

11. HUXLEY STREET RENEWAL

General Manager responsible:	City Environment, General Manager, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	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 Huxley 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 Huxley Street (from Burlington Street to Rogers Street) and full reconstruction of the carriageway. Please note that the kerb at entrances of Huxley Street from Burlington Street already has flat channel and will not be replaced.
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 & 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 Huxley Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.

2009/10	\$52,000
2010/11	\$155,000
2011/12	\$1,393,000

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?

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 Huxley 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 190 properties in Huxley Street. Fifty six responses were received, of which 34 (60%) responses were in support of the proposal, 11 (20%) responses did not support the proposal and 11 (20%) 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) Residents commented on the Huxley Street and Croydon Street corner. Issues raised were; the location of the bus stop on the corner; no stopping lines; the speed in which some vehicles travel around the corner and the location of raised platform. This corner is not being redeveloped. It already flat channel, the raised platform and location of bus stop hasn't not been altered. The location of the platform is to slow the traffic before the corner. The bus stop is located on the corner to provided service to Huxley Street and Croydon Street residents. The corner is quite tight to slow vehicles. Chevrons will be added to the corner to help identify the bend. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(a).

- (b) The Special Needs Toy Library and the Sydenham Community Preschool has requested that the bus stop be removed from outside their property at 109 Huxley Street. The Special Needs Library has many different users, who find it difficult to control children and return toys into the library. The location of the bus stop prevents users from parking outside the building. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(b).
- (c) The Special Needs Toy Library requested a 30 minute parking restriction outside 109 Huxley Street. Huxley Street is a residential Street and the Toy Library is only open part time. Tuesday and Thursday 9am to 5pm and Saturday morning, because of the Special Needs Library part time nature, the request for restricted parking is not supported.
- (d) The Special Needs Toy Library and the Sydenham Community Preschool has also requested for inserted parking bays, because of the street being narrowed to nine metres. The peak time for the preschool is 8.45am to 9.00am and 2.45pm to 3.00pm. The City Plan specifies a local road width of nine metres. The narrowing of the street and raised platforms will reduce the speed of vehicles in the street. The narrower street also reduces crossing distances. Inserted parking bays would remove berm areas and reduce the number street trees. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(c).
- (e) Environment Canterbury has requested that the street be widened to 10 metres because of the Bus route. Ecan believes that the Bus will have trouble negotiating the narrow road and will slow the bus journey time. This request isn't supported by Council's Transport Network Operations team. The Number 15 bus is the only bus route along Huxley Street and there is not the presence of a major parking generator in the street, so there should be space for buses to pull over and yield to each other. The yielding of buses is not what delays a bus but the waiting for traffic to clear at intersections.
- (f) The Special Needs Toy Library has requested that the proposed street trees outside the Special Needs Toy Library be removed. As part of their consent to extend the toy library building, the library has planted two large trees in front of the building. The two proposed street trees have been removed. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(d).
- (g) The Special Needs Toy Library has requested that their two vehicle entrances be extended to be able to cope with the larger wheelchair vans. This will be done at the detail design stage. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(e).
- (h) Request from the residents at 79 Huxley Street to remove an extra driveway. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(f).
- (i) Residents at the Huxley Street and Ingoldsby Street corner have requested that corner be tightened from 7.5 metres to seven metres. There is an on going problem at this corner, with vehicles taking the corner to fast. Entrances to Ingoldsby Street to be narrowed to seven metres. An amendment has been made to the plan in response to these submissions and is detailed in paragraph 14(g).
- (j) Request to remove the no stopping lines outside 107 Huxley Street. The no stopping lines are there because of the crossing point and are required to keep sight lines clear.

