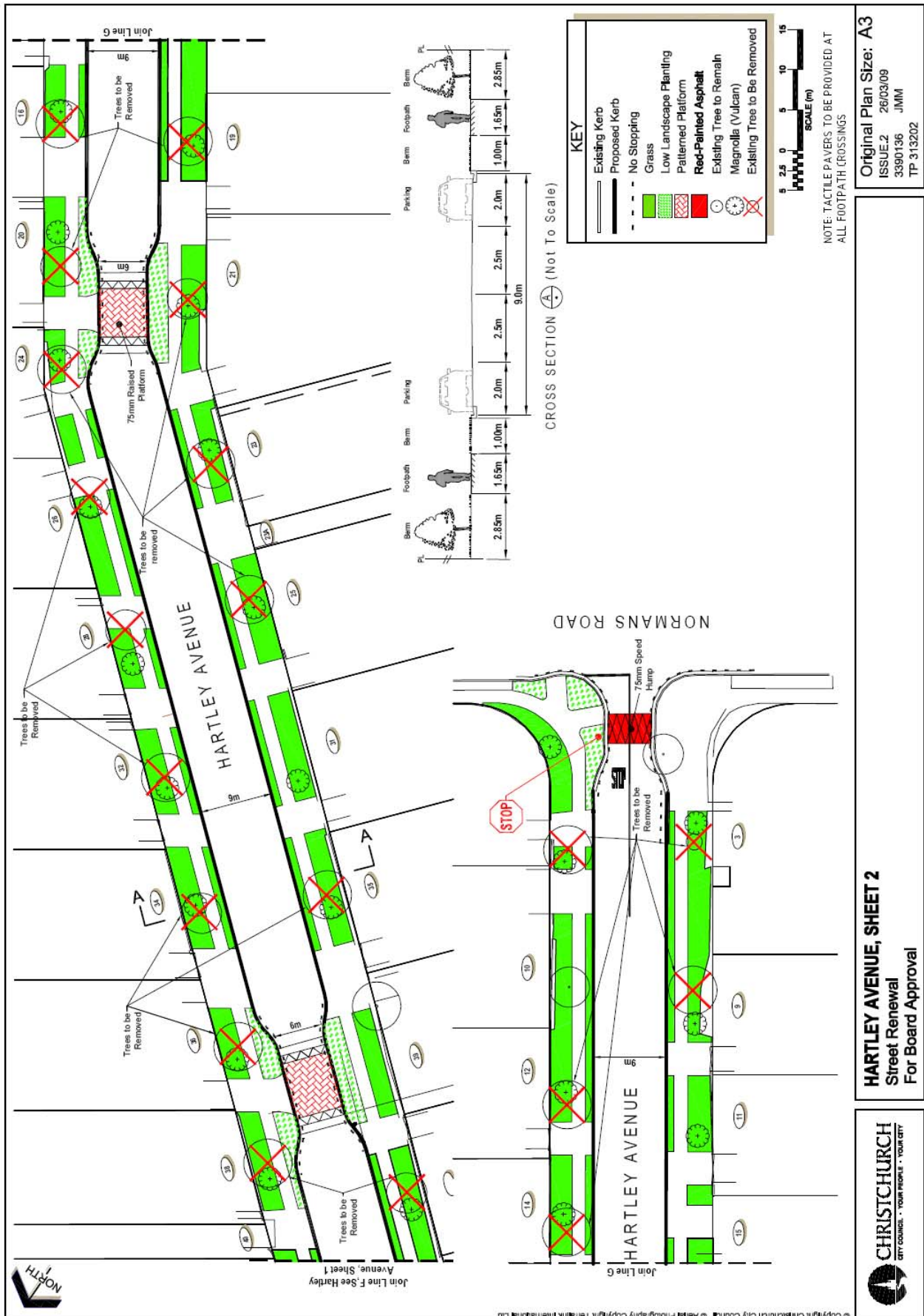
THE PREFERRED OPTION

37. Option Two encompasses the following physical works:
- (a) Full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Hartley Avenue and Hawthorne Street.

