

8. PEMBROKE STREET – STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Burwood/Pegasus Community Board for the Pembroke Street kerb and dish channel replacement project, as shown in **attachment 1**.

EXECUTIVE SUMMARY

2. Pembroke Street is a local road that runs between Avonside Drive and Breezes Road, with a vehicle usage of approximately 700 vehicles per day. The existing kerb and flat channel has failed prematurely, which could be due to a number of factors, such as the high water table. Although the street is in reasonable condition the road shoulder is cracked and worn through with potholing in places. Footpaths were last resurfaced in December 1983 and are not scheduled for further maintenance unless as part of kerb and channel replacement.
3. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Pembroke Street. The primary objectives for the project were set out 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 2010/11 financial year.
 - (f) To minimise whole of life costs.

FINANCIAL IMPLICATIONS

4. The kerb and channel renewal works for Pembroke Street are programmed in the LTCCP for implementation in the 2010/11 financial year. Based on current estimates, staff believe there is sufficient funding in the budget to implement the proposed plan. Pricing information is included in the public excluded section of this agenda.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 245).

LEGAL CONSIDERATIONS

6. There are no land ownership issues associated with this project. The project is within existing land boundaries. No resource consents are required.

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

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

9. 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

10. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme.

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

11. Funding for the proposed Pembroke Street Renewal project is programmed in the 2009–19 Long Term Council Community Plan (LTCCP) Street Renewal Programme.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

13. A memorandum was sent to the Burwood/Pegasus Community Board Adviser and passed on to the Board in July 2009 advising of the project consultation programme.
14. An initial survey was then carried out with the residents and property owners of Pembroke Street in August/September 2009. Twenty five responses were received expressing concern over speeding vehicles; an unsafe truck parking on the bend in the road; concern at safety levels of children cycling and traffic congestion before and after school; and that the condition of the road and footpaths.
15. A seminar was held with the Burwood/Pegasus Community Board on 2 November 2009 prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 20 November 2009 until 11 December 2009. Approximately 160 households in Pembroke Street, and other interested groups, were consulted, of which 25 responded. The majority of respondents (84 per cent) were in support of the proposal.
16. The key issues raised related to on-street parking, traffic control, landscaping and the lack of undergrounding. A summary of the feedback received in the consultation phase and the project team's responses have been **circulated separately** to the Board members.
17. As a result of the feedback received, the following changes have been made:
 - (a) Shift the two metre wide footpath to the kerbside on the west side of Pembroke Street from Horton Place to Breezes Road so there is one metre between boundaries and pedestrians. This will necessitate two power poles being shifted against the property boundary, i.e. in front of house number nine and house number three.
 - (b) Raised platforms will be extended so there is two metre gap between any approach ramps and cut down.
 - (c) Pedestrian cut downs will be added across Pembroke Street at the Horton Place and Cardrona Road intersections, where there is no driveway conflict.
 - (d) A double sided general regulatory (RG-25) 'Pedestrians' sign will be installed on the existing power pole outside number 40 Pembroke to indicate a walkway entrance/exit.
 - (e) Remove landscaping between house numbers 62 and 58, outside Chisnallwood Intermediate School and on the west side of the Pembroke Street and Breezes Road intersection.
 - (f) A P3 parking restriction to be installed to create a drop off zone which will operate from 8.30 to 9.30 am and 2.30 to 3.30 pm on school days.

18. Each submitter has received an email or letter, which acknowledged that their submission has been received.
19. All respondents were sent a final reply letter that outlined the outcome of consultation and the recommended concept plan. The letter informed respondents that a report would be presented to this meeting of the Burwood/Pegasus Community Board for approval. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve:

- (a) The proposed plan for the Pembroke Street Renewal (TP 316201), as per **attachment 1**; and
- (b) The following parking restrictions:

Revoke existing no stopping restrictions

- (i) That the existing no stopping restrictions on Pembroke Street commencing at Breezes Road and extending in a southerly direction to Avonside Drive, be revoked.

Install new parking restrictions

- (i) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Breezes Road and extending 28 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Pembroke Street commencing at its intersection with Breezes Road and extending 32 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Breezes Road commencing at its intersection with Pembroke Street and extending 12 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Breezes Road commencing at its intersection with Pembroke Street and extending 22 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Horton Place and extending 12 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Horton Place and extending nine metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Horton Place commencing at its intersection with Pembroke Street and extending 10 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Horton Place commencing at its intersection with Pembroke Street and extending 10 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Pembroke Street commencing at a point 75 metres south of its intersection with Breezes Road and extending 26 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at a point 43 metres east of its intersection with Cardrona Street and extending 46 metres in an easterly direction.

- (xi) That the stopping of vehicles be prohibited at any time on the south side of Pembroke Street commencing at a point 92 metres north of its intersection with Avonside Drive and extending 28 metres in a easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Cardrona Street and extending 15 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Cardrona Street and extending seven metres in a westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Cardrona Street commencing at its intersection with Pembroke Street and extending 12 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the west side of Cardrona Street commencing at its intersection with Pembroke Street and extending 12 metres in a northerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Pembroke Street commencing at its intersection with Avonside Drive and extending 12 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Avonside Drive and extending 12 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending 12 metres in a southerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending 18 metres in a northerly direction.

