

12. LONGFELLOW 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 Longfellow Street kerb and channel renewal project, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. Longfellow Street is a 400 metre-long local road. Longfellow Street runs on an approximate north-south alignment between Tennyson Street and Southampton Street, also providing access to Percival, Millar and Wembley Streets. The adjacent land use along the route is residential. Longfellow Street is not on a bus route.
3. Longfellow Street carriageway varies in width but averages 13.2 metres along its length, set within a 20 metre road reserve, with 1.6 metre-wide footways along either side of the road, behind which lie berms.
4. An entry treatment to Longfellow Street is provided close to its intersection with Tennyson Street, where a central island reduces the road width to two 4 metre-wide lanes, complemented with the provision of speed humps.
5. A pedestrian island is provided at its intersection with Southampton Street.
6. This project involves the replacement of existing kerb and dish channel with kerb and flat channel for the full length of Longfellow Street. The primary objectives for the project are 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

7. Funding for the proposed kerb and channel renewal works in Longfellow Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$40,000
 - (b) 2010/11 \$62,000
 - (c) 2011/12 \$750,000

The current project cost estimate is more than the allocated budget. As tenders have recently been coming in under scheme estimates, this will be reviewed at tender stage. Application will be made for NZTA co-funding for the components of this project that qualify.

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

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

LEGAL CONSIDERATIONS

9. There is no land ownership issues associated with this project. The project is within existing land boundaries. An assessment of the City Plan shows that no resource consents are required.
10. 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.
11. The Community Boards have delegated authority from the 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.
12. 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?

13. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Funding for this project is provided in the 2009-19 LTCCP, page 245, 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?

15. Yes, as above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

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

CONSULTATION FULFILMENT

17. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board.
18. An initial survey was then carried out with the residents and property owners of Longfellow Street in September 2009. A total of 20 responses were received whose main concerns included drainage, speeding vehicles and landscaping.
19. A seminar was held with the Spreydon/Heathcote Community Board on 18 May 2010, prior to the public information leaflet (PIL) (which including a concept plan) being distributed to the community and stakeholders for consultation. The formal consultation period was from 27 May 2010 to 11 June 2010.

20. Approximately 300 households in Longfellow Street, along with absentee owners and other stakeholders were consulted, of which 32 responded. A total of 21 submissions (66 percent) were in support of the proposal. A total of five submissions (15 percent) did not support the project.
21. The key issues raised related to on-street parking, intersection improvements, landscaping and traffic treatments. 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.
22. A number of changes have been made to the scheme, as a result of both public consultation and on-going design reviews. These include the following:
 - (a) The directional pavers on the corner of Tennyson Street and Longfellow Street have been removed as the grass berm has been lengthened;
 - (b) A directional paver has been added on the corner of Southey Street at number 54;
 - (c) One car park added at number 2 Millar Street, with the adjacent no stopping shortened (to cater for a shortage in on-street car parking);
 - (d) Tree located at number 25 has been moved slightly to the left;
 - (e) Landscape planting outside number 40 has been changed to grass berm (to provide space for wheelie bins);
 - (f) Landscaping planting outside number 42 is now half grass berm half landscaping (to provide space for wheelie bins);
 - (g) Landscape planting at number 22 is half grass berm half landscape planting;
 - (h) An extension to the No Stopping on the west side of Longfellow Street directly to the south of the Wembley Street intersection (outside number 35);
 - (i) An extension to the No Stopping outside number 2 Longfellow Street.
23. Each respondent who provided contact details has received a letter acknowledging that their submission has been received.
24. Each respondent who provided contact details were sent a final reply letter that outlined the outcome of consultation 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 to allow interested parties to attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

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

- (a) The proposed plan for the Longfellow Street Renewal (TP 321601 issue 1), as per **Attachment 1**; and
- (b) The following parking restrictions.

REVOCATIONS – No Stopping

- (i) That all No Stopping restrictions on the east side of Longfellow Street between its intersections with Tennyson Street and Southampton Street be revoked.

