

15. HUMBOLDT STREET RENEWAL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Capital Development Unit, Consultation Leader, Anne Cosson, DDI 941-6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Humboldt 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 Humboldt Street and full reconstruction of the carriageway.
3. Humboldt Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Ingoldsby Street, Jordan Street, Hume Street and Cameron Street. The consultation plan incorporated the relocation of fences to their appropriate position at the edge of the road boundary and the purchase of circa 80 square metres at 15 Humboldt Street, which has a roading designation on it.
4. The objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with kerb and flat channel.
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum width of 1.5 and 1.65 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 Humboldt 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 \$321,000

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 memorandum 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 44 properties in Humboldt Street. There were six submissions relating to Humboldt Street: four in support and two responses which did not support the proposal.
14. Key issues raised were:
 - (a) A request to reduce the number of 'No Stopping' lines outside No. 14 and retention of one parking space.
 - (b) A request to narrow the street back to a width of 7.20 metres.

Staff Responses

Humboldt Street has been designated for road widening. A width of nine metres along the majority of the route will ensure that the road matches City Plan requirements for a road carrying this level of traffic, maintaining the required level of service. The bends in the road on the approach to Humboldt Street, and the narrowing of the carriageway to its existing 7.2 metres for 47 metres, will limit vehicle speeds, enhancing user safety. Land is required to be purchased from No. 15 (circa 80 square metres) and properties 10, 12, 14, 20, 22, 24, 28 and 2 Hargest Crescent have been requested to remove their fences back to property boundary lines.

- (c) Support for future "day lighting" in Cameron Street.
- (d) A request for undergrounding of overhead wiring.

Staff Responses

At present there is no funding available for the undergrounding of overhead wiring.

15. Responses to community consultation and changes to the proposed plan are as below.
 - (a) The kerb will be realigned to allow one parking space outside No. 14 and the proposed street tree will be moved north-east.
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 for approval to construct. 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 Humboldt Street Renewal Project as shown on plan TP320301 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 Humboldt Street between its intersections with Cameron Street and Hargest Crescent be revoked.

New No Stopping

- (ii) That the stopping of vehicles be prohibited at any time on the north-west side of Humboldt Street commencing at its intersection with Cameron Street and extending 25 metres in a north-east direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south-east side of Humboldt Street commencing at its intersection with Cameron Street and extending 14 metres in a north-east direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south-east side of Humboldt Street commencing at a point 68 metres north east from its intersection with Cameron Street and extending 40 metres in a north-east direction.
- (v) That the stopping of vehicles be prohibited at any time on the north-east side of Hargest Crescent commencing at its intersection with Humboldt Street and extending 30 metres in a south-east direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north-west side of Humboldt Street commencing at its intersection with Hargest Crescent and extending 24 metres in a south-west direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south-east side of Humboldt Street commencing at its intersection with Hargest Crescent and extending 16 metres in a south-west direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south-west side of Hargest Crescent commencing at its intersection with Humboldt Street and extending 15 metres in a south-east direction.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

17. Humboldt Street is a 213 metre long local road, running on an approximate north east – south west alignment. It provides a link between Cameron Street and Jordan Street in the Spreydon/Heathcote ward. Humboldt Street carriageway is around 7.2 metres wide, (within a road reserve which varies in width from 16.5 metres to 20 metres), with a 1.8 metre wide footpath along either side of the road. The adjacent land use is L3 residential.
18. Analysis of the LTNZ Crash Analysis System database indicated that a total of two accidents occurred along the route over the previous five year period. Both of these accidents involved stolen vehicles travelling at excess speeds.
19. Traffic counts along Humboldt Street indicated that the four day average, 24 hour, two-way flow was 398 vehicles. The morning peak hour occurred between the hours of 8am to 9am (33 vehicles) while the evening peak hour occurred between the hours of 5pm and 6pm (37 vehicles). However, on-going residential development in Cameron Street is likely to result in these traffic flows increasing in the future. Speed surveys along the route indicated that the 85 percentile speed was 45.7 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 Two 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. This option has not been selected as the preferred option as it does not meet all the objectives. With the exception of the replacement of the kerb and channels and potentially the replacement of the carriageway and footpaths, no other new or additional transportation infrastructure is provided, eg. no berms, signs/markings and no traffic calming or other assets will be installed.

OPTION TWO

23. Key features of Option Two:
 - (a) replacement of the existing kerb and channel along the route;

- (b) increasing the carriageway width to nine metres along the majority of the route, but retaining the existing width of 7.2 metres for a distance of 47 metres between No. 15 and No. 21 Humboldt Street, before returning to a width of nine metres;
- (c) 1.5 metre footpaths will be provided adjacent to the road edge in the central section of the road, behind which will be located between grass berms and/or gardens, some of which will remain in the road reserve. Along the remainder of the street 1.65 metre footways will be located between berms and service strips;
- (d) berms at widths of between 1.9 and 3.2 metres;
- (e) relocating four power poles along the route to ensure that power poles are not located within the footway or carriageway;
- (f) this option involves a land purchase from No. 15 (circa 80 sq metres) and it does require some properties to relocate their fences back to the boundary of the property;
- (g) the bend between Cameron Street and Humboldt Street will be reduced to seven metres, a sufficient width for a car and refuse truck to pass;
- (h) street lighting along the route will be upgraded to correspond with current standards;
- (i) parking restrictions on the south east side of the road in the area where the existing road width is maintained, reducing the available on street parking by approximately five spaces;
- (j) the addition of a number of Yoshino Cherry trees to the street, and the removal of one existing street tree.

24. Option Two has been selected as the preferred option.

OPTION THREE

25. Key features of Option Three:

- (a) maintaining a road width of nine metres along the entire street, with a slight deviation in the road to permit locating a grass berm outside No. 19;
- (b) along the south east side of the road the footpath will be placed behind the berm between No. 2 and No. 14 Humboldt Street, before returning to the road edge in front of the berm for the remainder of the street. On the north-west side the footpath will remain behind the grass berm between No. 3 and No. 15 Humboldt Street, before returning to the road edge in front of the berm for the remainder of the street;
- (c) the relocation of six power poles, currently located at the kerb edge to ensure they do not end up located within the footway or carriageway;
- (d) this option would require taking land from the garden of No. 15 Humboldt Street and the complete removal of the entire garden in front of No. 19 Humboldt Street, restoring this section to road reserve;
- (e) as proposed as part of the Cameron Street renewal, the bend between Cameron Street and Humboldt Street will be reduced to seven metres, a sufficient width for two vehicles to pass. This width would not be sufficient to accommodate a refuse vehicle alongside a car, although the limited traffic flows along the route mean that this is unlikely to result in operational problems.

26. Option Three has not been selected as the preferred option due to fact that No. 19 fence and front garden is sitting on road reserve. If the Council requested the residents at No. 19 to move the boundary fence back onto the legal boundary line in would put the fence onto the front wall of the house.

THE PREFERRED OPTION

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