

## 18. GRANGE STREET RENEWAL

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<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 Grange Street renewal to proceed, as shown in **Attachment 1**.

### EXECUTIVE SUMMARY

2. The Grange Street renewal project is to replace the existing kerb and dish channel, reconstruct the carriageway and undertake other street improvements in Grange Street.
3. This project was initiated by the Transport and Greenspace Unit as part of the Asset Management Team and has been included in the 2009-2019 Long Term Council Community Plan. Council has allocated funding in the street renewal section of the Transport and Greenspace Capital Works Budget.
4. Grange Street is a local road approximately 560 metre long and a carriageway width of seven to eight metres. It runs between Aynsley Terrace and Opawa Road and intersects Bishopsworth Street midblock.
5. In addition to replacing the kerb and channel, key objectives are to maintain and improve safety for all users and to ensure that additional assets such as signage, footpaths and drainage are upgraded to current standards. The proposed street tree and landscaping improvements are consistent with Council strategies.
6. 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

7. The funding for the proposed kerb and channel renewal works in Grange Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
  - (a) 2009/10 \$20,000
  - (b) 2010/11 \$52,000
  - (c) 2011/12 \$1,125,000

### 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, Street Renewal Programme, page 245.

## LEGAL CONSIDERATIONS

### Have you considered the legal implications of the issue under consideration?

9. 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.
10. 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.
11. 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

12. 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

13. 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

14. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A further Seminar was held to introduce the proposed design and the project's consultation programme in 5 March 2010. The feedback period was from 12 March 2010 to 7 April 2010. The publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area.
15. There are approximately 105 properties in Grange Street. Forty-two responses were received, of which 34 (81%) responses were in support of the proposal; one (2%) responses did not support the proposal and seven (17%) did not indicate a position.
16. Key issues raised were:
  - (a) That the directional pavers at Bishopsworth Street are shown going into the grass and planting line and a request for tactiles at the Opawa intersection with Grange Street. The directional tactiles at Bishopsworth Street have been trimmed and tactile pavers have been added to the crossing point at Opawa Road.
  - (b) Request to widen the shared driveway at 22a and 32b Grange Street. The shared driveway has been widened.
  - (c) Request to change the colour of the proposed street trees. Seven of flowering Hawthorne (*Crataegus 'Pauls Scarlet'*) tree species have been replaced in kerb build outs to seven Giant Dogwoods (*Cornus controversa*).
  - (d) A request to alter the raised type B treatment at the corner of Grange and Aynsley Terrace to a flat type B treatment. A geotechnical report has identified unsuitable road sub-grade for a platform at this corner, due to the proximity to the Heathcote River.

- (e) A request for angled parking bays, with references to the Cholmondeley Avenue parking. Staff advice that, angled parking bays unless done along a long stretch of kerb, do not produce a dramatic addition of parking spaces due to multiple vehicular entrances and are not usually installed in residential streets. They would destroy the residential ambience of this street. In addition angled parking has not been included due to lack of community facilities in Grange Street, unlike Cholmondeley Avenue. Also angled parking here would not meet Council standards (adequate manoeuvring area and stall depth), and would encroach over 1 metre into footpath space.
17. Responses to community consultation and changes to the proposed plan are as below.
- (a) The directional tactiles at Bishopsworth Street have been trimmed and tactile pavers have been added to the crossing point at Opawa Road.
  - (b) The driveway at No. 22a – 32b Grange Street has been widened for easier vehicle access.
  - (c) The seven flowering Hawthorne (*Crataegus 'Pauls Scarlet'*) tree species have been replaced in kerb build outs to seven Giant Dogwoods (*Cornus controversa*).
  - (d) A flush type B threshold treatment at the corner of Aynsley Terrace and Grange Street, as shown in **Attachment 1**).
18. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed.
19. All respondents in the March/April 2010 consultation has 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 Grange Street Renewal Plan, as shown on plan TP 319501 issue 2 (**Attachment 1**);
- (b) Approve the following parking restrictions to take effect following completion of construction:

#### **Revoke Existing No Stopping**

- (i) That all existing parking restrictions on the north side of Grange Street commencing at its intersection with Opawa Road and extending in a westerly direction to its intersection with Aynsley Terrace be revoked.
- (ii) That all existing parking restrictions on the south side of Grange Street commencing at its intersection with Opawa Road and extending in a westerly direction to its intersection with Aynsley Terrace be revoked.
- (iii) That the stopping of vehicles currently prohibited at any time on the east side of Bishopsworth Street commencing at its intersection with Grange Street and extending in a southerly direction for a distance of 16 metres be revoked.
- (iv) That the stopping of vehicles currently prohibited at any time on the west side of Bishopsworth Street commencing at its intersection with Grange Street and extending in a southerly direction for a distance of 16 metres be revoked.

- (v) That the stopping of vehicles currently prohibited at any time on the east side of Aynsley Terrace commencing at its intersection with Grange Street and extending in a southerly direction for a distance of 12 metres be revoked.
- (vi) That the stopping of vehicles currently prohibited on the east side of Aynsley Terrace commencing at intersection with Grange Street and extending in a northerly direction for a distance of 26 metres be revoked.

### **New No Stopping**

- (vii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at its intersection with Opawa Road and extending for a distance of 32 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 45 metres west of its intersection with Opawa Road and extending for a distance of 13 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 91 metres west of its intersection with Opawa Road and extending for a distance of 32 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 181 metres west of its intersection with Opawa Road and extending for a distance of 54 metres in a westerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 297 metres west of its intersection with Opawa Road and extending for a distance of 37 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at a point 387 metres west of its intersection with Opawa Road and extending for a distance of 34 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Grange Street commencing at its intersection with Aynsley Terrace and extending for a distance of 23 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Aynsley Terrace commencing at its intersection with Grange Street and extending for a distance of 35 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Opawa Road and extending for a distance of 31 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at a point 89 metres west of its intersection with Opawa Road and extending for a distance of 25 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Bishopsworth Street and extending for a distance of 16 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the east side of Bishopsworth Street commencing at its intersection with Grange Street and extending for a distance of 16 metres in a southerly direction.

- (xix) That the stopping of vehicles be prohibited at any time on the west side of Bishopsworth Street commencing at its intersection with Grange Street and extending for a distance of 16 metres in a southerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Bishopsworth Street and extending for a distance of 17 metres in a westerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at a point 79 metres west of its intersection with Bishopsworth Street and extending for a distance of 23 metres in a westerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at a point 175 metres west of its intersection with Bishopsworth Street and extending for a distance of 25 metres in a westerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the south side of Grange Street commencing at its intersection with Aynsley Terrace and extending for a distance of 22 metres in an easterly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the east side of Aynsley Terrace commencing at its intersection with Grange Street and extending for a distance of 18 metres in a southerly direction.

#### **New Parking Restriction**

- (xxv) That the parking of vehicles be restricted to a maximum period of 10 minutes (at any time) on the north side of Grange Street commencing at a point 32 metres west of its intersection with Opawa Road and extending in a westerly direction for a distance of 13 metres.

#### **Revoke Existing Traffic Control**

- (xxvi) That the existing stop control on Grange Street at the western approach to the intersection with Opawa Road be revoked.
- (xxvii) That the existing give-way control on Grange Street at the approach to the intersection with Aynsley Terrace be revoked.

#### **New Traffic Control**

- (xxvii) That a stop control be placed against Grange Street on the western approach to its intersection with Opawa Road.
- (xxxviii) That a give way control be placed against Grange Street on the approach to its intersection with Aynsley Terrace.

#### **CHAIRPERSONS RECOMMENDATION**

For discussion.