- (ii) That all No Stopping restrictions on the west side of Longfellow Street between its intersections with Tennyson Street and Southampton Street be revoked.
- (iii) That the stopping of vehicles currently prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 21 metres in a west direction be revoked.
- (iv) That the stopping of vehicles currently prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 10 metres in a east direction be revoked.
- (v) That the stopping of vehicles currently prohibited at any time on the north side of Wembley Street commencing at its intersection with Longfellow Street and extending 12 metres in a west direction be revoked.
- (vi) That the stopping of vehicles currently prohibited at any time on the south side of Southey Street commencing at its intersection with Longfellow Street and extending 17 metres in a west direction be revoked.
- (vii) That the stopping of vehicles currently prohibited at any time on the north side of Southey Street commencing at its intersection with Longfellow Street and extending 23 metres in a west direction be revoked.

Revocations – Give Way

- (i) That the existing Give Way-controls against Longfellow Street at its intersection with Tennyson Street be revoked.
- (ii) That the existing Give Way-controls against Longfellow Street at its intersection with Southampton Street be revoked.

New No stopping:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 25 metres in a west direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Tennyson Street commencing at its intersection with Longfellow Street and extending 16 metres in a east direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Tennyson Street and extending 16 metres in a north direction.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Percival Street and extending 14 metres in a south direction.
- (v) That the stopping of vehicles be prohibited at any time on the south side of Percival Street commencing at its intersection with Longfellow Street and extending 18 metres in a west direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Percival Street commencing at its intersection with Longfellow Street and extending 17 metres in a west direction.

- (vii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Percival Street and extending nine metres in a north direction.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at a point 49 metres north from its intersection with Percival Street and extending 19 metres in a north direction.
- (ix) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Wembley Street and extending six metres in a south direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Wembley Street commencing at its intersection with Longfellow Street and extending 13 metres in a west direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Wembley Street commencing at its intersection with Longfellow Street and extending 15 metres in a west direction.
- (xii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Wembley Street and extending 12 metres in a north direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Longfellow Street commencing at its intersection with Southey Street and extending 44 metres in a south direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Southey Street commencing at its intersection with Longfellow Street and extending 18 metres in a west direction.
- (xv) That the stopping of vehicles be prohibited at any time on the north side of Southey Street commencing at its intersection with Longfellow Street and extending 25 metres in a west direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the north west side of Longfellow Street commencing at its intersection with Southey Street and extending 37 metres in a north east direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the north west side of Longfellow Street commencing at its intersection with Southampton Street and extending 13 metres in a south west direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at its intersection with Tennyson Street and extending 21 metres in a north direction.
- (xix) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at a point 100 metres north of its intersection with Tennyson Street and extending 40 metres in a north direction.
- (xx) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at its intersection with Millar Street and extending 9 metres in a south direction.

- (xxi) That the stopping of vehicles be prohibited at any time on the south side of Millar Street commencing at its intersection with Longfellow Street and extending 17 metres in an east direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the north side of Millar Street commencing at its intersection with Longfellow Street and extending 17 metres in an east direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at its intersection with Millar Street and extending nine metres in a north direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at a point 18 metres north of its intersection with Millar Street and extending 38 metres in a north direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the east side of Longfellow Street commencing at a point 97 metres north of its intersection with Millar Street and extending for a total distance of 76 metres in a north and then in a north east direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the south east side of Longfellow Street commencing at its intersection with Southampton Street and extending 13 metres in a south west direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the south west side of Southampton Street commencing at its intersection with Longfellow Street and extending nine metres in a north west direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on the south west side of Southampton Street commencing at its intersection with Longfellow Street and extending 13 metres in a south east direction.

New Give Way Controls

- (i) That a Give Way-control be placed against Longfellow Street at its intersection with Tennyson Street.
- (ii) That a Give Way-control be placed against Longfellow Street at its intersection with Southampton Street.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

- 25. Historically there has been a problem with vehicles seeking to avoid queues along Colombo Street by 'rat running' along Southey Street and down Longfellow Street in order to access Tennyson Street.
- 26. To prevent this occurring, a three legged island was provided at the intersection of Southey Street and Longfellow Street which prevented movements between Southey Street and Longfellow Street southbound, between Longfellow Street North and Southey Street and between Longfellow Street South and North. Each entry and exit lane to the island has a road hump.