12. Cont'd

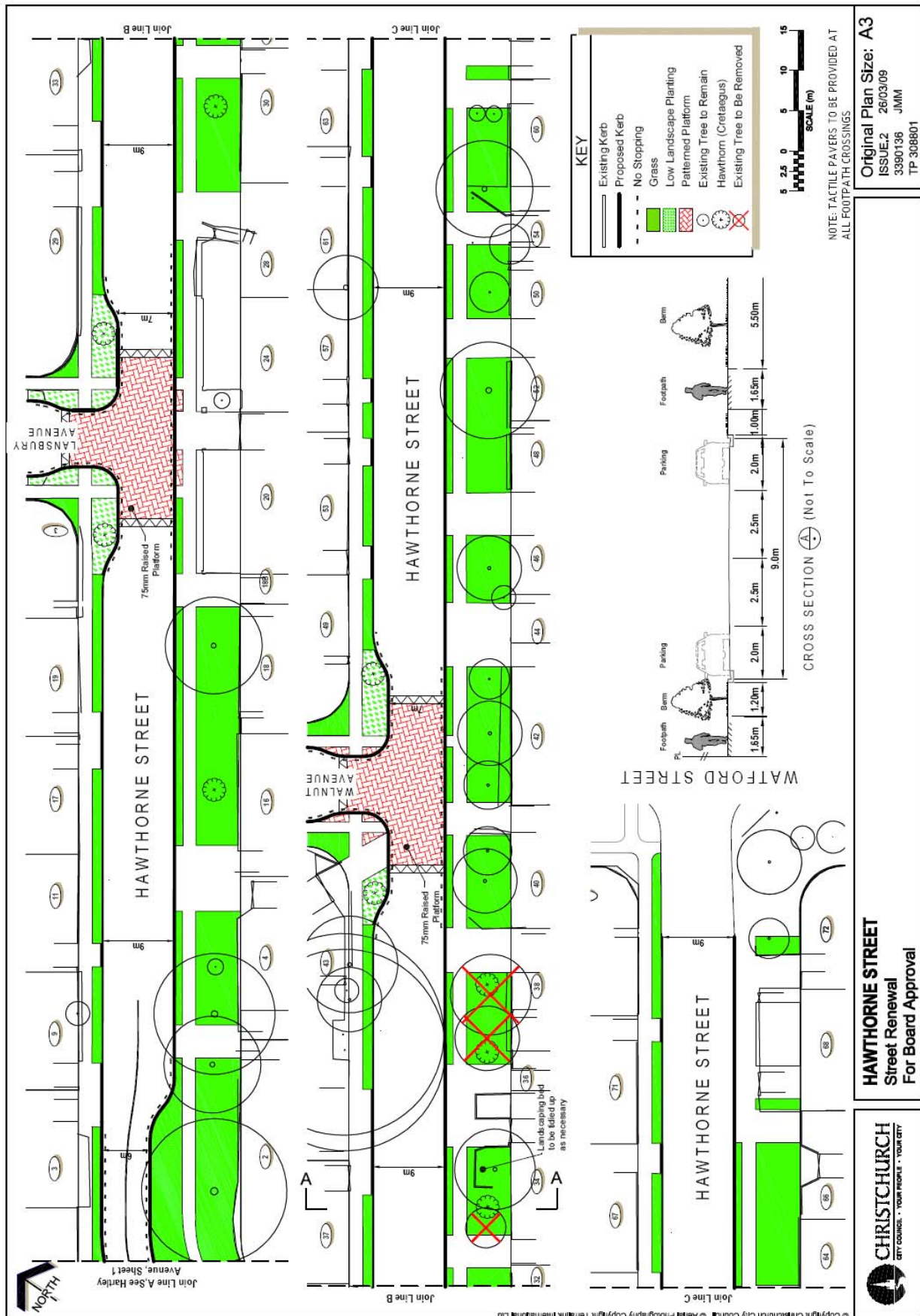
- (b) The existing carriageway width of 9.5 metres on Hartley Avenue will be reduced to 9 metres. A kerb build-out and intersection-wide 75 millimetres raised platform will be provided at the intersection with Halton Street. This will reduce the width at the intersection to 7 metres. Kerb build-outs and 10 metre-long raised speed platforms will also be provided outside Nos. 21 and 39 Hartley Avenue where the width of the carriageway narrows from 9 metres to 6 metres. A Type C threshold with a 75 millimetres speed hump will be provided for the existing narrowing at Normans Road.
- (c) On both sides of Hartley Avenue a 1 metre wide grass strip will be provided between the kerb and new 1.65 metre wide footpath. A 2.85 metre wide grass berm will be provided between the footpath and property line.
- (d) Existing cherry trees in Hartley Avenue will be replaced with deciduous magnolia (vulcan) trees. Low ground cover will be provided at the threshold at the Halton Street intersection and the build-outs.
- (e) The existing carriageway width of 10 metres on Hawthorne Street will be reduced to 9 metres. A kerb build-out and intersection-wide 75 millimetres raised platform will be provided at the intersections with Walnut Avenue and Lansbury Avenue. This will reduce the width at the intersection to 7 metres. A 9 metre-wide intersection with Watford Street is already proposed as part of the upgrade of Watford Street.
- (f) The footpath will be constructed against the property line on the north side of Hawthorne Street, providing a 1.2 metre wide grass berm against the kerb line. On the south side, a 1 metre wide grass strip will be adjacent to the kerb and a wide 5.5 metre grass berm will be provided between the footpath and the property line.
- (g) Low ground cover will be planted at the threshold at Lansbury Avenue and Walnut Avenue intersections and new hawthorn trees will generally replace trees earmarked for removal in Hawthorne Street because of their poor form or condition.
- (h) The 9 metre-wide carriageway on both Hartley Avenue and Hawthorne Street will be narrowed to 6 metres at the Hartley/Hawthorne corner to reduce the potential for high traffic speeds and provide landscaping opportunities. An 8 metre-long 75 millimetres raised platform with Holland pavers will be provided at the corner, offset by 3 metres from the pathway that leads to the railway overbridge. A post and chain fence will be installed between the footpath and carriageway to prevent pedestrians from walking straight into the street. Most of the existing shrub planting will be removed and the existing trees retained. 'No Stopping' areas will be delineated on both sides of the street for the length of the 6 metre-wide carriageway. "Safer Routes To School" markers will be installed on either side of the raised speed platform. The existing paved parking area at the corner will be removed and replaced with landscaping features, seating and cycle/pram parking.
- (i) Tactile pavers will be laid at all crossing points.
- (j) New 'No Stopping' areas will be provided at new build-outs, including intersections and mid-blocks.
- (k) Twenty four new street lights will be installed.
- (l) New drainage pipes are proposed on the south-western side of Hartley Avenue (from the existing piping at Normans Road to the Halton Street intersection) as part of a separate project to be completed before this work starts. New pipes will also be installed in Hawthorne Street from the Watford Street intersection to across the Lansbury Avenue intersection. Several sumps are also proposed on the north-western side of Hawthorne Street, connecting with new sumps on the south-eastern side of Hawthorne Street.





HARTLEY AVENUE, SHEET 2
Street Renewal
For Board Approval





13. HELMORES LANE - STREET RENEWAL IN THE FENDALTON SOUTH CLUSTER

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Fendalton/Waimairi Works Traffic and Environment Committee to the Board that the Helmores Lane Street Renewal (Holmwood Road to Helmores Lane Bridge) project be approved to proceed to detailed design, tender and construction for, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Helmores Lane (Holmwood Road to Helmores Lane Bridge), referred to in the rest of this report as Helmores Lane. Together with Desmond Street and Rhodes Street, these three streets comprise the project area being managed as the Fendalton South Cluster.
3. The Fendalton South Cluster project was initiated in December 2007 as part of the Street Renewal Programme.
4. The primary (must do) objectives for the project are as follows:
 - (a) To replace the kerb and channel;
 - (b) To maintain or 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 within the 2009/10 and 2020/11 financial years;
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

5. Funding for the project is provided in the Draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for individual streets. The funding and timing of this project is still subject to Council confirming the Draft 2009-2019 LTCCP in June 2009.

Street	Total Budget	Construction Year
Helmores Lane	645,656	2009/2010
Desmond Street	253,042	2009/2010
Rhodes Street	660,000	2010/2011
Total for Fendalton South Cluster	1,558,698	

6. Application will be made for New Zealand Transport Agency co-funding for the components of the project that qualify.

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH LTCCP BUDGETS?

7. Yes, based on current estimates there is sufficient budget allocated in the Draft 2009-2019 LTCCP to implement the project, which is programmed in the 2009/10 and 2010/2011 financial years.

13. Cont'd

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

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 April 2008. 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the LTCCP?

11. Yes, this project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, p.259 of the draft LTCCP 2009-2019.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Yes, this project is consistent with the key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

13. An Initial Issues survey was carried out with residents of Fendalton Cluster and other key stakeholders in August/September 2008. Sixty four responses were received. The most significant concerns for residents in Helmores Lane were on-street parking, traffic speed and through traffic. Other issues were street drainage, traffic volume, landscaping and cycle safety.
14. Preferred plans for the cluster were presented to the Board's Works, Traffic and Environment Committee at a seminar on Monday 24 November 2008. Community consultation on the proposals was undertaken between 16 December 2008 and 23 January 2009. Approximately 160 households in and near the cluster received a consultation leaflet. Another 84 leaflets were sent to absentee property owners and 120 leaflets were posted or emailed to other stakeholders including Rangi Ruru Girls' School and its associated Early Childhood College and Nursery and Pre-School.
15. Project information meetings were held at the Fendalton Service Centre on Monday 12 January 2009 and at the Rangi Ruru Boarding House on Tuesday 20 January 2009. The high demand for on-street parking and concerns about proposed trees were among the issues raised with the City Council project team.
16. Forty four responses relating to the three streets in the Fendalton South Cluster were received. Of the 14 who lived in Helmores Lane or commented on issues in the street nine (64.3%) were generally in support of the proposal, two (14.3 %) were opposed and three (21.43 %) did not indicate their position.