14. As a result of this community consultation, a number of amendments have been made to the proposed plan:
 - (a) Installation of a chevron on the Huxley Street/Croydon Street corner.
 - (b) Relocating the bus stop from outside the Special Needs Library at 109 Huxley Street to 117 Huxley Street.
 - (c) A widening of the carriageway to 10 metres outside 109 to 113 Huxley Street.
 - (d) Removal of proposed street trees outside Special Needs Library.
 - (e) Extension of the vehicle entrances outside the Toy Library (to be undertaken at the detailed design stage).
 - (f) Removal of an extra driveway at 79 Huxley Street.
 - (g) Narrowing of Ingoldsby Street at the Huxley Street intersection to seven metres.
15. A number of additional amendments have been made to the proposed plan:
 - (a) Addition of a triangle outside number 168 Huxley Street to prevent crossing (distance is too small for No Stopping).
 - (b) Increase the no stopping outside the Roger Street shop to create one more crossing point with dropped kerbs and tactile pavers.
 - (c) Increase of a textured surface on the South East side of Montrose Street.
 - (d) Tactile pavers to be introduced at all crossing locations.
 - (e) A crossing point located outside 94 and 98 Huxley Street requires new no stopping lines to prevent vehicles parking over the tactile pavers and to keep sight lines clear.
16. 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.
17. 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 concept plan as shown in **Attachment 1** TP318601 - issue 3.
- (b) Approve the concept plan as shown in **Attachment 2** TP318602 – issue 3.
- (c) 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 Huxley Street between Burlington Street and Croydon Street be revoked.

- (ii) That all existing parking restrictions on the North East side of Huxley Street between Burlington Street and Croydon Street be revoked.
- (iii) That the stopping of vehicles currently prohibited at any time on the North West side of Rogers Street commencing at its intersection with Huxley Street and extending 12 metres in a North easterly direction be revoked.
- (iv) That the stopping of vehicles currently prohibited at any time on the South East side of Rogers Street commencing at its intersection with Huxley Street and extending 19.5 metres in a North easterly direction be revoked.

Revoke Existing Give-Way

- (v) That the existing give-way on Huxley Street (South East) on the approach to the intersection with Burlington Street be revoked.
- (vi) That the existing give-way on Rogers Street on the approach to the intersection with Huxley Street be revoked.

New No Stopping – Burlington Street to Croydon Street.

- (vii) That the stopping of vehicles be prohibited at any time on the North East side of Huxley Street commencing at its intersection with Burlington Street and extending 58 metres in a South easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the North East side of Huxley Street commencing at its intersection with Ingoldsby Street and extending 24.5 metres in a North westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the North West side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 14 metres in a North easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the South East side of Ingoldsby Street commencing at its intersection with Huxley Street and extending 16.5 metres in a North easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the North East side of Huxley Street commencing at its intersection with Ingoldsby Street and extending nine metres in a South easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the North East side of Huxley Street commencing at a point 70 metres South East of its intersection with Ingoldsby 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 Huxley Street commencing at its intersection with Rogers Street and extending 22 metres in a North westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the North West side of Rogers Street commencing at its intersection with Huxley Street and extending 12 metres in a North easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the South East side of Rogers Street commencing at its intersection with Huxley Street and extending 19.5 metres in a North easterly direction.

- (xvi) That the stopping of vehicles be prohibited at any time on the North East side of Huxley Street commencing at its intersection with Rogers Street and extending 14 metres in a South easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the North East side of Huxley Street commencing at a point 51.5 metres South East of its intersection with Rogers Street and extending six metres in a South easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the North West side of Croydon Street commencing at its intersection with Huxley Street and extending 29 metres in a South westerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the South West side of Huxley Street commencing at its intersection with Croydon Street and extending 13.5 metres in a North westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the South West side of Huxley Street commencing at a point 105 metres South East of its intersection with Montrose Street and extending 8 metres in a South easterly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the South West side of Huxley Street commencing at its intersection with Montrose Street and extending 27 metres in a South easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the South East side of Montrose Street commencing at its intersection with Huxley Street and extending 17 metres in a South westerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the North West side of Montrose Street commencing at its intersection with Huxley Street and extending 18 metres in a South westerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the South West side of Huxley Street commencing at its intersection with Montrose Street and extending 12.5 metres in a North westerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the South West side of Huxley Street commencing at a point 63.5 metres North West of its intersection with Montrose Street and extending 16.5 metres in a North westerly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the South West side of Huxley Street commencing at its intersection with Burlington Street and extending 45 metres in a South easterly direction.

New Bus Stops

- (xxvii) That a bus stop be installed on the North East side of Huxley Street commencing at a point 57.5 metres South East of its intersection with Burlington Street and extending in a South easterly direction for a distance of 14 metres.
- (xxviii) That a bus stop be installed on the North East side of Huxley Street commencing at a point 128 metres South East of its intersection with Ingoldsby Street and extending in a South easterly direction for a distance of 14 metres.
- (xxix))That a bus stop be installed on the North East side of Huxley Street commencing at a point 57 metres South East of its intersection with Rogers Street and extending in a South easterly direction for a distance of 14 metres.