27. This island is complemented by other traffic calming along the southern part of Longfellow Street with a central island provided in the road just to the north of the Tennyson Street and Wembley Street intersection.
28. This traffic calming has proved successful in limiting the amount of vehicles undertaking rat running. However, on site observations have indicated that a small number of vehicles do undertake “u-turn” movements at the three legged island when moving between Southey Street and Longfellow Street northbound in order to travel in a southbound direction along Longfellow Street.
29. Analysis of the CAS database indicated that no accidents occurred along Longfellow Street between 2005-2009, possibly reflecting the success of the traffic calming regime in the street.

THE OBJECTIVES

30. 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

31. Three options were developed for comparison. Option 2 has been selected as the preferred option.

Option 1- Do Minimum

32. Option 1 includes maintaining the existing arrangements along the route and simply replacing the existing kerb and dish channel with new kerb and flat channel along the existing kerb line. Option 1 does not solve problems along the street in relation to the perceived poor quality of landscaping in the area. Additionally drainage problems could continue along the route. Option 1 has not been selected as the preferred option as it does not meet many of the Aims and Objectives, and does not address landscaping problems in the area.

Option 2

33. Option 2 includes the general narrowing of the carriageway to 9 metres, with the exception of the area adjacent to the 3 legged island at the intersection of Longfellow Street and Southey Street, where the existing road width is maintained. Furthermore, two narrowings to 6.0 metres are provided adjacent to Percival Street and Wembley Street (each of which is complemented by a 75 millimetre speed hump).
34. The additional width obtained is used to provide additional footpath and berm width.
35. The road width will be maintained at 13.2 metres on the approach to the Southey Street intersection to ensure that the existing three legged island remains unchanged, discouraging 'rat running' through the area.
36. The carriageway and radii of the kerbs at the intersections with Percival, Wembley and Millar Streets will be tightened, to narrow the intersections, further reducing vehicle speeds.
37. At the intersection with Southampton Street the existing pedestrian island will be removed and Longfellow Street narrowed to 7.0 metres, reducing the pedestrian crossing distance.
38. Tactile paving and dropped kerbs will be provided across the Percival Street, Wembley Street, Millar Street, Southey Street, Southampton Street and Tennyson Street intersections, ensuring access for the visually impaired. Tactile paving is also provided to facilitate visually impaired pedestrian movements across Longfellow Street adjacent to the Percival Street and Millar Street intersections.
39. The extensive drainage improvements that will occur as part of Option 2 will ensure that the existing drainage problems in the area will be solved.
40. Option 2 ensures that sufficient traffic calming along the route is provided to discourage rat running, while also enhancing drainage and landscaping. Option 2 has been chosen as the preferred option.

Option 3

41. Option 3 is similar to proposals highlighted in Option 2 above, along with the reconstruction of the three legged island at the intersection with Southey Street, narrowing the island to form a smaller three legged island.
42. Option 3 also differs from Option 2 in that it provides platforms and narrowings at the intersections with both Percival Street and Wembley Street (instead of the speed humps proposed adjacent to these locations for Option 2).
43. The additional berm width obtained is used to provide more room for landscaping and grass.
44. A 3 legged island will remain in the location of the existing island, discouraging 'rat running' through the area. However, the island will be reduced in size, with the adjacent traffic lanes provided at 4.5 metres. As per the existing island speed humps will be provided on each approach and exit. Pedestrian linkages across the island will be provided with drop down kerbs and tactile paving.
45. The presence of the platforms at Wembley Street and Percival Street means that the existing island to the north of Wembley Street will be removed, as will the island to the north of the Tennyson Street intersection.
46. The existing traffic calming feature adjacent to the Longfellow Street/Tennyson Street intersection will be removed, and a Type C threshold treatment placed at the intersection (necessitating the replacement of the existing kerb and flat channel along this section).

47. At the intersection with Southampton Street the existing pedestrian island will be removed, with Longfellow Street narrowed to 7.0 metres, reducing the pedestrian crossing distance.
48. Tactile paving will be provided across the Percival Street, Wembley Street, Millar Street, Southey Street, Southampton Street and Tennyson Street intersections, ensuring access for the visually impaired. Tactile paving will also be provided to facilitate visually impaired pedestrian movements across Longfellow Street adjacent to the Percival and Millar Street intersections.
49. Option 3 has not been selected as the preferred option as it is considered that Option 2 is a better option.

THE PREFERRED OPTION

50. The selected option, Option 2, best meets the Aims and Objectives as stated in the Terms of Reference. The final selected option also takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.