

### 13. INGOLDSBY STREET RENEWAL

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
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#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Ingoldsby Street, renewal to proceed, as shown in **Attachment 1**.

#### EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Ingoldsby Street and full reconstruction of the carriageway.
3. Ingoldsby Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Cameron Street, Jordon Street, Hume Street and Humboldt Street.
4. The objectives of this project are met by:
  - (a) Replacing the existing kerb and dish channel with the modern style kerb and flat channel.
  - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum width of 1.5 metres, installing tactile pavers and upgrading street lighting.
  - (c) Ensuring adequate drainage is provided.
  - (d) Whole of life costs will be minimised by replacing the existing kerb and channel, and reconstructing the pavement and carriageway.

#### FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Ingoldsby Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
  - (a) 2009/10 \$25,000
  - (b) 2010/11 \$52,000
  - (c) 2011/12 \$295,000

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?**

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

#### LEGAL CONSIDERATIONS

##### **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 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 Board includes the resolution of parking restrictions and Traffic Control Devices.

9. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Funding for the project is provided in the 2009-2019 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

#### **ALIGNMENT WITH STRATEGIES**

11. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

#### **CONSULTATION FULFILMENT**

12. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A memo to the Board to introduce the proposed design and the project's consultation programme was sent on 19 April 2010. A publicity pamphlet (including the concept plan) was distributed to residents and other interested parties in the immediate area on 22 April 2010 with feedback requested by 12 May 2010.
13. The Sydenham Cluster consultation received 25 responses in total, of which 15 (60%) responses were in support of the proposal, two (8%) responses did not support the proposal and eight (32%) did not indicate a position. There are approximately 13 properties in Ingoldsby Street. There were three submissions relating to Ingoldsby Street: two in support and one response which did not indicate a position.
14. Key issues raised were:
  - (a) A request to make all intersections seven metres. There is already existing kerb and flat channel at the Cameron Street and Ingoldsby Street intersection, existing new assets are not being removed.
  - (b) A request for the footpaths to be 1.8 metres. The Council footpath standards are 1.5 metres in width, where the footpath has a service strip on one side and a berm on the other.
  - (c) A request for a change in street trees to Ginkgo biloba and Fraxinus raywoodii. Unfortunately the Ginkgo biloba is a large tree and would require heavy pruning which would distort the trees natural shape. Fraxinus raywoodii isn't very suitable for street trees usage, they tend to be very frangible and susceptible to wind damage.
  - (d) A request to remove directional tactile pavers at the Ingoldsby and Cameron Streets corner. Pavers to be removed because they are not required in this situation.
  - (e) Extension to the 'No Stopping' lines outside 23 Ingoldsby Street, because there is insufficient room for two cars to park without blocking the driveway of no 23 or the crossing point.
15. Responses to community consultation and changes to the proposed plan are as below.
  - (a) Changes have been made to the proposed plan by Council staff due to the Huxley Street kerb and channel renewal. The Huxley Street Board Renewal plan was approved by the Spreydon Heathcote Board on 1 June 2010.
  - (b) Directional tactile pavers to be removed at the Ingoldsby and Cameron Streets corner.

(c) Extension to the 'No Stopping' lines outside 23 Ingoldsby Street.

16. All respondents in the April/May 2010 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. 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 recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the Ingoldsby Street Renewal Project, as shown on plan TP320101 issue 2. (**Attachment 1**).
- (b) Approve the following parking restrictions to take effect following completion of construction.

#### **Revoke Existing Parking Restrictions**

- (i) That all No Stopping restrictions on Ingoldsby Street between its intersections with Huxley Street and Cameron Street be revoked.

#### **New No Stopping**

- (ii) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Cameron Street and extending 11 metres in a south west direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north west side of Ingoldsby Street commencing at its intersection with Cameron Street and extending 21 metres in a south west direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Gibbon Street and extending six metres in a north east direction.
- (v) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Gibbon Street and extending six metres in a south west direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north east side of Gibbon Street commencing at its intersection with Ingoldsby Street and extending eight metres in a south east direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south west side of Gibbon Street commencing at its intersection with Ingoldsby Street and extending nine metres in a south east direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south east side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 15 metres in a north east direction.
- (ix) That the stopping of vehicles be prohibited at any time on the north west side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 14 metres in a north east direction.

#### **CHAIRPERSONS RECOMMENDATION**

For discussion.

