

14. CAMERON STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	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 Cameron Street renewal project 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 Cameron Street and full reconstruction of the carriageway. Please note that the kerb at the entrance of Cameron Street from Ingoldsby Street already has flat channel and will not be replaced.
3. Cameron Street is part of the Sydenham Cluster renewal. Other streets included in the cluster are Ingoldsby Street, Jordon Street, Hume Street and Humboldt Street.
4. The aims and 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 dish channel, and reconstructing the pavement and carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Cameron Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$30,000
 - (b) 2010/11 \$41,000
 - (c) 2011/12 \$268,000

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 2009-19 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 was sent to introduce the proposed design and the project's consultation programme 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 25 responses were received, 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 46 properties in Cameron Street. There were four submissions relating to Cameron Street; three in support and one responses which did not indicate a position.
14. Key issues raised were:
 - (a) A problem with car parking on Hargest Crescent and Chaucer Street. This is outside the scope of this project. The request has been sent through to the Council Parking Unit to check illegal parking on footpaths.
 - (b) A suggestion to install judder bars instead of speed humps. Judder bars do not reduce speeds as much as speed humps, and create a greater noise impact. Judder bars are more often used on the approach to a hazard (such as an intersection) as a warning, rather than a traffic calming mechanism.
 - (c) A requested that the tree outside 18 Cameron Street be moved north east to allow space for the proposed future "day lighting" of Jackson Creek. Also a marginal relocation of the footpath outside No. 2a and No. 2b. This is because between 2a and 2b Cameron Street there is a telephone pole in a small area of grassed service strip.
15. Responses to community consultation and changes to the proposed plan are as below:
 - (a) The tree outside 18 Cameron Street to be relocated to the north east.
 - (b) A new piece of grassed service strip outside 2a Cameron Street to direct foot traffic away from the telephone pole.
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) 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 Cameron Street Renewal Project, as shown on plan TP320401 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 Cameron Street between its intersections with Ingoldsby Street and Humboldt Street be revoked.

New No Stopping – Ingoldsby Street to Humboldt Street

- (ii) That the stopping of vehicles be prohibited at any time on the south west side of Cameron Street commencing at its intersection with Ingoldsby Street and extending six metres in a north west direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south west side of Cameron Street commencing at its intersection with Ingoldsby Street and extending six metres in a south east direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south west side of Cameron Street commencing at a point 80 metres north west from its intersection with Ingoldsby Street and extending 50 metres in a north west direction.
- (v) That the stopping of vehicles be prohibited at any time on the north east side of Cameron Street commencing at its intersection with Humboldt Street and extending 42 metres in a south east direction.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

- 17. Cameron Street is a 175 metre long local road, running on an approximate north west-south east alignment, providing a link between Humboldt Street and Austin Street in the Sydenham area of Christchurch in the Spreydon/Heathcote wards. The adjacent land use along the route is residential.
- 18. Analysis of the LTNZ Crash Analysis System database indicated that one accident occurred along the route over the previous five year period, involving a stolen vehicle travelling at excess speed.
- 19. Traffic counts undertaken in May 2007 along Cameron Street indicated that the four day, 24 hour average traffic flow was 486 vehicles. The morning peak hour occurred between the hours of 8am and 9am (38 vehicles) and the evening peak hour occurred between the hours of 5pm and 6pm (52 vehicles). The 85 percentile speed was 45 kilometres per hour.

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 within 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 Ingoldsby Street. This option was not been selected as the preferred option as it does not meet all objectives.

