

## 8. SIMEON STREET RENEWAL (CORONATION STREET TO ANDREWS CRESCENT)

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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 Simeon Street renewal (Coronation Street to Andrews Crescent), as shown in **Attachment 1**.

### EXECUTIVE SUMMARY

2. Simeon Street is a local road located in Spreydon which runs from Brougham Street through to Roker Street parts of this street have previously been upgraded. Simeon Park and Addington School have access to Simeon Street. The street is otherwise residential.
3. The kerb and dish channel in Simeon Street needs to be replaced.
4. The purpose of this project is to:
  - (a) replace the kerb and channel;
  - (b) maintain or improve safety for all road users;
  - (c) ensure adequate drainage is provided;
  - (d) complete the project within the allocated budget;
  - (e) complete the construction within the 2011-12 financial year;
  - (f) minimise whole of life costs.
5. The current road environment comprises of
  - (a) a 14 metres wide carriageway allowing parking along the kerb on both sides of the street;
  - (b) 1.5 metres wide grass berms with 1.5 metres wide footpath along the kerb on the east side and 1.6 metres wide grass berms with 1.3 metres wide footpath along the kerb on the west side;
  - (c) uncontrolled intersections with Andrews Crescent, Howard Street and Diamond Avenue and a Priority-controlled (Give-way) intersection with Coronation Street;
  - (d) existing Power poles aligned close to the eastern side kerb in the footpaths, and they restrict the footpath width in some places;
  - (e) no traffic calming measures exist along the study section of Simeon Street;
  - (f) Simeon Street is a bus route, it accommodates bus No.19;
  - (g) one bus seat/bench in the footpath opposite house No.156.
6. A concept was developed to meet these objectives. Three options were considered:
  - Option 1: Make no changes to the existing road condition.
  - Option 2: New kerb and channel, narrowed carriageway, realigned intersection, standardised footpath, reduce kerb radius, landscaping and extension of post and chain fences. (The preferred option).
  - Option 3: Similar to Option 2 but including a roundabout at Howard/Simeon Street intersection.

7. The concept was distributed with a Public Information Leaflet to the affected community. The consultation received 19 responses. Most submissions received were from local residents. The proposal has a good level of community support, with 52 percent indicating full support. A number of submitters raised issues that they would like considered by the project team.
8. Key issues raised were related to specific requests to retain parking outside residents homes, questions about the width of the road and safety and comments about landscaping. The final proposal has been amended in consideration with this feedback.
9. The recommended concept for the Simeon Street Renewal Project is included as **Attachment 1**.
10. These works are scheduled for implementation in the 2011-12 financial year.

#### **FINANCIAL IMPLICATIONS**

11. The kerb and channel renewal works for Simeon Street is programmed in the Long Term Council Community Plan (LTCCP) for implementation in the 2011-12 financial year.
12. Based on current estimates, staff believe there is sufficient funding in the budget to implement the proposed plan. Pricing information is included in the public excluded section of this agenda.

#### **LEGAL CONSIDERATIONS**

13. 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.
14. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
15. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

16. This project aligns with the Transport and Greenspace Unit's Street Renewal Programme, page 245, of the 2009-19 LTCCP.

#### **ALIGNMENT WITH STRATEGIES**

17. 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 and Pedestrian Strategy 2001; and are consistent with the requirements for local roads as defined within the City Plan.

#### **CONSULTATION FULFILMENT**

18. The Board was informed of this project at a seminar on 2 October 2009, prior to public consultation. The seminar advised of the proposed design and the project's consultation programme.
19. The public consultation period was from 12 October to 4 November 2009. The publicity pamphlet (including draft consultation plan) was distributed to residents and other interested parties in the immediate area. Publicity leaflets were distributed to 361 neighbouring properties and interested stakeholders. The project team sought feedback from the community to see whether the proposal was generally supported and asked for any feedback. Also included was an offer to meet onsite, if requested. The proposal was advertised in the Christchurch City Council Have Your Say website.