BACKGROUND (THE ISSUES)

21. Chisnallwood Intermediate School has an entrance opposite Horton Place. Pedestrian and cyclist demand is high during school starting/finishing time, at the Breezes Road intersection and at the school driveway opposite Horton Place where there is a temporary 40 kilometre per hour school zone. There is a pathway between number 40 and 44 Pembroke that links to Emlyn Playground as well as Emlyn Place and is likely also to be used by school children.
22. Parts of Breezes Road, including the intersection with Pembroke Street near Chisnallwood Intermediate School were reconstructed in 2005; improvements included the provision of pedestrian islands on Breezes Road.
23. There were four crashes in the five year period 2004/2009, all of which were loss of control type crashes, involving either alcohol or excessive speed. The Avonside Drive intersection has also had ongoing problems where cars hit the lamp post on the north east corner of Pembroke Street. Speed surveys conducted between 5 and 17 August 2009 indicate a possible speeding issue, as the 85th percentile speed is 55 kilometres per hour.

THE OBJECTIVES

24. The primary objectives for the project are:
 - (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 2010/11 financial year
 - (f) To minimise whole of life costs.

THE OPTIONS

25. Three options were developed for comparison, each of which is discussed below. Option 3 has been further developed to result in the preferred option.
26. Option 1 is to replace the kerb and channel on the existing alignment, without implementing any safety improvements. It also involves carriageway and footpath reconstruction/resurfacing, plus any minor maintenance works where required. This scheme will see the removal of over one kilometre of existing kerb and flat channel due to premature failure. The results of initial consultation indicate there is speeding issue. The 85th percentile speed is 55 kilometres per hour. As no traffic calming is proposed this option will not reduce vehicle speeds, although it will maintain it if speeding is not a real problem or the existing school zone is considered adequate. Option 1 has not been selected as the preferred option as safety objectives may not be met.
27. Option 2 includes:
 - (a) The replacement of kerb and flat channel, carriageway and footpaths, keeping the existing nine metre wide road alignment.
 - (b) New kerb alignment or build outs where Pembroke Street intersects Cardrona Street, Avonside and Breezes Road. Also smoothing out the bend outside numbers 61 to 63 Pembroke Street. All corner radii will be five metres.
 - (c) A 75 millimetre raised platform at the Cardrona Street intersection and also at the Horton Place intersection for school related traffic, which is within the 40 kilometre per hour school zone.
 - (d) Two speed humps located between numbers 25 and 27 and at number 40 Pembroke Street (just after the walkway to Emlyn Playground).

This option addresses key objectives better, but intersection platforms tend to be expensive and may not be required, especially at Cardrona Street. This treatment is not used often at intersections between local streets, although emphasis of the school zone at Horton Place serves an additional purpose of highlighting where children will enter traffic. On the other hand this treatment could give drivers mixed messages as the school zone only operates during peak school hours whereas the platform is fixed. Reducing the curve radius and squaring up the intersections (at Cardrona Street) improves sight distance and safety for pedestrians. Option 2 has not been selected as the preferred option as this form of traffic calming can be expensive.

28. Option 3 is the same as Option 2 above, except the method of traffic calming is changed to:
- (a) A type C threshold treatment where Pembroke Street intersects Breezes Road.
 - (b) Four speed humps spaced 120 metres apart, located at number 69, 40, 29 and 13 Pembroke Street. Speed humps are cheaper than intersection platforms, and are effective at temporary speed reduction. They can easily be positioned so they will not affect driveway access, and people can park next or on them. Depending on materials used, they can be implemented on a trial basis, relocated or removed where necessary. Option 3 has been further developed to result in the preferred option.

THE PREFERRED OPTION

29. The proposals in the preferred option, being a development of Option 3, includes:
- (a) Replacement of existing kerb and flat channel that has failed with new kerb and channel.
 - (b) Full carriageway and footpath reconstruction.
 - (c) A 75 millimetre raised platform at the Cardrona Street intersection and also at the Horton Place intersection for school related traffic, which is within the 40 kilometre per hour school zone.
 - (d) Teeing up the intersection of Pembroke and Cardrona Street, and tightening the kerb radius at Breezes Road and Avonside Drive to five metres.
 - (e) Street lighting and drainage upgrade to meet current IDS/CSS standards.
 - (f) Imposing parking restrictions on the bend outside number 61/63 Pembroke Street.
 - (g) Provide pedestrian cut downs at key crossing locations.
 - (h) Repairing the school zone variable message sign that is not working (under the maintenance budget).
30. This proposal meets the stated aims and objectives of the project. The proposal also takes into consideration all identified asset management issues, best practice guidelines, safety issues and legal considerations associated with this project. A safety audit has been completed and incorporated into the proposed scheme. The budget will not need to be increased to achieve the objectives as stated above.