

## 10. KING STREET RENEWAL

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

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the King Street renewal to proceed, as shown in **Attachment 1** and **Attachment 2**.

### 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 King Street and full reconstruction of the carriageway.
3. The objectives for the project are to:
  - (a) To meet budget and achieve lowest overall cost solution. (Minimise the whole of life costs).
  - (b) To maintain or improve user safety and level of service.
  - (c) To renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.
  - (d) To renew street drainage pipes as required.
  - (e) To renew carriageway(s) as required.
  - (f) To renew footpaths as required.
  - (g) To renew berms as required.
  - (h) To renew streetlight assets as required.
  - (i) To renew signs and markings as required.
  - (j) To renew other Transport and Streets assets, eg cycle, traffic signals, retaining walls, fences, railings, etc if required.
  - (k) To install traffic calming infrastructure to suit the speed environment required.
  - (l) To install new landscaping and street trees to meet Council's Community Outcomes.
  - (m) To install additional assets to meet current standards and the new street layout.

### FINANCIAL IMPLICATIONS

4. Funding for the proposed kerb and channel renewal works in King Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.

2009/10	\$60,000
2010/11	\$104,000
2011/12	\$1,607,000

In addition to this funding, \$105,000 has been requested from Greenspace for drainage upgrades. 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?**

5. Yes. Funding for this project is provided in the 2009/19 LTCCP, page 245, Street Renewal Programme.

### **LEGAL CONSIDERATIONS**

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

6. 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.
7. 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 Board includes the resolution of parking restrictions and Traffic Control Devices.
8. 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**

9. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, pg 245, of the 2009-19 LTCCP.

### **ALIGNMENT WITH STRATEGIES**

10. 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**

11. A seminar was held with the Spreydon/Heathcote Community Board on Tuesday 15 September 2009 to advise the Board that the King Street renewal project had been initiated. A further seminar was held to advise the Board of the proposed design and the project's consultation programme on 5 February 2010. The consultation period was open from 12 February to 5 March 2010. The publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area.
12. There are approximately 236 properties in King Street. Forty-seven responses were received, of which thirty-eight (80%) responses were in support of the proposal, five (11%) responses did not support the proposal and four (9%) did not indicate a preference.
13. A number of issues were raised in this community consultation. The key issues and responses from the project team are outlined below:
  - (a) Request for underground wiring. Funding is not currently allocated for undergrounding overhead services on local roads in the city.
  - (b) Request to extend the no stopping lines on the North side of King Street at the Colombo Street intersection. Feedback indicated that cars frequently block the road while queuing outside the Kentucky Fried Chicken store. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(a) and 14(b).
  - (c) Requests for Southampton Street to be upgraded. Southampton is presently on the Draft Capital Programme for Street Renewal, consultation 2009/10 financial year and construction 2011/12 financial year.

- (d) Concern about ongoing traffic problems in Croydon Street. Croydon Street is presently on the Draft Capital Programme for Street Renewal, consultation in 2011/12 financial year and construction 2013/14 financial year. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(c).
  - (e) Request to remove proposed street trees outside 30 and 112 King Street. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(d).
  - (f) Concerns about mowing the new berm area. The Council will mow grass berms to ensure grass height does not exceed Council standards. Residents can phone the Council Call Centre and request to go on the grass berm mowing list.
  - (g) Requests for the road to be wider than nine metres. The City Plan designates local roads to be nine metres.
  - (h) Damage occurring to the footpath by a Silver Birch tree outside 134 King Street. The Silver Birch tree is on Council road reserve. The tree has been inspected and is a poor specimen and is causing on going damage to the footpath. The resident is happy for the tree to be removed and be replaced with a new street tree. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(e).
14. As a result of this community consultation, a number of amendments have been made to the proposed plan:
- (a) Extension to the no stopping lines on the North side of King Street at the Colombo Street intersection to the vehicle entrances of Mitre 10.
  - (b) Removal of the footpath strip on the North side of King Street at the Colombo Street intersection and the extension of garden bed. This is due to the parking space being removed because of the extension of no stopping lines.
  - (c) A chevron board to be placed on Croydon Street at the end of King Street.
  - (d) Removal of proposed street trees outside 30 and 112 King Street.
  - (e) Removal of a Silver Birch tree outside 134 King Street.
15. 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.
16. All respondents have been sent a final reply letter thanking them for their input and including an A3 colour copy of the amended proposed 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 King Street Renewal Project (refer **attachment 1** and **2**).
- (b) Approve the following parking restrictions to take effect following completion of construction.

