

17. HUME STREET RENEWAL

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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 Hume 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 Hume Street (from Austin Street to Rogers Street) and full reconstruction of the carriageway.
3. Hume Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Ingoldsby Street, Jordan Street, Cameron 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 the carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Hume Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below:
 - (a) 2009/10 \$30,000
 - (b) 2010/11 \$73,000
 - (c) 2011/12 \$589,000

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 2009-19 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 the Board to introduce the proposed design and the project's consultation programme on 19 April 2010. A publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area on the 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 50 properties in Hume Street. There were five submissions relating to Hume Street: three in support and two responses which did not indicate support or non support.
14. Key issues raised were:
 - (a) A request to increase planting along the Alto Factory boundary. There is a wide berm area in front of the Alto Factory which has its property boundary line down the middle. Further discussions are required but Alto is happy for the Council to plant more trees and shrubs.
 - (b) A request to relocate the street tree outside 58 Hume Street due to existing trees on the property.
 - (c) Concern was raised about the road width being reduced to nine metres and the affect that would have on trucks turning in and out of the Alto Plastics Factory and the noise generated by the empty trucks driving over the raised platforms.
 - (d) A request for a speed hump in Rogers Street. Unfortunately, this is outside the scope of this project.
15. Responses to community consultation and changes to the proposed plan are:
 - (a) Increase the planting outside the Alto Factory on Hume Street.
 - (b) Street tree outside 58 Hume Street to be removed.
 - (c) Removal of the platform outside No. 28 and its replacement with a flush treatment to limit the possibility of noise nuisance from empty vehicles accessing the Alto Plastics Factory.

Staff responses

The platform outside No. 28 is to be removed and will be replaced with a flush treatment to limit the possibility of noise nuisance from empty vehicles accessing the Alto Plastics Factory. The grass area adjacent to the narrowing is to be altered to now have landscaping. Five indented parking spaces outside, 36, 56 and 58 to be included to provide parking while still allowing trucks to access Alto Plastics Factory.

- (d) Changing the adjacent landscaped area to the narrowing to a grass berm.
- (e) The provision of five indented parking spaces outside No. 36, 56 and 58 to provide parking while allowing trucks to access Alto Plastics Factory.
- (d) Directional tactile pavers on the northern arm of the Rogers Street intersection.

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 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 Hume Street Renewal Plan, shown in on plan TP320501- issue 2 (**Attachment 1**);
- (b) Approve the following parking restrictions to take effect following completion of construction:

Revoke Existing Parking Restrictions

- (i) That all existing No Stopping restrictions on Hume Street between its intersection with Austin Street and Rogers Street be revoked;
- (ii) That the stopping of vehicles currently prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending nine metres in a north-east direction be revoked;
- (iii) That the stopping of vehicles currently prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending six metres in a south-west direction be revoked;
- (iv) That the stopping of vehicles currently prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending 10 metres in a north-east direction be revoked;
- (v) That the stopping of vehicles currently prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending 14 metres in a south-west direction be revoked.

New No Stopping

- (vi) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at its intersection with Austin Street and extending 18 metres in a south-east direction;
- (vii) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at its intersection with Austin Street and extending 35 metres in a south-east direction;

- (viii) That the stopping of vehicles be prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending nine metres in a north-east direction;
- (ix) That the stopping of vehicles be prohibited at any time on the south-east side of Austin Street commencing at its intersection with Hume Street and extending six metres in a south-west direction;
- (x) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at a point 139 metres south east from its intersection with Austin Street and extending 17 metres in a south-east direction;
- (xi) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at a point 249 metres south-east from its intersection with Austin Street and extending 27 metres in a south-east direction;
- (xii) That the stopping of vehicles be prohibited at any time on the north-east side of Hume Street commencing at its intersection with Rogers Street and extending 14 metres in a north-west direction;
- (xiii) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at a point 137 metres south east from its intersection with Austin Street and extending 23 metres in a south-east direction;
- (xiv) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at a point 244 metres south east from its intersection with Austin Street and extending 25 metres in a north-east direction;
- (xv) That the stopping of vehicles be prohibited at any time on the south-west side of Hume Street commencing at its intersection with Rogers Street and extending 13 metres in a north-west direction;
- (xvii) That the stopping of vehicles be prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending eight metres in a north-east direction;
- (xvii) That the stopping of vehicles be prohibited at any time on the north-west side of Rogers Street commencing at its intersection with Hume Street and extending 25 metres in a south-east direction.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

17. Hume Street is a 540 metre long local road, running on an approximate north west-south east alignment, providing a link between Austin Street and Eastern Terrace in the Sydenham area of Christchurch in the Spreydon/Heathcote ward. The section of Hume Street being upgraded within this project is between Austin Street and Rogers Street, a length of approximately 355 metres.
18. The adjacent land use along the route is predominantly residential (L3), although there is also a large factory unit and a plant nursery located towards the south east end of the street. Hume Street varies considerably in width over its length, between 8.1 metres and 12.3 metres, within a road reserve which varies in width between 15.7 metres and 17.5 metres. Hume Street widens to the southeast close to the Alto Plastics factory, widening further closer to Rogers Street. Footpaths are provided along either side of the road, varying around 1.5 metres - 1.8 metres in width.

