

11. BECKENHAM 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 Spreydon/Heathcote Community Board for the Beckenham Street kerb and dish channel replacement project, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. Beckenham Street is a local road that runs between Tennyson Street and Fisher Avenue, with a vehicle usage of approximately 500 vehicles per day and 85 percentile speed of 50.0 kilometres per hour for vehicles travelling northbound and 51.1 kilometres per for vehicles travelling southbound. The surrounding area is residential with a pedestrian entrance to St Peter's School. This street is approximately 200 metres long with a 14 metre-wide carriageway.
3. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Beckenham 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 2011/12 financial year;
 - (f) To minimise whole of life costs.

FINANCIAL IMPLICATIONS

4. Funding for the proposed kerb and channel renewal works in Beckenham Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$30,000
 - (b) 2010/11 \$52,000
 - (c) 2011/12 \$429,000

Application will be made for NZTA co-funding for the components of this project that qualify. Based on current estimates, there is sufficient funding to complete the installation of this project.

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

5. Yes. Funding for this project is provided in the 2009-19 LTCCP, page 245, Street Renewal Programme.

LEGAL CONSIDERATIONS

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

7. 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.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. 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

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

10. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Funding for this project is provided within the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Street and Transport Asset Management Plan.

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

12. Yes, as above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

13. Funding for the proposed Beckenham Street Renewal Project is programmed in the 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme.

CONSULTATION FULFILMENT

14. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board.
15. An initial survey was then carried out with the residents and property owners of Beckenham Street in October 2009. Fourteen responses were received with the main concerns being drainage, speeding vehicles and landscaping.
16. A seminar was held with the Spreydon/Heathcote Community Board on 18 May 2010, prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 27 May 2010 until 11 June 2010. Approximately 200 households in Beckenham Street, and other interested groups, were consulted. Twenty five responses were received. The majority of submissions (60 percent) were in support of the proposal; two submissions (8 percent) did not support the project.
17. The key issues raised related to on-street parking, traffic control, landscaping and lack of undergrounding. A copy of the feedback received in the consultation phase and the project team's responses has been circulated separately to the Community Board members.
18. As a result of the feedback received during the consultation period, the following changes have been made:
 - (a) the addition of a pedestrian crossing point in front of number 11 Beckenham Street (St Peter's School) with no stopping either side for visibility. This has removed four existing carparks;

- (b) the narrowing of Beckenham Street at the Tennyson Street intersection to 7.5 metres and the replacement of the speed hump with a platform to further slow traffic entering the street;
 - (c) the removal of the grass berm between number 10 and number 14 Beckenham Street as number 10 now has a double garage against the shared boundary;
 - (d) the addition of PW32 School children warning signs on each approach to St Peter's School;
 - (e) the addition of a new street tree in front of number 33 Fisher Avenue on the Beckenham Street frontage;
 - (f) the addition of No Stopping lines on the south side of Fisher Avenue on the existing raised platform at the Fisher Avenue/Beckenham Street intersection.
19. Each submitter has received an email or letter, which acknowledged that their submission has been received.
20. All respondents who provided contact details were sent a reply letter that outlined the outcome of consultation and the updated concept plan. The letter informed respondents that a report would be presented to this meeting of the Spreydon/Heathcote Community Board for their 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. Submitters will also receive a letter advising them of the outcome of the Board's decision following the meeting.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board approve:

- (a) The proposed plan for the Beckenham Street Renewal (TP 321501 issue 1), as per **Attachment 1**; and
- (b) The following parking restrictions need to be resolved by the Community Board to take effect after construction is completed.

Revoke existing parking restrictions:

- (i) That all existing parking restrictions on the east side of Beckenham Street between Tennyson Street and Fisher Avenue be revoked;
- (ii) That all existing parking restrictions on the west side of Beckenham Street between Tennyson Street and Fisher Avenue be revoked;
- (iii) That the existing parking restrictions on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a easterly direction for a distance of 35 metres be revoked;
- (iv) That the existing parking restrictions on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a westerly direction for a distance of 15 metres be revoked.

Revoke existing Give-Way:

- (i) That the existing give-way control on Beckenham Street at its intersection with Tennyson Street be revoked.