### **Revoke Existing Parking Restrictions**

- (i) That all existing parking restrictions on the South West side of King Street between Colombo Street and Croydon Street be revoked.
- (ii) That all existing parking restrictions on the North East side of King Street between Colombo Street and Croydon Street be revoked.

### **Revoke Existing Give-Way**

- (iii) That the existing give-way on King Street on the approach to the intersection with Colombo Street be revoked.

### **Revoke Existing Stop**

- (iv) That the existing stop on Montrose Street (North) on the approach to the intersection with King Street be revoked.
- (v) That the existing stop on Montrose Street (South) on the approach to the intersection with King Street be revoked.

### **New No Stopping – Colombo Street to Croydon Street**

- (vi) That the stopping of vehicles be prohibited at any time on the North side of King Street commencing at its intersection with Colombo Street and extending 25 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the North side of King Street commencing at a point 93.5 metres East of its intersection with Colombo Street and extending 12 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at a point 109 metres North West of its intersection with Montrose Street and extending 19 metres in a North westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at its intersection with Montrose Street and extending 21 metres in a North westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the North West side of Montrose Street commencing at its intersection with King Street and extending 14 metres in a North easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the North East side of Montrose Street commencing at its intersection with King Street and extending 16 metres in a North easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at its intersection with Montrose Street and extending 14 metres in a South easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at a point 45 metres South East of its intersection with Montrose Street and extending 16 metres in a South easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at a point 152 metres North West of its intersection with Croydon Street and extending 15 metres in a North westerly direction.

- (xv) That the stopping of vehicles be prohibited at any time on the North East side of King Street commencing at its intersection with Croydon Street and extending 15 metres in a North westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at its intersection with Croydon Street and extending 18.5 metres in a North westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at a point 145 metres North West of its intersection with Croydon Street and extending 12.5 metres in a North westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at a point 46 metres South East of its intersection with Montrose Street and extending 18 metres in a South easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at its intersection with Montrose Street and extending 21 metres in a South easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the South East side of Montrose Street commencing at its intersection with King Street and extending 16 metres in a South westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the North West side of Montrose Street commencing at its intersection with King Street and extending 13.5 metres in a South westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at its intersection with Montrose Street and extending 18.5 metres in a North westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the South West side of King Street commencing at a point 111 metres North West of its intersection with Montrose Street and extending 15.5 metres in a North westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the South side of King Street commencing at a point 96 metres East of its intersection with Colombo Street and extending 13.5 metres in an easterly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the South side of King Street commencing at its intersection with Colombo Street and extending 12 metres in an easterly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the North West side of Croydon Street commencing at its intersection with King Street and extending 14 metres in a North easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the North West side of Croydon Street commencing at its intersection with King Street and extending 12 metres in a South westerly direction.

**New Give-way**

- (xxiii) That a give way be placed against the King Street approach at its intersection with Colombo Street.

## **New Stop**

(xxiv) That a stop be placed against the Montrose Street (North) approach at its intersection with King Street.

(xxv) That a stop be placed against the Montrose Street (South) approach at its intersection with King Street.

## **CHAIRPERSONS RECOMMENDATION**

For discussion.