13. Cont'd

17. Concerns were raised about the narrowing of the carriageway, encroachment of hedges and trees on Council-owned land restricting visibility for drivers emerging from driveways, and the need for more on-street parking along Helmores Lane. The City Council project team noted that many residents particularly valued the large established trees in the area and it has introduced parking bays to protect tree root systems. It has also sought to preserve the special character of this area as well as provide on-street parking for residents and other users. The standard width for newly constructed local roads such as Helmores Lane is 9 metres. Additional narrowing is designed to reduce speed and to deter drivers taking short cuts from Harper Avenue.
18. A number of residents requested the undergrounding of overhead services as part of the Fendalton South street renewal project. Residents have been advised that undergrounding is beyond the scope of this project and there is no City Council funding budgeted for this purpose. If residents wish to proceed with undergrounding they will have to pay the full cost. The ballpark estimate for Desmond Street is \$83,250 (incl GST) and for Rhodes Street \$286,875 (incl GST).
19. Although Helmores Lane Bridge and the road from the Bridge to Harper Avenue are outside the scope of this project, respondents were asked to choose one of three options to assist future planning in the area. The majority (24) opted for the status quo, 10 wanted no left turn from Harper Avenue to Helmores Lane, and three favoured closure of the Bridge.
20. A summary of feedback and project team responses is available on request.
21. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the 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.
22. As a result of community consultation and further investigations the following amendments have been made to the consultation plan:
 - (a) The hedge in front of 27 – 31 will be trimmed back;
 - (b) The footpath will be extended along the frontage of 19 Helmores Lane;
 - (c) A patterned surface will be used for platforms within the Fendalton South Cluster.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works Traffic and Environment Committee request the Board:

- (a) Approve the Helmores Lane (Holmwood Road to Helmores Lane Bridge) plan, TP 310201, shown in Attachment 1, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.
- (c) Prohibit the stopping of vehicles at any time in the following locations:

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the west side of Helmores Lane commencing at its intersection with Holmwood Road and extending 168 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at its intersection with Holmwood Road and extending 14 metres in a southerly direction.

13. Cont'd

- (iii) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at a point 24 metres south of its intersection with Holmwood Road and extending 3 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at a point 35 metres south of its intersection with Holmwood Road and extending 10 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at a point 57 metres south of its intersection with Holmwood Road and extending 6 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at a point 71 metres south of its intersection with Holmwood Road and extending 21 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at a point 118 metres south of its intersection with Holmwood Road and extending 9 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at a point 138 metres south of its intersection with Holmwood Road and extending 36 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at its intersection with Rhodes Street and extending 10 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at its intersection with Rhodes Street and extending 40 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the west side of Helmores Lane commencing at its intersection with Desmond Street and extending 39 metres in a northerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Helmores Lane commencing at its intersection with Rhodes Street and extending 11 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Helmores Lane commencing at a point 138 metres south of its intersection with Rhodes Street and extending 33 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Helmores Lane commencing at a point 102 metres south of its intersection with Desmond Street and extending 12 metres in a southerly direction.

13. Cont'd

BACKGROUND (THE ISSUES)

24. Helmores Lane is a local road situated in the Fendalton Special Amenity Area. It includes one of New Zealand's oldest working bridges, originally built in the 1860s. The bridge, which has a 2000 kg weight restriction, and the road from the Bridge to Harper Avenue, are both outside the scope of this project.
25. Approximately 350 metres long, Helmores Lane has an average carriageway width of 10 to 12 metres.
26. The proposal involves full carriageway reconstruction, replacement of the existing kerb and channel, and narrowing of the carriageway to 9 metres. This width reduces to 6.5 metres where there are 2.5 metre parking bays for trees, and narrows to 6 metres at the raised platform at the Rhodes Street intersection and the approach to Helmores Lane Bridge.
27. Traffic volume and speed surveys were undertaken in March 2008. Results for Helmores Lane indicate an average of 1,140 vehicles per day and speed of 49 kilometres per hour (85 percentile). However, a majority of Helmores Lane residents indicated that speed was a significant issue in last year's Initial Issues survey.
28. The Land Transport New Zealand Crash Analysis System shows that there were three crashes in the vicinity of the project area between 2003 and 2008. Two of these occurred at the intersection of Helmores Lane and Holmwood Road. One involved alcohol, the other involved a cyclist who was in collision with a vehicle.

THE OBJECTIVES

29. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway and installing a raised and flush platform to reduce the potential for high traffic speeds;
 - (c) Improving pedestrian safety by reconstructing footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
 - (d) The installation of kerb and channel to limit vehicle parking on grass berms will reduce silt runoff and discharge into the Avon River;
 - (e) Improving street lighting which will assist drivers and pedestrians;
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement. As a result the roads will have a longer useful life than the current site condition. A whole-of-life analysis has not been undertaken.

THE OPTIONS

30. Three options were considered for each street in the Fendalton South Cluster. All involved full reconstruction. The preferred plan for Helmores Lane was a combination of Option One (preferred for the Rhodes Street to Helmores Bridge section) and Option Three (preferred for the Holmwood Road to Rhodes Street section). That combination was taken to the community for consultation.

13. Cont'd

Helmores Lane (Holmwood Road to Rhodes Street)

OPTION ONE

31. Option One involves replacement of the existing kerb and infilled dish channel on the eastern side of the road with new kerb and channel at the back of the berm. Kerb and flat channel to be constructed on the western side of the road.
32. A 3.5 metre wide grass berm will be provided on the eastern side of the road. Parking retained on this side of the road but no stopping restrictions are proposed on the western side between Holmwood Road and No. 23.
33. Mature trees retained, with road improvements designed to minimise impact on the trees.
34. A new 1.65 metre wide footpath on the eastern side. There is currently no footpath on the western side.
35. The carriageway narrowed from 12 metres to 8.5 metres between kerbs. The width of the road is constrained by power poles, mature trees and hedges encroaching onto the road reserve.
36. Installation of a Type B threshold treatment at the intersection with Holmwood Road.
37. Option One was not preferred as the best option.

OPTION TWO

38. Option Two was similar to Option One except that it includes:
 - (a) Narrowing the carriageway to 6 metres between kerbs;
 - (b) Two slight chicanes with raised platforms to calm traffic;
 - (c) Parking bays paved and recessed around the trees.
39. This option was not preferred as the best option.

OPTION THREE

40. Option Three was similar to Option Two except that it included:
 - (a) One slight chicane with a raised platform to calm traffic;
 - (b) New footpaths on both sides of the road.
41. This option was further developed to allow a 6.5 metre carriageway and no footpath on the western side. It was then selected as the preferred option for this section of Helmores Lane.

Helmores Lane (Rhodes Street to Helmores Lane Bridge)

OPTION ONE

42. Option One includes the replacement of kerb and dish channel on the western side. A section of flat channel that is in good condition will be retained on the eastern side between No. 2 and No. 6.
43. The carriageway would be narrowed from 10 metres to 9 metres between kerbs, with a 6 metre carriageway between Rhodes Street and Desmond Street, and at the lead-in to Helmores Lane Bridge.
44. Parking retained on both sides of the road. No stopping restrictions were proposed where the road narrows to 6 metres, and at the approach to Helmores Bridge.

13. Cont'd

- 45. Installation of a 75 millimetres raised platform at the intersections with Rhodes Street and Desmond Street to discourage short cutting and to calm traffic.
- 46. Mature trees retained.
- 47. A new footpath only on the eastern side of the street. There is currently no footpath on the western side.
- 48. Option One was the preferred option for this section of Rhodes Street as it best met project objectives.

OPTION TWO

- 49. Option Two was similar to Option One except that:
 - (a) The carriageway is narrowed from 10 metres to 9.5 metres between kerbs, with a 6 metre carriageway between Rhodes Street and Desmond Street, and at the lead-in to the Helmores Lane Bridge;
 - (b) Installation of a 75 millimetres raised platform at the intersection with Desmond Street and a chicane between Desmond Street and Rhodes Street to discourage short cutting and calm traffic;
 - (c) New footpaths provided on both sides of the road.
- 50. Option Two was not preferred because it did not best meet project objectives.