New Stopping restrictions:

- (i) That the stopping of vehicles be prohibited at any time on the east side of Beckenham Street commencing at its intersection with Tennyson Street and extending in a southerly direction for a distance of 20 metres;
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Beckenham Street commencing at a point 127 metres south from its intersection with Tennyson Street and extending in a southerly direction for a distance of 25 metres;
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Beckenham Street commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 11 metres;
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue commencing at its intersection with Beckenham Street and extending in a easterly direction for a distance of 9 metres;
- (v) That the stopping of vehicles be prohibited at any time on the south side of Fisher Avenue commencing at a point 192 metres south from its intersection with Colombo Street and extending in a easterly direction for a distance of 47 metres;
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue commencing at its intersection with Beckenham Street 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 west side of Beckenham Street commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 11 metres;
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Beckenham Street commencing at a point 129 metres south from its intersection with Tennyson Street and extending in a southerly direction for a distance of 15 metres;
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Beckenham Street commencing at its intersection with Tennyson Street and extending in a southerly direction for a distance of 20 metres;
- (x) That the stopping of vehicles be prohibited at any time on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a easterly direction for a distance of 36 metres;
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Tennyson Street commencing at its intersection with Beckenham Street and extending in a westerly direction for a distance of 16 metres.

New Give-Way Control

- (i) That a give-way control be placed against Beckenham Street at its intersection with Tennyson Street.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

21. St Peter's Catholic School has a pedestrian entrance which generates pedestrian traffic during school starting/finishing time. There are existing footpaths on both sides of Beckenham Street for the full length that vary in width from 1.3 metres to 1.5 metres wide. Existing power poles, which are located against the kerb, reduce the footpath width in sections. The existing berms on the street run alongside the private boundary. There are no dedicated cycle facilities on Beckenham Street, but there are cycle facilities provided on Tennyson Street. Beckenham Street is not a bus route.
22. The Land Transport Safety Crash Analysis System shows there have been no crashes recorded for the five year period between 2005 and 2009 within the study area.

THE OBJECTIVES

23. The primary (must do) objectives for the project are as follows:
 - (a) Maintain or improve user safety and level of service;
 - (b) Meet budget and achieve lowest overall cost solution;
 - (c) Renew the kerbs & channels to suit drainage & adjacent street drainage needs as required;
 - (d) Renew street drainage pipes as required;
 - (e) Renew carriageway(s) as required;
 - (f) Renew footpaths as required;
 - (g) Renew berms as required;
 - (h) Renew streetlight assets as required;
 - (i) Renew signs and markings as required;
 - (j) Renew other Transport & Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required;
 - (k) Install traffic calming infrastructure to suit the speed environment required;
 - (l) Install new landscaping and street trees to meet Council's Community Outcomes;
 - (m) Install additional assets to meet current standards and the new street layout;

THE OPTIONS

24. Three options were developed for comparison, each of which is discussed below. Option 2 is the preferred option.
25. **Option 1** replaces the kerb and channel, repairing/renewing the carriageway and footpaths and berms where required along the existing alignment. This option does not change road widths, the cross section, speed environment, priority controls or pedestrian facilities. However, power poles would continue to reduce the footpath width in sections. There would be limited opportunities for landscaping.
26. Option 1 has not been selected as the preferred option because it does not meet the project objectives.

27. **Option 2** includes reducing the overall carriageway width from 14 metres to 9 metres. A Type C 7.5 metre wide treatment with platform will be introduced on Beckenham Street at the Tennyson Street intersection. The existing dish channels would be replaced with kerb and flat channel along the new alignment.
28. The footpaths will measure 1.5 metres, but widened to 2 metres at the school pedestrian entrance. One power pole will be within the footpath but is adjacent to the kerbside berm.
29. Grass/landscaping and trees will be incorporated into the reallocated road space, with new footpaths provided in between berms. There will be a service strip against the property boundary. The existing power poles are located in the new kerbside berm.
30. New grass berms will be introduced on Fisher Avenue to reduce the potential for pedestrians crossing diagonally over the speed table. A new crossing location will be introduced to the west of Fisher Avenue with tactiles and cut-downs incorporated.
31. Reducing the width of the carriageway will contribute to reducing speeds and also reduces the crossing distance for pedestrians. The new footpaths and the proposed landscape improvements will provide an attractive pedestrian route along Beckenham Street.
32. Option 2 is the preferred option because it best meets the project objectives.
33. **Option 3** incorporates all the features of Option 2; however Option 3 includes a carriageway narrowing to 6 metres, with a 5 metres long raised platform, to further reduce speeds on Beckenham Street and reduce the crossing distance for pedestrians. The build out would be located approximately 80 metres north of Fisher Avenue outside 14 and 18 Beckenham Street. The narrowing would result in a loss of approximately six parking spaces outside the school entrance. The speed surveys show 85 percentile speeds of 50 kilometres per hour and 51 kilometres per hour, and therefore the raised platform may not be required. The new footpaths and the proposed landscape improvements will provide an attractive pedestrian route along Beckenham Street.
34. Option 3 has not been selected as the preferred option. The 85 percentile speeds on this street are 50 and 51 kilometres per hour and it is therefore considered that further traffic calming measures would not be required.

THE PREFERRED OPTION

35. This proposal meets the stated aims and objectives. 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.