## **BACKGROUND (THE ISSUES)**

20. Grange Street runs between Aynsley Terrace and Opawa Road and intersects Bishopsworth Street midblock. The street has been selected for renewal due to old style kerb and dish channel, as well as the declining state of the streetscape. The street is primarily residential, with a dairy at the Opawa Road intersection. There are no bus routes along Grange Street, the closest being the No. 28 Lyttelton bus on Opawa Road.
21. In the past five years (2005-2009) there have been two crashes on Grange Street, one of which was at the Grange/Aynsley intersection (loss of control, speeding) and the other at the Grange/Bishopsworth intersection (failure to give way when turning). These were both non-injury crashes.
22. Traffic counts, carried out in October 2009 found there were 1,047 vehicles per day east of Aynsley Terrace and 666 vehicles per day west of Opawa Road. The 85<sup>th</sup> percentile speed recorded was 55 kilometres per hour, exceeding the posted 50 kilometres per hour limit.

## **THE OBJECTIVES**

23. 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**

24. 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**

25. Key features of option one:
  - (a) this option is to do minimum, and is to replace the kerb and dish channel on the existing alignment without replacing any other street assets. This option was not selected as the preferred option because as it does not meet all the objectives.

### **Option Two**

26. Key features of option two:
  - (a) replacement of the existing kerb and dish channel with new kerb and flat channel at nine metres road width. This allows for parallel parking on both sides of the carriageway, leaving the legal lane width requirement for through traffic;
  - (b) installing three six metre-wide road narrowings with raised platforms, spaced 90-100 metres, so as not to interfere with driveways;

- (c) building a raised intersection platform at the Grange/Bishopsworth intersection. This will include seven metres narrowings at each approach;
- (d) building a type B threshold treatment at the Aynsley Terrace approach, narrowing the pedestrian crossing distance to seven metres (currently it is 10 metres);
- (e) replacement of existing street trees (except for those at the Aynsley Terrace intersection). New trees will be planted in three metres wide grass berms, which widen to 3.5 metres where the road narrows to seven metres, possibly providing space for storm water treatment where there is sufficient width;
- (f) replacement of old drainage pipes and sumps and extension of the existing storm water network where necessary;
- (g) street lighting upgrades to current council standards.
- (h) building a P10 parking bay outside the dairy at No. 254 Opawa Road for two cars.

27. Option two is the preferred option as it meets all the objectives.

### **Option Three**

28. Option three is the same as Option two except:

- (a) instead of three six metre-wide narrowings and platforms. Three chicanes spaced approximately 80 metres apart are built between Aynsley Terrace and Bishopsworth Street, where the carriageway will narrow to seven metres.
- (b) one six metre-wide narrowing with raised platform is constructed midblock between Bishopsworth Street and Opawa Road.

29. Option three has not been selected as a preferred option.

### **THE PREFERRED OPTION**

30. Option two is the preferred option as it meets all the project key objectives.

### **Key Features Of The Proposed Plan For Board Approval**

31. Key features:

- (a) replacement of the existing kerb and dish channel with new kerb and flat channel at nine metres road width. This allows for parallel parking on both sides of the carriageway, leaving the legal lane width requirement for through traffic;
- (b) installing three six metre-wide road narrowings with raised platforms, spaced 90-100 metres, so as not to interfere with driveways;
- (c) building a raised intersection platform at the Grange/Bishopsworth intersection. This will include 7 metre build outs at each approach;
- (d) building a flat type B threshold treatment at the Aynsley Terrace approach, narrowing the pedestrian crossing distance to approximately seven metres (currently it is approximately 7.5 metres);

- (e) replacement of existing street trees (except for those at the Aynsley Terrace and Opawa Road intersection) that are in a poor condition. New trees will be planted in 2.36 metres and 4.06 metres wide grass berms, which widen to 3.36 metres and 5.06 metres where the road narrows to seven metres, providing space for storm water treatment where there is sufficient width;
- (f) replacement of old drainage pipes and sumps and extension of the existing storm water network, especially at the Opawa Road end;
- (g) street lighting upgrades to current council standards;
- (h) building a P10 parking bay outside the dairy at No. 254 Opawa Road for two cars.