OPTION THREE

- 51. Option Three was similar to Option Two except that:
 - (a) The carriageway is narrowed to 8 metres between kerbs, with a 6 metre wide carriageway between Rhodes Street and Desmond Street, and at the lead-in to Helmores Lane Bridge.
 - (b) Parking retained only on the eastern side.
- 52. Option Three has not been selected as the preferred option.

THE PREFERRED OPTION

- 53. The preferred option (a combination of Option One and Option Three) encompasses the following physical works:

Helmores Lane (Holmwood Road to Rhodes Street)

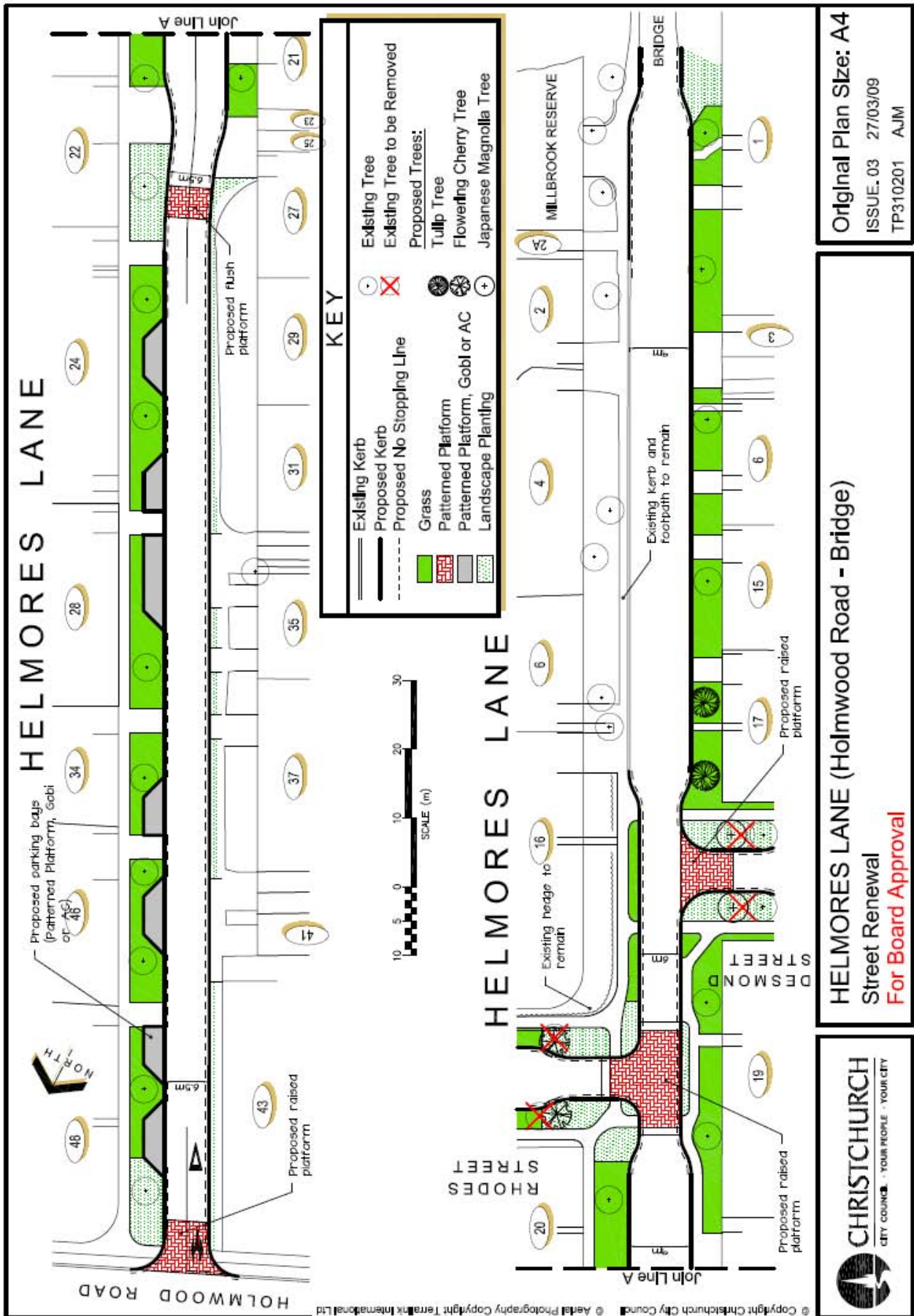
- (i) Replacement of the existing kerb and channel on the eastern side of the road;
- (ii) Kerb and flat channel constructed on the western side of the road. There is currently no kerb and channel between Holmwood Road and No. 23;
- (iii) Full carriageway reconstruction;
- (iv) A carriageway width of 9 metres (a 6.5 metre wide carriageway plus 2.5 metre wide parking bays between trees) from Holmwood Road to No. 22;
- (v) The carriageway will be narrowed to 9 metres between kerbs from No. 22 to Rhodes Street;
- (vi) Recessed parking bays will be provided around the mature street trees from Holmwood Road to No. 22;

13. Cont'd

- (vii) Parallel on-street parking will be provided from No. 22 to Rhodes Street;
- (viii) "No stopping" restrictions are proposed for the western side between Holmwood Road and No. 23, and on the eastern side where there are no parking bays;
- (ix) A slight chicane with a flush paving effect;
- (x) Installation of a Type B threshold treatment at the intersection with Holmwood Road;
- (xi) Installation of a 75 millimetres high platform at the intersection with Rhodes Street;
- (xii) Mature trees will be retained. The road improvements have been designed to minimise the impact on the trees;
- (xiii) A new footpath on the eastern side of the road only; and
- (xiv) Tactile pavers will be laid at crossing points.

Helmores Lane (Rhodes Street to Helmores Lane Bridge section)

- (i) Replacement of the kerb and dish channel with kerb and flat channel on the western side. A section of kerb and flat channel that is in a good condition will be retained on the eastern side between No. 2 and No. 6;
- (ii) Full carriageway reconstruction;
- (iii) The carriageway will be narrowed from 10 metres to 9 metres between kerbs, over most of the length of the street, with a 6 metre carriageway (traffic calming) between Rhodes Street and Desmond Street, and at the lead-in to Helmores Lane Bridge;
- (iv) Parking will be retained on both sides of the road. "No stopping" restrictions are proposed where the road narrows to 6m and at the approach to Helmores Lane Bridge;
- (v) Installation of a Type B threshold treatment at the intersection with Desmond Street.
- (vi) Installation of a 75 millimetres high platform at the intersection with Rhodes Street;
- (vii) Mature trees will be retained. Road improvements have been designed to minimise the impact on the trees;
- (viii) A new footpath will be constructed on the eastern side of the road. A new section of footpath is also proposed in front of No. 19 and will link Desmond Street with Rhodes Street; and
- (ix) Tactile pavers will be laid at crossing points.



14. RHODES STREET – STREET RENEWAL IN THE FENDALTON SOUTH CLUSTER

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Fendalton/Waimairi Works Traffic and Environment Committee to the Board that the Rhodes Street Renewal project be approved to proceed to detailed design, tender and construction, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Rhodes Street. Together with Helmores Lane and Desmond Street these three streets comprise the project area being managed as the Fendalton South Cluster.
3. The Fendalton South Cluster project was initiated in December 2007 as part of the Street Renewal Programme.
4. The objectives for the project are as follows:
 - (a) To replace the kerb and channel;
 - (b) To maintain or 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 within the 2009/10 and 2010/11 financial years;
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

5. Funding for the project is provided in the Draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for individual streets. The funding and timing of this project is still subject to Council confirming the Draft 2009-2019 LTCCP in June 2009.