19. Analysis of the LTNZ Crash Analysis System database indicated that a total of two accidents occurred within the vicinity of the route over the previous five year period, one involving a vehicle leaving a driveway causing a collision with a vehicle on Hume Street, and the other occurring when an inexperienced driver lost control at the intersection with Austin Street.
19. Traffic counts undertaken in October 2009 along Hume Street indicated that four day, 24 hour, two way traffic flows were 240 vehicles, with the morning peak period occurring between 8am and 9am (15 vehicles) and the evening peak hour occurring between 3pm and 4pm (20 vehicles). Speed surveys along the route indicated that the 85 percentile speed was 48.6 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 2011/12 financial year;
 - (g) Minimise the whole-of-life costs.

THE OPTIONS

21. Three options were developed for comparison.

Option One

22. Key features of Option One:
 - (a) maintaining the existing arrangements along the route, simply replacing the existing kerb and dish channel with kerb and flat channel along the existing alignment, and not providing any additional form of transportation infrastructure;
 - (b) tactile paving will be placed at the intersections with both Austin and Rogers Streets.
23. Option One has not been selected as the preferred option as it does not meet all the objectives.

Option Two

24. Key features of Option Two:
 - (a) maintain a carriageway width of nine metres through the entire length of Hume Street, centred within the road reserve, effectively meaning that the majority of the street is narrowed, with only a short section widened;
 - (b) traffic calming is provided in the form of two narrowed 75 millimetres humps at intervals of approximately 100 metres along the street in order to ensure that anti-social driving behaviour does not transfer to this street from other streets in the area which will be traffic calmed;

- (c) the footpath varies in location in relation to the road and boundary, but achieve Infrastructure Design Standard minimums of 1.5 metres when adjacent to grass/landscaping, and 1.65 metres adjacent to the boundary;
- (d) tactile paving will be placed at the intersections with both Austin and Rogers Streets;
- (e) power poles are located within the service strip or berms. Three power poles will be relocated as part of this option;
- (f) parking restrictions will be necessary at the humps, reducing on-street parking capacity by eight vehicles. The existing intersection treatment at Austin Street will be maintained;
- (g) the removal of six existing street trees and their replacement with a number of Paper Bark Maple, and Ash trees along the route; and extension of the "No Stopping" lines adjacent to the Austin Street intersection.

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

Option Three

26. Key features of Option Three:

- (a) maintaining the existing 8.3 metre road width on existing alignment between the intersection with Austin Street, up to No. 17 Hume Street before increasing the road width to nine metres and centring the road within the road reserve between No. 17 Hume Street and Rodger Street. Given the change to the alignment of the road reserve outside No. 32 Hume Street this will also result in a deviation in the road at this point;
- (b) traffic calming is provided in the form of three narrowed 75 millimetres humps;
- (c) the footpath width is to be 1.5 metres when adjacent to grass service strip/grass berm or landscaping, and 1.65 metres adjacent to the boundary;
- (d) tactile paving will be placed at the intersections with both Austin and Rogers Streets. While it is recognised that these will be out of the scope of the scheme they would still be required to meet current best practice;
- (e) parking restrictions will be necessary at the humps, reducing on-street parking capacity by eight vehicles. The existing intersection treatment at Austin Street will be maintained. This option will not require the removal of any power poles.

27. Option Three has not been selected because of the change to the alignment of the road reserve outside No. 32 Hume Street this would result is a deviation in the road at this point.

THE PREFERRED OPTION

28. Option Two is the preferred option as it meets all the project objectives.

Key Features Of The Proposed Plan For Board Approval

29. Key features include:

- (a) replacement of the existing kerb and dish channel along the route with kerb and flat channel;
- (b) narrowing Hume Street down to nine metres over the majority of its lengths;
- (c) footpaths complying with IDS standards, which set minimum footpath widths of 1.5 metres, or 1.65 metres adjacent to property boundaries;

- (d) berms and service strips provided at a width of up to 1.7 metres and 1.6 metres respectively on the south side of the road, and two metre berms on the north side of the road;
- (e) traffic calming in the form of a 75 millimetre mid-block speed platforms and a flush platform are provided to further reduce vehicle speeds and to discourage “boy racer” behaviour, and associated “No Stopping” markings will also be provided;
- (f) street lighting along the route will be upgraded to correspond with current standards;
- (g) the relocation of five power poles;
- (h) parking restrictions will be required along Hume Street, at the intersection with Austin Street and Rogers Street and at the platforms;
- (i) the removal of six existing street trees and their replacement with a number of Paper Bark Maple, and Ash trees along the route; and extension of the “No Stopping” lines adjacent to the Austin Street intersection.