20. The consultation received nineteen responses. Ten submitters (52 percent of submitters) were generally in support of the proposal, five (26 percent of submitters) did not indicate a preference and four (21 percent of submitters) did not support the proposal.
21. Key issues in opposition to the proposal were related to specific requests to retain parking outside residents homes and questions about the width of the road and safety.
22. Following separate consultation by the Networks Operations and Traffic Systems Team with Addington School it is now proposed to install a P3 drop-zone 40 metres in length in front of Simeon Park. Whilst the school has on site parking it prefers that this be used by parents of children with special needs and encourages other parents with older children to use the parking outside the reserve. The P3 is a new restriction being implemented for drop-zones outside schools following recent trials and surveys.
23. The following amendments have been made to the recommended concept:
  - (a) Extending no stopping for 30 metres at the bend between 146 and 148 Simeon Street to improve sight distance around the corner. The centre line has also been shifted closer to the eastern kerb so as to prevent corner cutting/speeding.
  - (b) Constructing a two metre wide and 46 metre long P3 parking bay beside Simeon Park, for Addington School where the majority of vehicle pick up/drop offs occur.
  - (c) Increasing the road width to eight metres at the north approach to the Coronation Street intersection, in order for buses and trucks to turn the corner into or out of Simeon Street safely.
  - (d) Reducing the extent of no stopping outside 185 and 160 Simeon Street to allow for one vehicle park per property, as requested by the residents.
  - (e) Relocation of the tree outside No. 160, flat 1 Simeon Street approximately eight metre south, next to the driveway, as requested.
24. Each submitter 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.
25. All respondents in the October/November 2009 consultation have been sent a final reply letter thanking them for their input and providing a colour copy of the plan that is being presented to Community Board, for approval. 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**

26. It is recommended that the Spreydon/Heathcote Community Board:
  - (a) Approve the Simeon Street (Coronation Street to Andrews Crescent) Renewal Project plan (TP314501 Issue 2).
  - (b) Approve the following parking restrictions to take effect following completion of construction.
  - (c) Revoke existing parking restrictions:
    - (i) That the stopping of vehicles currently prohibited at any time on the southwest side of Simeon Street commencing at its intersection with Coronation Street and extending in a north westerly direction for a distance of 30 metres be revoked.

- (ii) That the stopping of vehicles currently prohibited at any time on the northeast side of Simeon Street commencing at its intersection with Coronation Street and extending in a north westerly direction for a distance of 21.5 metres be revoked.
- (d) New no stopping:
- (i) That the stopping of vehicles be prohibited at any time on the southwest side of Simeon Street commencing at its intersection with Coronation Street and extending in a north westerly direction for a distance of 23 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the northeast side of Simeon Street commencing at its intersection with Coronation Street and extending in a north westerly direction for a distance of 29 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the northeast side of Simeon Street commencing at its intersection with Rosewarne Street and extending in a south easterly direction for a distance of 10 metres.
  - (iv) That the stopping of vehicles be prohibited at any time on the northeast side of Simeon Street commencing at its intersection with Rosewarne Street and extending in a north westerly direction for a distance of 10 metres.
  - (v) That the stopping of vehicles be prohibited at any time on the southeast side of Rosewarne Street commencing at its intersection with Simeon Street and extending in a north easterly direction for a distance of 12 metres.
  - (vi) That the stopping of vehicles be prohibited at any time on the northwest side of Rosewarne Street commencing at its intersection with Simeon Street and extending in a north easterly direction for a distance of 12 metres.
  - (vii) That the stopping of vehicles be prohibited at any time on the southwest side of Simeon Street commencing at its intersection with Diamond Avenue and extending in a south easterly direction for a distance of 10 metres.
  - (viii) That the stopping of vehicles be prohibited at any time on the southwest side of Simeon Street commencing at its intersection with Diamond Avenue and extending in a north westerly direction for a distance of 10 metres.
  - (ix) That the stopping of vehicles be prohibited at any time on the south east side of Diamond Avenue commencing at its intersection with Simeon Street and extending in a south westerly direction for a distance of 10 metres.
  - (x) That the stopping of vehicles be prohibited at any time on the northwest side of Diamond Avenue commencing at its intersection with Simeon Street and extending in a south westerly direction for a distance of 11 metres.
  - (xi) That the stopping of vehicles be prohibited at any time on the east side of Simeon Street commencing at a point 96 metres northwest of its intersection with Rosewarne Street and extending in a northerly direction for a distance of 30 metres.
  - (xii) That the stopping of vehicles be prohibited at any time on the east side of Simeon Street commencing at a point 180 metres north of its intersection with Rosewarne Street and extending in a northerly direction for a distance of 20 metres.
  - (xiii) That the stopping of vehicles be prohibited at any time on the west side of Simeon Street commencing at its intersection with Howard Street and extending in a southerly direction for a distance of 12 metres.

- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Simeon Street commencing at its intersection with Howard Street and extending in a northerly direction for a distance of 10 metres.
  - (xv) That the stopping of vehicles be prohibited at any time on the south east side of Howard Street commencing at its intersection with Simeon Street and extending in a south westerly direction for a distance of 18 metres.
  - (xvi) That the stopping of vehicles be prohibited at any time on the north west side of Howard Street commencing at its intersection with Simeon Street and extending in a south westerly direction for a distance of 17 metres.
  - (xvii) That the stopping of vehicles be prohibited at any time on the west side of Simeon Street commencing at a point 31 metres north of its intersection with Howard Street and extending in a northerly direction for a distance of 10 metres.
  - (xviii) That the stopping of vehicles be prohibited at any time on the east side of Simeon Street commencing at a point 246 metres north of its intersection with Rosewarne Street and extending in a northerly direction for a distance of 10 metres.
- (e) New Parking restriction:
- (i) That the parking of vehicles be restricted to a maximum period of three minutes from 8.30am to 9.30am and from 2.30pm to 3.30pm (school days) on the east side of Simeon Street commencing at a point 200 metres north of its intersection with Rosewarne Street and extending in a northerly direction for a distance of 46 metres.

#### **CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be confirmed.

#### **BACKGROUND (THE ISSUES)**

- 27. Simeon Street is classified as a local street, Simeon Park and Addington School have access to Simeon Street.
- 28. There were nine crashes recorded in the five year period between 2003 and 2008. Seven of these crashes were at the intersection of Simeon and Coronation Streets involving six injuries. Most of these crashes involved human factors, eg. failing to comply with stop signs, speeding, or environmental factors, eg. wet weather.
- 29. Problems with short cutting from Brougham Street through to Coronation / Howard / Barrington Streets are suspected. A traffic count on Howard Street (westbound) in 2006 indicated 60 kmh 85 percentile speed with average of 4,300 vehicles per day.

#### **THE OBJECTIVES**

- 30. The proposed works include:
  - (a) Replacing the existing kerb and dish channel on Simeon Street (from Coronation Street to Andrew Crescent).
  - (b) Narrowing the width of the carriageway to nine metres, except the section between Howard and Diamond Streets. It was decided to reduce the carriageway down to 10 metres in this section in order to avoid the water mains.

- (c) A standard footpath width of 1.5 metres along both sides of Simeon Street.
  - (d) Reducing the kerb radius to five metres on the south-east quadrant at the intersection of Andrews Crescent and Simeon Street intersection. The kerb radii will also be reduced to five metres on the Diamond Avenue intersection.
  - (e) Providing a 46 metres long P3 parking bay (three minute parking only) outside Simeon Park for school time pick up/drop off.
  - (f) Extending the existing post and chain fences fronting Simeon Park in order to deter drivers from mounting the footpath and parking vehicles in Simeon Park.
  - (g) Realigning the intersection of Howard Street and Simeon Street, and the intersection width will be reduced to 11 metres wide in order to reduce the traffic turning speeds and to shorten the crossing distance for pedestrian crossing.
  - (h) Providing an 11 metres wide intersection on Howard Street to cater for bus turning from Simeon Street to Howard Street. This has been determined by vehicle turning path software (Simpath).
  - (i) Providing three metre kerb radii on the Rosewarne Street intersection.
  - (j) Relocating the existing bus seat closer to the boundary of house No. 46 Howard Street.
31. The preferred option meets the project objectives by renewing the kerb and channel in Simeon Street from Coronation Street to Andrews Crescent, improving pedestrian crossability, providing a school pickup and drop-off area and improving the streetscape with the planting of street trees.