Street	Total Budget	Construction Year
Helmores Lane	645,656	2009/2010
Desmond Street	253,042	2009/2010
Rhodes Street	660,000	2010/2011
Total for Fendalton South Cluster	1,558,698	

6. Application will be made for New Zealand Transport Agency co-funding for the components of the project that qualify.

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH LTCCP BUDGETS?

7. Yes, based on current estimates there is sufficient budget allocated in the Draft 2009-2019 LTCCP to implement the project, which is programmed in the 2009/10 and 2010/2011 financial years.

14. Cont'd

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

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 April 2008. 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the LTCCP?

11. Yes, this project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, p259 of the draft LTCCP 2009-2019.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Yes, this project is consistent with the key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

13. An Initial Issues survey was carried out with residents of the Fendalton South Cluster and other key stakeholders in August/September 2008. Sixty four responses were received. The most significant concerns for Rhodes Street residents were on-street parking, landscaping and street drainage.
14. Preferred plans for the cluster were presented to the Board's Works, Traffic and Environment Committee at a seminar on Monday 24 November 2008. Community consultation on the proposals was undertaken between 16 December 2008 and 23 January 2009. Approximately 160 households in and near the cluster received a consultation leaflet. Another 84 leaflets were sent to absentee property owners and 120 leaflets were posted or emailed to other stakeholders including Rangī Ruru Girls' School and its associated Early Childhood College, Nursery, and Pre-School.
15. Project information meetings were held at the Fendalton Service Centre on Monday 12 January 2009 and at the Rangī Ruru Boarding House on Tuesday 20 January 2009. The demand for on-street parking, narrowing of the carriageway, and concerns about proposed trees were among the issues raised with members of the City Council project team.
16. Forty four responses relating to the three streets in the Fendalton South Cluster were received. Of the 18 respondents who lived in Rhodes Street or commented on issues in the street, 11 (61.11%) were generally in support of the proposal, one (5.56%) was opposed and six (33.3 %) did not indicate their position. However, the latter group outlined concerns and these responses have been interpreted as being non supportive of the proposal.

14. Cont'd

17. Issues raised by Rhodes Street residents included concerns about the proposed 9 metre carriageway and the width of the intersections at Rossall Street, the availability of on-street parking, and congestion created by vehicles associated with Rangī Ruru School. The standard width for newly constructed local roads such as Rhodes Street is 9 metres. The existing kerb line from the Rhodes Street no exit section remains unchanged. Elsewhere, the narrowing of intersections is intended to slow traffic and discourage short cutting along these residential streets. Provision of left and right turning lanes requires a minimum width of 8 metres (and the offsetting of the centre line) and is not considered appropriate in these streets. The project team has sought to preserve the special character of this area as well as provide on-street parking for residents and other users.
18. A number of residents requested the undergrounding of overhead services as part of the Fendalton South street renewal project. Residents have been advised that undergrounding is beyond the scope of this project. There is no City Council funding allocated for this purpose in the Draft LTCCP 2009 – 2019. The project team has been advised that if residents wish to proceed with undergrounding they will have to pay the full cost. The ballpark estimate for Rhodes Street is \$286,875 (incl GST) and for Desmond Street \$83,250 (incl GST).
19. Although Helmores Lane Bridge and the road from the Bridge to Harper Avenue are outside the scope of this project, respondents were asked to choose one of three options to assist future planning in the area. The majority (24) opted for the status quo, 10 wanted no left turn from Harper Avenue to Helmores Lane, and three favoured closure of the Bridge.
20. A summary of feedback and project team responses is available on request.
21. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the 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.
22. As a result of community consultation a proposed tree outside No. 14 will be removed from the scheme.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works Traffic and Environment Committee request that the Board:

- (a) Approve the Rhodes Street plans, TP 310401 and TP 310402, shown in Attachments 1 and 2 for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.
- (c) That the stopping of vehicles be prohibited at any time in the following locations:

Revoke And Reinstate Existing No Stopping:

- (i) That the stopping of vehicles currently prohibited (at any time) on the north side of Rhodes Street commencing at its intersection with Rossall Street and extending in an easterly direction for a distance of 22 metres be revoked.
- (ii) That the stopping of vehicles be prohibited (at any time) on the north side of Rhodes Street commencing at its intersection with Rossall Street and extending in an easterly direction for a distance of 29 metres.
- (iii) That the stopping of vehicles currently prohibited (at any time) on the north side of Rhodes Street commencing at a point 238 metres from its intersection with Rossall Street and extending in an easterly direction for 37 metres be revoked (around the cul-de-sac turning circle).

14 Cont'd

- (iv) That the stopping of vehicles be prohibited (at any time) on the north side of Rhodes Street commencing at a point 238 metres from its intersection with Rossall street and extending in an easterly direction for a distance of 50 metres (around the cul-de-sac turning circle).

New No Stopping - Rhodes Street (Helmores Lane to Rossall Street)

- (i) That the stopping of vehicles be prohibited at any time on the north side of Rhodes Street commencing at its intersection with Helmores Lane and extending 14 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Rhodes Street commencing at its intersection with Helmores Lane and extending 16 metres in a easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Rhodes Street commencing at its intersection with Rossall Street and extending 17 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Rhodes Street commencing at its intersection with Helmores Lane and extending 17 metres in a westerly direction.

Rhodes Street (Rossall Street to cul-de-sac)

- (i) That the stopping of vehicles be prohibited at any time on the north side of Rhodes Street commencing at its intersection with Rossall Street and extending 29 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Rhodes Street commencing at a point 82 metres east of its intersection with Rossall Street and extending 11 metres in a easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Rhodes Street commencing at a point 107 metres east of its intersection with Rossall Street and extending 6 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Rhodes Street commencing at a point 74 metres east of its intersection with Rossall Street and extending 43 metres in a easterly direction.

14. Cont'd

BACKGROUND (THE ISSUES)

24. Rhodes Street is a local road situated in a primarily residential area. However, in the cul-de-sac section, it also includes Rangi Ruru Girls School and its associated Early Childhood College, Nursery, and Pre-School.
25. Approximately 340 metres long, Rhodes Street has an average carriageway width of 10 to 11 metres. It is bisected by Rossall Street, a minor arterial road.
26. The proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel and narrowing of the carriageway to 9 metres.
27. Traffic volume and speed surveys were undertaken in March 2008. An average of 860 vehicles per day travelled along Rhodes Street between Helmores Lane and Rossall Street at an average speed of 40.7 kilometres per hour (85 percentile).
28. The Land Transport New Zealand Crash Analysis System shows that although three crashes occurred between 2003 and 2007 in the vicinity of the project area, none of these were in Rhodes Street.

THE OBJECTIVES

29. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway and installing platforms to reduce the potential for high traffic speeds;
 - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
 - (d) Improving street lighting which will assist drivers and pedestrians;
 - (e) Improving street drainage;
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement. As a result the roads will have a longer useful life than the current site condition. A whole-of-life analysis has not been undertaken.

THE OPTIONS

30. Three options were considered for each street in the Fendalton South Cluster. All involved full reconstruction. The preferred plan for Rhodes Street was a combination of Option One (for the Helmores Lane to Rossall Street section) and Option Two for the Rossall Street to cul-de-sac section). That combination was taken to the community for consultation.

