

13. HORN BROOK 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 Hornbrook Street kerb and channel replacement project, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. Hornbrook Street is a local residential road that intersects Wilson's Road and York Street, both local streets, on an approximate east-west alignment. The street is zoned L2 low-medium density and services approximately 40 properties, including a number of apartment blocks at the east end.
3. Hornbrook Street is approximately 250 metres long and forms a cul-de-sac east of York Street. Traffic surveys undertaken 6-13 May 2010 outside No. 13 found no speeding issue; the 85th percentile speed was recorded at 44.6 km/h and an average of 280 vehicles/day use the street.
4. Being located immediately south of Brougham Street, some traffic attempts to access Brougham Street via the cul-de-sac end of Hornbrook, which results in cars having to back-track, using a double traffic movement, to the Wilsons Road end. Proposed road realignment and design, through this street upgrade, seeks to make it clearer to street users that the east end of Hornbrook Street is a cul-de-sac.
5. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Hornbrook Street. The primary objectives for the project were set out as follows:
 - (a) To replace the kerb and channel to meet current standards;
 - (b) To maintain or improve safety for all road users;
 - (c) To ensure adequate drainage is provided;
 - (d) To complete the construction within the allocated budget and in a cost effective way.

FINANCIAL IMPLICATIONS

6. Funding for the proposed kerb and channel renewal works in Hornbrook Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.

2009/10	\$50,000
2010/11	\$52,000
2011/12	\$429,000

7. 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. 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 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 not undertaken for this street upgrade. This was due to the small scale of the project, and the clarity that existed over relevant issues.
19. A seminar was held with the Spreydon/Heathcote Community Board on 18 May 2010, prior to the public information leaflet (PIL) (which included a concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 27 May 2010 until 11 June 2010. Approximately 126 households in Hornbrook Street, along with absentee owners and other stakeholders received the PIL, of which 18 responded. The majority of submissions (67%) were in support of the proposal. Four submissions (22%) did not support the project.
20. 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.

21. As a result of the feedback received, the following changes have been made:
- (a) Unrestricted parking on the northern side of the street eastward from York Street. It was decided that parking be allowed on the north side only (where there is less conflict with driveways) so through traffic and rubbish trucks can still get by. This will leave a 4.5 metre wide carriageway or 2.5 metre wide lanes for through traffic, which is the legal minimum lane width allowable for vehicles to safely pass.
 - (b) A 'No Exit' sign is to be attached to the lamp post on the northwest corner at the entrance to the cul-de-sac at the north end of York Street.
22. Each submitter has received a letter acknowledging that their submission has been received.
23. Each respondent who provided contact details were sent a final 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 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 Hornbrook Street Renewal (TP 321701 issue 2), as per attachment 1; and;
- (b) The following parking restrictions:

RESOLUTIONS

24. Revoke existing no stopping:
- (a) That all existing parking restrictions on Hornbrook Street commencing at its intersection with Wilsons Road and extending in a south easterly direction to the cul-de-sac be revoked.
 - (b) That the stopping of vehicles currently prohibited at any time on the east side of Wilsons Road commencing at its intersection with Hornbrook Street and extending in a northerly direction for a distance of 18 metres be revoked.
25. New no stopping:
- (a) That the stopping of vehicles be prohibited at any time on the east side of Wilsons Road commencing at its intersection with Hornbrook Street and extending for a distance of 6 metres in a southerly direction.
 - (b) That the stopping of vehicles be prohibited at any time on the south side of Hornbrook Street commencing at its intersection with Wilsons Road and extending for a distance of 17 metres in an easterly direction.
 - (c) That the stopping of vehicles be prohibited at any time on the south side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 14 metres in a westerly direction.
 - (d) That the stopping of vehicles be prohibited at any time on the west side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 14 metres in a southerly direction.

- (e) That the stopping of vehicles be prohibited at any time on the east side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 26 metres in a southerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the south side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 98m in an easterly direction, and then around the hammer head of the cul-de-sac finishing on the northeast side of Hornbrook Street.
- (g) That the stopping of vehicles be prohibited at any time on the north side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 12 metres in an easterly direction.
- (h) That the stopping of vehicles be prohibited at any time on the east side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 19 metres in a northerly direction.
- (i) That the stopping of vehicles be prohibited at any time on the west side of York Street commencing at its intersection with Hornbrook Street and extending for a distance of 13 metres in a northerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the north side of Hornbrook Street commencing at its intersection with York Street and extending for a distance of 12 metres in a westerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the north side of Hornbrook Street commencing at its intersection with Wilsons Road and extending for a distance of 12 metres in an easterly direction.
- (l) That the stopping of vehicles be prohibited at any time on the east side of Wilsons Road commencing at its intersection with Hornbrook Street and extending for a distance of 18 metres in a northerly direction.

Stop Signs

26 Remove existing stop controls:

- (a) That the existing stop control on Hornbrook Street on the eastern approach to its intersection with York Street be revoked.
- (b) That the existing stop control on Hornbrook Street on the western approach to its intersection with York Street be revoked.