## **BACKGROUND (THE ISSUES)**

17. King Street is classified as a local road. The street is approximately 870 metres long, and connects with Colombo Street (a minor arterial) to the West via a priority controlled intersection and Croydon Street (a local road) to the East. King Street is naturally divided into two areas due to the different land uses within the street. Commercial premises define the western end of King Street, which has a carriageway width of approximately 14 metres. On the southern side of the carriageway there is a two-way access for Kentucky Fried Chicken and its car park. On the northern side of the carriageway there is an access to an off-street car park for the Mitre 10 store. There are existing traffic calming features along King Street in the form of four speed humps. These are located outside numbers 21, 75, 121 and 147 King Street.
18. The Land transport Safety Crash Analysis System shows there have been nine crashes recorded for the five year period between 2004 and 2008 on King Street. Five accidents involved cars turning in and out of King Street at Colombo Street which resulted in cars hitting other cars, and a cyclist and pedestrian being hit. Four accidents have occurred on King Street.
19. A traffic count undertaken in King Street in August 2009 shows 1144 vehicles per day outside no's 56/58, and 570 vehicles per day outside no's 114/118. The 85 percentile speed was 44.3 km/hour for vehicles travelling northbound and 48.2 km/hour for vehicles travelling southbound. This indicates that the existing speed humps are producing an effective traffic calming function.

## **THE OBJECTIVES**

20. The aims and objectives of this project are met by:

- (a) Meet budget and achieve lowest overall cost solution.

The proposals will seek to meet the budget and achieve the lowest overall cost solution. The cost estimate provided is above the budget.

- (b) Maintain or improve user safety and level of service.

The proposal improves the pedestrian environment by providing a footpath width of 2.65 metres outside the commercial premises on the northern side of the carriageway and 2.5 metres on the southern side of the carriageway. Outside residential properties (numbers 10 to 18) in the commercial area the footpath width measures 1.5 metres and is located between two berms.

The proposed footpath width in the residential area is 1.5 metres on both sides of the carriageway and is located between two berms, which are designed to ensure that the footpaths are clear of power poles.

Reducing the carriageway width shortens the crossing distance for pedestrians thus creating a more pedestrian friendly environment.

It is proposed to replace the speed humps. The traffic calming features in addition to the reduced carriageway width would slow traffic. Cyclists are likely to benefit from the reduced speeds.

Parking levels will be maintained at existing levels in the commercial area. In the residential area, some spaces will be lost where the speed tables are to be introduced because of the carriageway narrowing.

- (c) Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.

The existing kerb and dish channel will be replaced with a kerb and flat channel to suit drainage needs.

- (d) Renew street drainage pipes as required.

The scheme will include upgrading the street drainage pipes as required. The works will include the installation of new pipes ranging from 225 millimetres to 525 millimetres and new single and double sumps.

- (e) Renew carriageway as required.

The scheme will include renewing the carriageway where required.

- (f) Renew footpaths as required.

The scheme will include renewing the footpaths where required.

- (g) Renew berms as required.

The scheme has allowed for the renewal of the berms where required in the residential area. This will include reducing the berm against the private boundary to provide a footpath clear of power poles. A new wider berm is proposed along the kerb edge to allow for landscaping or street trees. There are no berms proposed outside the commercial premises close to the Colombo Street intersection.

- (h) Renew streetlight assets as required.

The scheme will include upgrading the street lighting to comply with AS/NZS 1158 category P3R.

- (i) Renew signs and markings as required.

Signs and markings will be provided where necessary, which will comply with current best practice and standards. Where possible signs will be attached to existing street furniture to reduce footpath clutter. All new speed information signs at speed tables will show 25 kph.

- (j) Renew other Transport and Streets assets eg. cycle, traffic signals, retaining walls, fences, railings, etc if required.  
No other assets are being renewed.

- (k) Install traffic calming infrastructure to suit the speed environment required.

Traffic volume and speed surveys were undertaken from Sunday 23 August to Saturday 29 August 2009 outside number 56/58 King Street and 114/118 King Street. The results showed an 85 percentile speed of 44.3 km/h for vehicles travelling northbound and 48.2 km/h for vehicles travelling southbound outside 56/58 King Street and 46.4 km/h for vehicles travelling northbound and 48.6 km/h for vehicles travelling southbound outside 114/118 King Street.