Rhodes Street (Helmores Lane to Rossall Street)

OPTION ONE

31. Replacement of kerb and dish channel on both sides of the road; dish channel between the 3.9 metre wide grass berm and the footpath;
32. Narrowing the carriageway from 10 metres to 9 metres between kerbs. Parking will be retained on both sides of the road;
33. Installation of Type B threshold treatments at the intersections with Helmores Lane and with Rossall Street;

14. Cont'd

- 34. Landscaping enhancements including planting around the threshold treatments and addition of new street trees on both sides of the road. The existing flowering cherries are in a poor condition and will be replaced with new flowering cherries on both sides of the street;
- 35. New footpaths constructed on both sides of the road;
- 36. Option One was the preferred option for this section of Rhodes Street as it best met project objectives.

OPTION TWO

- 37. Option Two was similar to Option One except that it included:
 - (a) A 4.7m wide grass berm on the northern side of the road. Low bollards, adjacent to the kerb and nib, will prevent parking on the grass berm;
 - (b) Provide a dish channel between the grass berm and the footpath on the northern side;
- 38. This option was not preferred as the best option.

OPTION THREE

- 39. Option Three was similar to Option Two except that it was a mirror image. This option was not preferred.

Rhodes Street (Rossall Street to cul-de-sac)

OPTION ONE

- 40. Replacement of kerb and dish channel with kerb and flat channel. Short sections of kerb and flat channel at the Rossall Street intersection and turning circle at the cul-de-sac will be retained;
- 41. The carriageway will be narrowed from 11 metres to 9 metres between kerbs;
- 42. Parking will be retained on both sides of the road. An existing P5 parking bay adjacent to the Rangi Ruru Preschool is to remain;
- 43. Improvements to the existing threshold at the intersection with Rossall Street;
- 44. The informal parking area adjacent to Rangi Ruru School will be formalised allowing space for six car parks, and appropriate demarcation of the footpath. The parking area will also incorporate some landscaping enhancements;
- 45. 'No stopping' parking restrictions are proposed for the corner opposite the parking bay (inside of curve), to improve visibility;
- 46. Replacement of the footpaths. The existing footpaths are narrow and in poor condition. Footpaths will be widened to 1.8 metres. Grass berms, of varying widths, will be formed on both sides of the road.
- 47. Option One was not the preferred option.

OPTION TWO

- 48. Option Two was similar to Option One except that:
 - (a) The carriageway between Rossall Street and the corner will be narrowed to 10 metres between kerbs;

14. Cont'd

- (b) The carriageway between the corner and the turning circle will be narrowed from 11 metres to 9 metres. The road alignment will be offset between the existing kerb lines to allow grass berms and landscaping on alternate sides of the road;
 - (c) Replacement of the footpaths. The existing footpaths are narrow and in poor condition. Footpaths will be widened to 1.65 - 2.5 metres. Grass berms (2.6 metres wide) will be formed on alternate sides of the road from the corner to the cul-de-sac.
49. Option Two was preferred for this section of Rhodes Street and further developed (with a grass berm on the northern side).

OPTION THREE

50. Option Three was similar to Option Two except that:
- (a) The carriageway between Rossall Street and the corner will be widened to 11.4 metres between kerbs. The widening of the carriageway is to allow more space for cyclists and manoeuvring vehicles;
 - (b) The carriageway between the corner and the turning circle will be narrowed to 9 metres. The new kerbs lines on the eastern side of the road will follow the same line as the existing. The kerb lines on the western side will be shifted to allow grass berms and some landscaping including street trees.
51. Option Three has not been selected as the preferred option.

THE PREFERRED OPTION

52. The preferred option (a combination of Option One and Option Two) encompasses the following physical works:

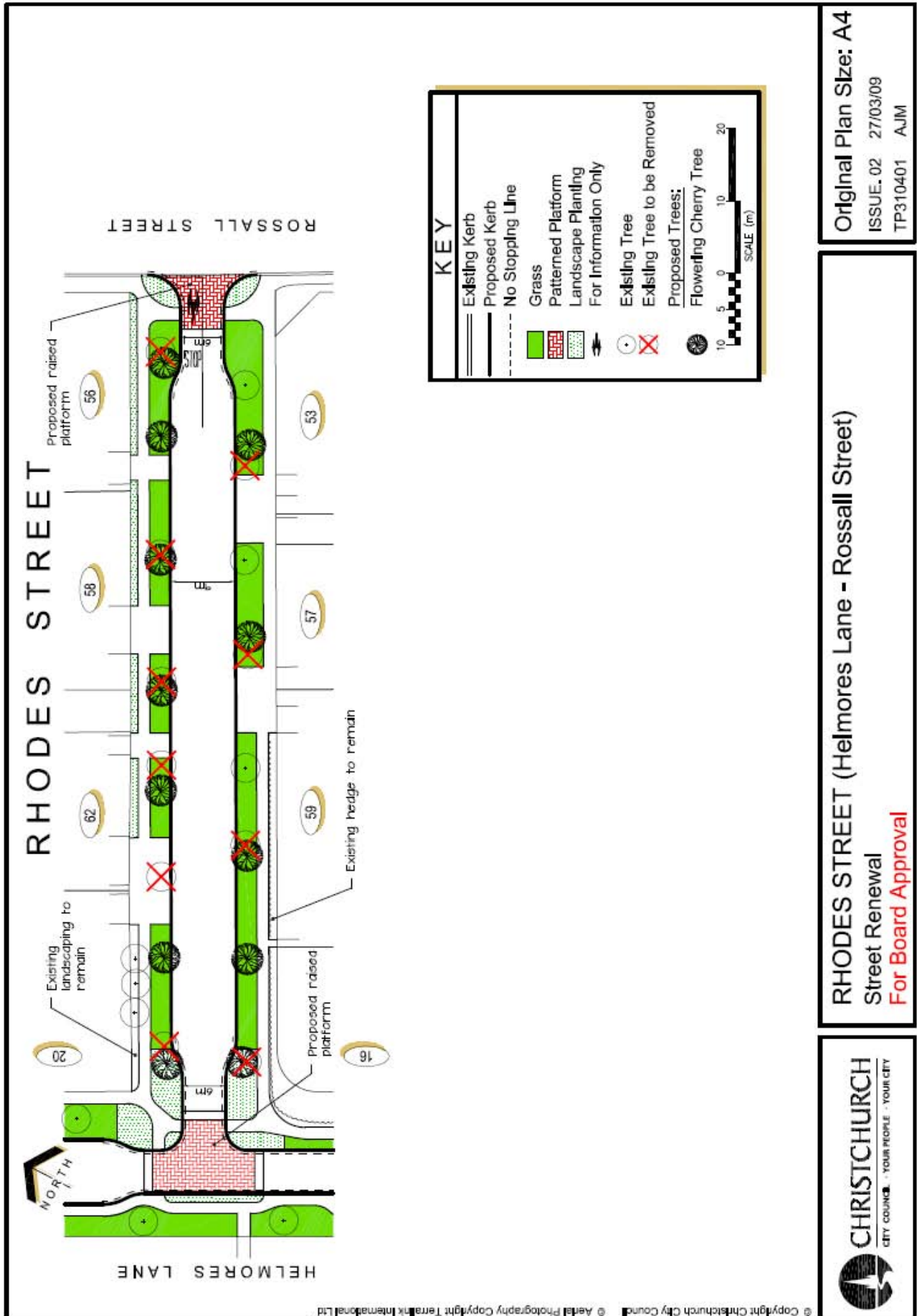
Rhodes Street (Helmores Lane to Rossall Street section):