OPTION TWO

23. Option Two includes:
- (a) replicating the conditions between No. 20 and No. 36 Cameron Street, along the entire length of the street, replacing the dish channel with kerb and channel, and includes narrowing of the carriageway to nine metres. The 90 degree bend at the corner between Cameron Street and Humboldt Street will be narrowed to seven metres;
 - (b) on the north side of Cameron Street the footpath will lie directly adjacent to property boundaries outside No. 2 (and has a width of 1.65 metres in accordance with the Infrastructure Design Standard) before deviating between a grass service strip and a grass berm (again according with the Infrastructure Design Standard, being 1.5 metres wide) between No. 6 and No. 18 Cameron Street;
 - (c) on the south side of the street a 1.5 metres footpath will be located between a grass berm and a service strip. Tactile paving will be placed at the intersection of Cameron Street and Ingoldsby Street;
 - (d) on both sides of the street, the grass berm will be of a sufficient width to accommodate street trees. Power poles will be located within berms and service strips on the north side of the street, and within grass berms on the south side of the street;

- (e) the narrowing of the corner between Cameron Street and Humboldt Street to seven metres will necessitate additional parking restrictions around the bend. Although the narrowing is 51 metres long on one side, and 36 metres on the other, equating to 87 metres of additional parking restrictions, 31 metres of this length was previously occupied by driveways. Consequently this equates to an additional no stopping distance of 56 metres, equating to space for around nine vehicles. However, it should be noted that units along Cameron Street have off-street parking, and little demand for on-street parking was in evidence along Cameron Street;
 - (f) the narrowing of the road has been assessed using SIMPATH, which demonstrates that two cars can safely pass or a car and a refuse truck can safely pass. No relocation of power poles is necessary.
24. Option two is not considered to be the preferred option as it does not allow for the, “day lighting” of Jackson Creek.

OPTION THREE

25. Option Three is designed to take into account the possibility that “day lighting” of Jackson Creek under Cameron Street will go ahead. Option Three includes:
- (a) narrowing the wider section of Cameron Street down to nine metres as far as No. 20 Cameron Street further to the north, before reducing the road down to seven metres on the approach to, and around the corner onto Humboldt Street. On the approach to the bend in the road, a large area of land adjacent to 5/7 Cameron Street will be left as berm, which could in the future be used to construct the “day lighting” element of the scheme;
 - (b) footpaths will be widened to meet Infrastructure Design Standard minimums: 1.65 metres adjacent to boundaries and 1.5 metres adjacent to the road edge;
 - (c) tactile paving will be placed at the intersection of Cameron Street and Ingoldsby Street;
 - (d) the narrowing of the corner between Cameron Street and Humboldt Street to seven metres will necessitate additional parking restrictions around the bend. Although the narrowing is 56 metres long, equating to 112 metres of additional parking restrictions, 31 metres of this length was previously occupied by driveways. Consequently this equates to an additional no stopping distance of 81 metres, equating to space for around 13 vehicles. However, it should be noted that units along Cameron Street have off-street parking, and little demand for on-street parking was in evidence along Cameron Street during site visits;
 - (e) the narrowing of the road has been assessed using SIMPATH, which demonstrates that two cars can pass, although a refuse truck would temporarily limit two-way flow around the bend. No relocation of power poles is necessary;
26. Option three has been selected as the preferred option as it meets the majority of the objectives and the desire to “day light” Jackson Creek is also able to be maintained.

THE PREFERRED OPTION

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

KEY FEATURES OF THE PROPOSED PLAN FOR BOARD APPROVAL

28. Key features:
- (a) replacement of the existing kerb and dish channel from Nos 1-20 with kerb and flat channel, tying into the kerb and flat channel further to the south;

- (b) narrowing Cameron Street down to nine metres, before reducing the road down to seven metres on the approach to, and around the corner onto Humboldt Street;
- (c) footpaths provided at widths of 1.5 metres and 1.65 metres;
- (d) provision of grass berms along the route, at two metres on the east side, and 2.7 metres on the west side. Service strips will be provided at widths of 1.7 metres on the east side, and 0.9 metres on the west side;
- (e) a design to ensure the possibility that the 'day lighting' of Jackson's Creek under Cameron Street can go ahead, leaving a large area of land adjacent to 5/7 Cameron Street as berm;
- (f) landscaping in the form of improved grass berms and trees (Yoshino Cherry Trees) in the berms;
- (g) an upgrade to the street lighting to meet AS/NZS 1158.3.1 cat P3;
- (h) full reconstruction of the carriageway; and "no stopping" parking restrictions around the bend to Humboldt Street.