## **BACKGROUND (THE ISSUES)**

17. Ingoldsby Street is a 165 metre long local road in the Spreydon/Heathcote ward, running on an approximate south west - north east alignment, providing a link between Huxley Street and Cameron Street. The adjacent land use along the route is residential (L3). Ingoldsby Street is around 12.8 metre in width along its length, within an 18 metre road reserve.
18. Traffic counts along Ingoldsby Street undertaken in November 2009 indicated the four day 24 hour average, two way average flow was 1,329 vehicles. The morning peak hour occurred between 8am and 9am (106 vehicles) and the evening peak hour occurred between 5pm and 6pm (136 vehicles). Speed surveys along the route indicated that the 85 percentile speed was 45.7 kilometres per hour. This traffic flow is relatively high compared to other streets in the areas, and reflects Ingoldsby Street's position in providing a link between the residential areas of Sydenham and the wider road network via Huxley Street.
19. Analysis of the LTNZ Crash Analysis System database indicated that only one accident occurred along the route over the previous five year period. This accident occurred at the intersection with Huxley Street when a vehicle lost control on the approach to the intersection and was involved with a head on collision, with excess speed sited as a cause of the accident.

## **THE OBJECTIVES**

20. The objectives for the project are to:
  - (a) Replace the existing kerb and dish channel;
  - (b) Enhance the landscape;
  - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting';
  - (d) Ensure adequate drainage is provided;
  - (e) Complete the project within allocated budget;
  - (f) Complete construction with in 2011/2012 financial year;
  - (g) Minimise the whole-of-life costs.

## **THE OPTIONS**

21. Three options were developed for comparison. Option three has been selected as the preferred option and was taken to the community for consultation.

### **OPTION ONE**

22. Option One includes maintaining the existing arrangements along the route, replacing the existing kerb and dish channel with kerb and flat channel along the existing kerb line. Tactile pavers will be placed at the intersection with both Cameron and Huxley Streets. Option One has not been selected as the preferred option as it does not meet all objectives.

### **OPTION TWO**

23. Option Two includes:
  - (a) replacement of the existing kerb and dish channel, narrowing the carriageway to nine metres (the minimum required for to comply with the City Plan for a local road with a traffic flow of 1,329 vehicles per day), using the additional width to provide a service strip, and a 1.5 metre wide footpath, behind a berm;

- (b) tactile paving will be placed at the intersections with both Cameron and Huxley Streets;
  - (c) power poles will be located in the service strip on the south side of the road, and within berms on the north side of the road;
  - (d) this arrangement will be mated into the proposed design for the Huxley Street upgrade;
24. Option Two has not been selected as the preferred option as it does not provide traffic calming as requested by residents.

**OPTION THREE**

25. Option Three includes:
- (a) option three is similar to option two in that it replaces the existing kerb and dish channel, narrowing the carriageway to nine metres (the minimum required for to comply with the City Plan for a local road with a traffic flow of 1,329 vehicles per day), using the additional width to provide a service strip, and a 1.5 metre wide footpath, behind a berm;
  - (b) tactile paving will be placed at the intersections with both Cameron and Huxley Streets;
  - (c) power poles will be located in the service strip on the south side of the road, and within berms on the north side of the road;
  - (d) this arrangement will be mated into the proposed design for the Huxley Street upgrade;
  - (e) in addition, a 75 mm speed hump will be provided in a mid-block location, aimed at reducing “boy racer” style behaviour on the street.
26. Option Three has been selected as the preferred option as it meets the objectives and provides the traffic calming requested by residents to combat “boy racer” style behaviour.

**THE PREFERRED OPTION**

27. Option Three has been selected as the preferred option.

**KEY FEATURES OF THE PROPOSED PLAN BOARD APPROVAL**

28. Key features:
- (a) replacement of the existing kerb and dish channel along the route with kerb and flat channel;
  - (b) narrowing Ingoldsby Street down to nine metres;
  - (c) footpaths at 1.5 metres wide;
  - (d) provision of berms and service strips along the route, at a width of 1.7 metres and 0.75 metres respectively on the south side of the road, and at a width of 1.7 metres and 1.8 metres respectively on the north side of the road;
  - (e) traffic calming in the form of a mid-block speed hump to further reduce vehicle speeds;
  - (f) street lighting along the route will be upgraded to correspond with current standards;
  - (g) tactile pavers and dropped kerbs at the intersection with Huxley Street, Gibbon Street and Cameron Street;
  - (h) carriageway assessment indicates that full reconstruction should be considered;
  - (i) the addition of a number of Trident Maple trees to the street.