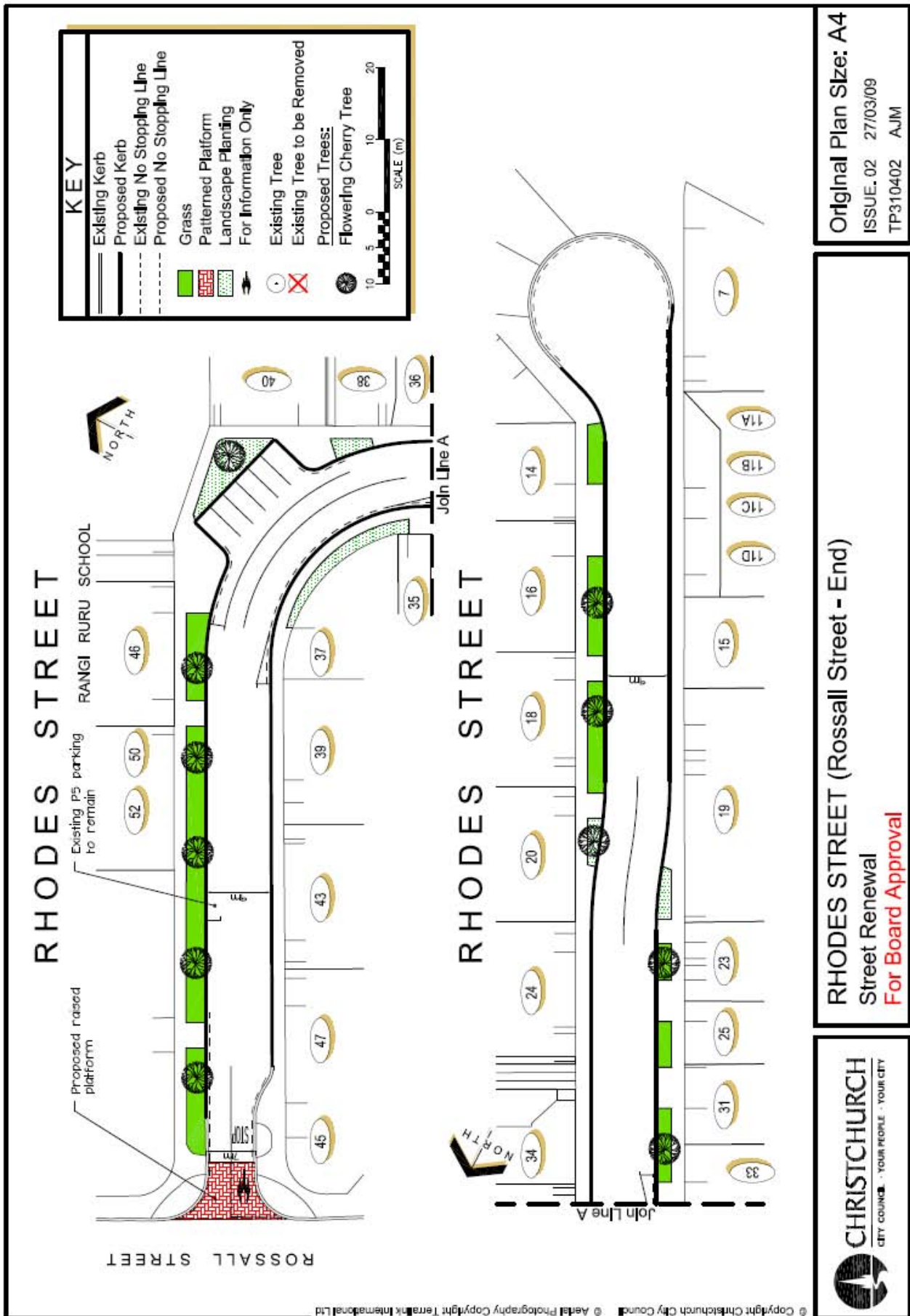
- (i) Replacement of the existing kerb and dish channel on the northern side of the road with kerb and flat channel;
- (ii) Replacement of the existing dish channel (infilled to resemble kerb and flat channel) on the southern side with new kerb and flat channel;
- (iii) Full carriageway reconstruction;
- (iv) An 800 millimetres wide service strip adjacent to the property boundaries on the northern side;
- (v) The carriageway will be narrowed from 10 metres to 9 metres between kerbs. Parking will be retained on both sides of the road;
- (vi) Installation of a 75 millimetres high platform at the intersection with Helmores Lane;
- (vii) Installation of Type B threshold treatment at the intersection with Rossall Street;
- (viii) Landscaping enhancements including planting around the threshold treatments and replacement of most street trees with flowering cherry trees on both sides of the road;
- (ix) New footpaths will be constructed on both sides of the road.
- (x) Tactile pavers will be provided at crossing points.

14. Cont'd

Rhodes Street (Rossall Street to cul-de-sac section)

- (i) Replacement of kerb and dish channel with kerb and flat channel. Short sections of kerb and flat channel, which is in good condition at the Rossall Street intersection and the turning circle at the cul-de-sac, will be retained;
- (ii) Full carriageway reconstruction;
- (iii) The carriageway will be narrowed to 9 metres between kerbs;
- (iv) The road alignment, between the corner and the turning circle, will be offset between the existing kerb lines to allow grass berms and landscaping on alternate sides of the road;
- (v) Parking will be retained on both sides of the road. An existing P5 parking bay adjacent to the Rangi Ruru Preschool is to remain;
- (vi) The existing informal parking area adjacent to Rangi Ruru School will be formalised allowing space for six car parks, and appropriate demarcation of the footpath. The parking area will also incorporate some landscaping enhancements;
- (vii) "No stopping" parking restrictions are proposed for the corner opposite the parking bay (inside of curve), to improve visibility and safety;
- (viii) Improvements to the existing threshold at the intersection with Rossall Street;
- (ix) Replacement and improvements to the footpaths. Footpaths will be widened. Four power poles will require relocation as they are currently situated in the centre of the footpath; and
- (x) Tactile pavers will be provided at crossing points.





15. DESMOND STREET – STREET RENEWAL IN THE FENDALTON SOUTH CLUSTER

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Fendalton/Waimairi Works Traffic and Environment Committee to the Board that the Desmond Street Renewal project be approved to proceed to detailed design, tender and construction, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Desmond Street (from the Helmores Lane intersection to No. 15) referred to in the rest of this report as Desmond Street. Together with Helmores Lane and Rhodes Street these three streets comprise the project area being managed as the Fendalton South Cluster.
3. The Fendalton South Cluster project was initiated in December 2007 as part of the Street Renewal Programme.
4. The objectives for the project are as follows:
 - (a) To replace the kerb and channel;
 - (b) To maintain or 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 within the 2009/10 and 2010/11 financial years;
 - (f) To minimise whole-of-life costs.

FINANCIAL IMPLICATIONS

5. Funding for the project is provided in the Draft 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme. The table below shows the proposed funding and construction year for individual streets. The funding and timing of this project is still subject to Council confirming the Draft 2009-2019 LTCCP in June 2009.

Street	Total Budget	Construction Year
Helmores Lane	645,656	2009/2010
Desmond Street	253,042	2009/2010
Rhodes Street	660,000	2010/2011
Total for Fendalton South Cluster	1,558,698	

6. Application will be made for New Zealand Transport Agency co-funding for the components of the project that qualify.

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH LTCCP BUDGETS?