27. Install new stop control:

- (a) That a stop control be placed against Hornbrook Street at its intersection with Wilsons Road.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

28. The street is approximately 250m long and nine metres wide, except east of York Street where it narrows to six metres, with a hammerhead cul-de-sac at the east end. There is inadequate space for a turning circle as the road reserve is only 15 metres wide here. This part of the street already has some kerb and flat channel in good condition which will not be replaced as shown in attachment 1.
29. Currently the streetscape includes a 15 metres road reserve, 1.5 metres footpaths, 0.7metre service strips from Wilson's Road to York Street, and no kerbside berms. The section east of York Street has a nine to 15 metre road reserve, 1.1-1.5 metre footpaths and no service strip.
30. At the York Street intersection there are existing stop signs due to limited visibility on the Hornbrook approach, and the two sections either side of York Street are slightly offset due to the seven metre wide section to the east. There are potential safety issues at the approach to Wilson's Road, as the proximity to Brougham Street and the speeds of traffic leaving Brougham Street can make exiting from Hornbrook Street hazardous.
31. Between 2004-2009 there were three non-injury crashes, all in the vicinity of the Hornbrook/York Street intersection, and all occurring at night. Two were the result of deliberate reckless driving, and the third involved an inexperienced driver losing control of their vehicle turning right into York Street.
32. There is one community facility on Hornbrook Street, the Belvedere House rest home at property No. 14. In the area are two schools Seven Oaks Education Centre and Te Kura Kaupapa Maori o Waitaha (both off Hassals Lane, which runs off York Street) and local shops at Opawa Road accessed off the north end of York Street.

THE OBJECTIVES

33. 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 and 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

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

Option 1 – Do minimum/do nothing

35. Option 1 is to replace the kerb and dish channel and kerb and flat where it has failed, and patch up carriageway and footpaths accordingly. No safety, accessibility, drainage, landscape changes or improvements are included.
36. Although the existing road width is suitable for a residential street, this option does not address potential intersection problems. At both Wilson's Road and York Street vehicles can enter Hornbrook Street at high speed off Brougham Street. Option 1 has not been selected as the preferred option.

Option 2

37. In addition to option 1 above, option 2 includes:
- (a) Building out the kerbs at the York Street and Wilson's Road intersections.
 - (b) Replacing the 100 year old culvert where Jackson's Creek crosses under the street.
 - (c) Street lighting and drainage upgrades.
38. Option 2 produces a more residential environment for the street, and improves visibility and safety at the Wilson's Road and York Street intersections. It also reduces crossing distance and improves the level of service for pedestrians. Option 2 has been selected as the preferred option.

Option 3

39. Option 3 is as option 2 above, except in addition a single raised platform is proposed midblock between Wilson's Road and York Street, approximately 80m from either intersection. The proposed midblock calming curtails speeding in the street, but can lower the level of service, especially if not required. The intersection treatments may suffice as the 85%ile speed is 44.6 kph.
40. Option 3 is not the preferred option as the traffic speed survey results identify that speeding is not an issue in the street.

THE PREFERRED OPTION

41. Option 2 is the preferred option. This proposal includes:
- (a) Replacement of kerb and dish channel, except where there is existing kerb and flat channel in a good condition, such as at the far north east end (outside #27-29 Hornbrook) that was built in the 2000's.
 - (b) Full footpath reconstruction and full reconstruction of the carriageway except for the section outside #27-29, where the road shoulder and kerb has been recently rebuilt.
 - (c) Implementation of a stop control at the Hornbrook approach to Wilsons Road, and reducing the carriageway width and kerb radius so that the road is 7m wide to reduce vehicle speeds at this intersection.

- (d) Removing the stop control at the intersection of Hornbrook and York Streets, so that the south approach of York Street and west approach of Hornbrook have priority, i.e. where higher volumes are. This includes patterned surfacing of the remaining approaches (York St north and Hornbrook east). Landscape planting will be included at the corner and trees where sightlines are unaffected.
- (e) Replacement of footpaths, which are to be built along property boundaries at 1.65 metre width.
- (f) New 1.4-1.5 metre wide grass berms are proposed along the kerbside between Wilsons Road and York Street. This is considered too narrow for street tree planting. Low lying (600mm maximum height) landscape planting is proposed where Hornbrook Street intersects Wilsons Road and York Street and at the cul-de-sac, making sure pedestrian sightlines are not affected.
- (g) Broken yellow lines are to be added on the south side of Hornbrook Street east of York Street, where the carriageway is too narrow (seven metres) for parallel parking.
- (h) Installing new drainage provisions to match road gradient, stormwater catchments etc.
- (i) New pedestrian cut-downs with tactile pavers.
- (j) Street lighting upgrades as recommended by Connetics.

THE PREFERRED OPTION

- 42. The final selected option meets the Aims and Objectives. 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.