The carriageway would be narrowed to nine metres, with four speed tables and carriageway narrowings to five metres proposed along the street. The speed tables would replace the existing humps in the existing locations. The introduction of street trees to enhance the residential environment along with speed tables will help to keep vehicle speeds low and should help to reduce vehicle speeds on King Street further.

- (l) Install new landscaping and street trees to meet Council's Community Outcomes.

The wider berms would allow for street trees. It is proposed to incorporate 38 Sophora Microphylla (kowhai) trees and 47 Fraxinus Excelsior (ash) trees into the scheme.

- (m) Install additional assets to meet current standards and the new street layout.

No further assets than those described above are being installed on this scheme.

#### **THE OPTIONS**

21. Three options were developed for comparison in the plan development stage of the project. Option Three has been selected as the preferred option and was taken to the community for consultation.

#### **OPTION ONE**

22. Option One includes new kerb and channel, repairing/renewing the road and footpaths and berms where required. This was not been selected as the preferred option because key objectives are not met. The power poles would continue to reduce the footpath width.

#### **OPTION TWO**

23. Option Two includes the following:
- (a) In the commercial area, the carriageway width would be retained at 14 metres.
  - (b) Proposed build out reduces the width of King Street at the intersection, resulting in one exit lane to Colombo Street and one entry lane into King Street.
  - (c) Proposed 90 degree parking bays proposed on King Street along the northern side of the carriageway outside Mitre 10. The proposal incorporates fifteen parks along the northern kerb line at a 90 degree angle; this is a net reduction of three spaces from the existing condition, which permits parking on both sides of the carriageway.
  - (d) A Type C treatment would be provided on King Street to slow vehicles entering the street from Colombo Street. The slow turning traffic will assist vehicles manoeuvring in and out of parking bays. A raised platform would replace the existing speed hump at the eastern end of the commercial properties to highlight the change in environments.
  - (e) In the residential environment, a carriageway width of nine metres is proposed, with the footpath moved from the kerbside to the middle of the two berms. This would allow for street trees and landscaping and provide a wider footpath free of power poles.



- (f) To keep speeds low through the residential area, it is proposed to replace the speed humps with raised platform in new locations to provide an equal distance between the tables. The speed tables will be set between a 5 metres narrowing formed by build outs. A long raised platform section would be provided on the bend at 40 King Street and a speed table would be incorporated at the King Street/Montrose Street intersection.
  - (g) Street lighting upgrades and tree planting along or at key locations.
  - (h) Upgrading drainage pipes and sumps where the street is prone to flooding.
24. Option Two was not been selected as the preferred option because key objectives are not met. There would be a loss of three car parking spaces in the commercial area at the western end of the scheme, and access to Colombo Street would be reduced to one exit lane. The scheme would see the removal of the existing speed humps along the street as part of the full reconstruction and replaced with a greater number of speed tables. The long raised platform on the bend would restrict parking in this section and would be expensive.

### OPTION THREE

26. Option Three includes the following:
- (a) Option Three also seeks to create two separate environments to enhance the residential area to the South and the commercial area to the North. In the commercial area, the carriageway width would be reduced to 10 metres. Parallel parking would be retained along both sides of the carriageway as the existing situation. The existing two exit lanes to Colombo Street would also be maintained.
  - (b) To highlight the change in the two environments a speed table with a carriageway narrowing will replace the existing speed hump.
  - (c) In the residential environment, a carriageway width of nine metres is proposed, with the footpath moved from the kerbside to the middle of the two berms. This would allow for street trees and landscaping and a footpath clear of power poles.
  - (d) To keep speeds low through the residential area, it is proposed to replace the existing speed humps with new raised platforms in the same location as the old speed humps. At the location of the speed tables the carriageway would be narrowed to five metres, and parking restricted in these sections.
  - (e) Street lighting upgrades and tree planting along or at key locations.
  - (f) Upgrading drainage pipes and sumps where the street is prone to flooding.

### THE PREFERRED OPTION

27. **Option Three** is the preferred option as it meets all the project objectives.