7. Yes, based on current estimates there is sufficient budget allocated in the Draft 2009-2019 LTCCP to implement the project, which is programmed in the 2009/10 and 2010/2011 financial years.

15. Cont'd

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

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 April 2008. 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the LTCCP?

11. Yes, this project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, p.259 of the draft LTCCP 2009-2019.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Yes, this project is consistent with the key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

13. An Initial Issues survey was carried out with residents of Fendalton Cluster and other key stakeholders in August/September 2008. Sixty four responses were received. The most significant concern for residents in Desmond Street was street drainage.
14. Preferred plans for the cluster were presented to the Board's Works, Traffic and Environment Committee at a seminar on Monday 24 November 2008. Community consultation on the proposals was undertaken between 16 December 2008 and 23 January 2009. Approximately 160 households in and near the cluster received a consultation leaflet. Another 84 leaflets were sent to absentee property owners and 120 leaflets were posted or emailed to other stakeholders including Rangi Ruru Girls' School and its associated Early Childhood College and Nursery and Pre-School.
15. Project information meetings were held at the Fendalton Service Centre on Monday 12 January and at the Rangi Ruru Boarding House on Tuesday 20 January 2009. The demand for on-street parking in the area and concerns about proposed trees were among the issues raised with the City Council project team.
16. Forty four responses relating to the three streets in the Fendalton South Cluster were received. Of the 12 residents who lived in Desmond Street or commented on issues in the street eight (66.67%) were generally in support of the proposal, one (8.33%) was opposed and three (25%) did not indicate their position.
17. Issues raised by Desmond Street residents included the choice of proposed trees and planting, a drainage problem just outside the project area, and the undergrounding of overhead services. Residents have been advised that undergrounding is beyond the scope of this project and there is no City Council funding budgeted for this purpose. If residents wish to proceed with undergrounding they will have to pay the full cost. The ballpark estimate for Desmond Street is \$83,250 (incl GST) and for Rhodes Street \$286,875 (incl GST).

15. Cont'd

18. Although Helmores Lane Bridge and the road from the Bridge to Harper Avenue are outside the scope of this project, respondents were asked to choose one of three options to assist future planning in the area. The majority (24) opted for the status quo, 10 wanted no left turn from Harper Avenue to Helmores Lane, and 3 favoured closure of the Bridge.
19. A summary of feedback and project team responses is available on request.
20. All respondents in the December 2008/January 2009 consultation have been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the 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.
21. As a result of community consultation and further investigations:

Liquidambar trees proposed on south side of Desmond will be substituted with Japanese Maples to be consistent with the trees on the other side of the street. The driveway to No. 18 Desmond Street has been widened to enable large vehicles (light trucks and horse float) to access the property without damaging the landscaping. A patterned surface will be used for platforms within the Fendalton South Cluster.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Works Traffic and Environment Committee request that the Board:

- (a) Approve the Desmond Street plan, TP 310301, shown in Attachment 1 for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.
- (c) Prohibit the stopping of vehicles at any time in the following locations:

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the north side of Desmond Street commencing at its intersection with Helmores Lane and extending 18 metres in a westerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Desmond Street commencing at its intersection with Helmores Lane and extending 16 metres in a westerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Desmond Street commencing at a point 115 metres west of its intersection with Helmores Lane and extending 24 metres in a westerly direction.

15. Cont'd

BACKGROUND (THE ISSUES)

22. Desmond Street is a local road in a residential area situated in the Fendalton Special Amenity Area. Only the 115 metre original section of the street, from Helmores Lane to No. 15, is included in this street renewal project.
23. This section of street has an average carriageway width of 14 metres.
24. The proposal involves full carriageway reconstruction, replacement of the existing kerb and channel and narrowing of the carriageway to 9 metres.
25. Traffic volume and speed surveys were undertaken in March 2008. An average of 300 vehicles per day were recorded in Desmond street. The speed at the 85 percentile was 41.4 kilometres per hour. Higher speeds in Helmores Lane and drivers taking a short cut to nearby Rossall Street also impact on Desmond Street residents.
26. The Land Transport New Zealand Crash Analysis System shows that three crashes were reported between 2003 and 2007 in the vicinity of the project area. None of these occurred in Desmond Street.

THE OBJECTIVES

27. The aims and objectives are to be met in this project by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
 - (b) Maintaining and improving safety for all road users by narrowing the carriageway and extending the threshold at the Helmores Lane intersection to reduce the potential for high traffic speeds;
 - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
 - (d) Improving street lighting which will assist drivers and pedestrians;
 - (e) Improving street drainage;
 - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement. As a result the roads will have a longer useful life than the current site condition. A whole-of-life analysis has not been undertaken.

THE OPTIONS

28. Three options were considered for each street in the Fendalton South Cluster. All involved full reconstruction. The preferred plan for Desmond Street was Option One. That plan was taken to the community for consultation.

OPTION ONE

29. Option One includes replacement of kerb and dish channel with kerb and flat channel as well as a dish channel between the 3.9 metre wide grass berm and the footpath;
30. Carriageway narrowed to 9 metres between kerbs. Parking will be retained on both sides of the road;
31. Installation of a Type B threshold treatment at the intersection with Helmores Lane.
32. Landscaping enhancements including planting around the threshold treatment and inclusion of street trees on both sides of the road;

15. Cont'd

- 33. New footpaths will be constructed on both sides of the road.
- 34. Option One, plus a build-out at Wilkins Drain, was the preferred option.

OPTION TWO

- 35. Option Two was similar to Option One except that it included:
 - (a) Replacement of kerb and dish channel with kerb and flat channel on the southern side of Desmond Street. The new kerb will follow the line of the existing kerb. It is proposed to locate the crown of the road along the northern side, so all stormwater runoff from the road will be carried by the channel on the southern side of the road;
 - (b) Replacement of the kerb and dish channel with kerb and nib on the northern side of Desmond Street;
 - (c) A 4.15 metre wide grass berm will be provided on the northern side of the road. Low bollards, adjacent to the kerb and nib, will prevent parking on the grass berm;
 - (d) Provide a dish channel between the grass berm and the footpath on the northern side;
 - (e) The carriageway will be narrowed to 10 metres between kerbs. Parking will be retained on both sides of the road. The 10 metre width ties in the with the western end of Desmond Street (which is outside the project scope);
 - (f) Installation of a Type B threshold treatment at the intersection with Helmores Lane.
- 36. This option was not preferred.

OPTION THREE

- 37. Option Three was a mirror image of Option 2 and was not the preferred option.

THE PREFERRED OPTION

- 38. The preferred option (Option One) encompasses the following physical works:
 - (i) Replacement of the existing kerb and dish channel on both sides of the road;
 - (ii) Full carriageway reconstruction;
 - (iii) An 800 millimetre wide service strip adjacent to the property boundaries;
 - (iv) The carriageway will be narrowed to 9 metres between kerbs. Parking will be retained on both sides of the road;
 - (v) Extension of the existing Type B threshold treatment at the intersection with Helmores Lane;
 - (vi) Japanese maples will be planted on both sides of the street. Landscaping enhancements also include planting around the threshold. Four of the Pin Oak trees will be removed to give the remaining two trees room to grow. The four removed trees will be replaced with Japanese magnolia trees;
 - (vii) New footpaths will be constructed on both sides of the road;
 - (viii) Tactile pavers will be laid at crossing points; and
 - (ix) Enhancements to the kerb lines and landscaping will be completed adjacent to Wilkins Drain.