(xxx) That a bus stop be installed on the South West side of Huxley Street commencing at a point 91 metres South East of its intersection with Montrose Street and extending in a South easterly direction for a distance of 14 metres.

(xxxi) That a bus stop be installed on the South West side of Huxley Street commencing at a point 90 metres South East of its intersection with Burlington Street and extending in a South easterly direction for a distance of 14 metres.

New Give-way

(xxxii) That a give way be placed against the Huxley Street (South East) approach at its intersection with Burlington Street.

(xxxiii) That a give way be placed against the Rogers Street approach at its intersection with Huxley Street.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

18. Huxley Street is a Living 3 zoned residential street. Sydenham Community Preschool, a Special Needs Library and a dairy on the corner of Rogers Street. Huxley Street forms part of the number 15 bus route which provides approximately two services an hour from Bishopdale to Beckenham and Beckenham to Bishopdale. The street is approximately 740 metres long and is classified as a local road adjoining with Burlington Street (minor arterial) to the North via a priority controlled intersection and Croydon Street (local Road) to the South. There is a kerb build out on the South East corner of the Huxley Street/Ingoldsby Street intersection and two build outs on Huxley Street each side of the intersection with Montrose Street. The build outs create a chicane effect and a raised platform has been introduced between Ingoldsby Street and Montrose Street. At the southern end of Huxley Street there are kerb build outs each side of the Rogers Street intersection and another raised platform to the South of Rogers Street. The carriageway width is approximately 14 metres wide from the intersection with Burlington Street to Ingoldsby Street. The carriageway width reduces to 9 metres to the South of Ingoldsby Street and then widens to 14 metres again to the South of Montrose Street. In the vicinity of the Rogers Street intersection, the carriageway width reduces to approximately 11 metres wide. There are sections of new kerb and flat channel along the length of Huxley Street.
19. The Land Transport Safety Crash Analysis System shows there have been 9 crashes recorded for the five year period between 2004 and 2008 on Huxley Street. All accidents have been recorded as non-injury.
20. A traffic count undertaken in August 2009 shows 1810 vehicles per day outside no's 156/160, 3583 vehicles per day outside no's 78/80. The 85 percentile speed was 51.8 km/hour for vehicles travelling northbound and 53.3 km/hour for vehicles travelling southbound.

THE OBJECTIVES

21. 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 below the budget.

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

The proposed footpath width in the residential area is 1.5 metres on both sides of the carriageway. The footpath is located between two berms, which are designed to ensure where possible 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.

The existing traffic calming features in addition to the reduced carriageway width would slow traffic. Cyclists are likely to benefit from the reduced speeds.

There would be a minor reduction in parking due to the extension of no stopping lines at intersections, pedestrian crossing locations and at bus stops.

- (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 renewing the street drainage pipes. The works will include the installation of new pipes ranging from 225 millimetres to 450 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 berms are currently located along the private boundary. It is proposed to retain the berms but to narrow them and provide a footpath and a wide kerbside berm that will allow for street trees. This is to allow the power poles to remain in their current position along the kerb, and allow a footpath that is free of obstructions.

- (h) Renew streetlight assets as required.

The scheme will include upgrading the street lighting to comply with AS/NZS1158 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.

The results showed an 85%ile speed of 51.8 km/h for vehicles travelling northbound and 53.3 km/h for vehicles travelling southbound outside 78/80 Huxley Street and 51.1 km/h for vehicles travelling North and southbound outside 156/160 Huxley Street.

The existing traffic calming features will be retained, the carriageway width is to be reduced to nine metres, and on-street parallel parking will be maintained. All these features would be natural traffic calming features, and no further calming measures are required.

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

New trees are proposed in the new kerbside berms.

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

No further assets are proposed for the street layout as they are not required.

THE OPTIONS

- 22. Three options were developed for comparison. Option Three has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

- 23. Option One includes new kerb and channel, repairing/renewing the road and footpaths and berms where required. Power poles will continue to reduce the footpath width in sections and crossing distances will remain the same. There would be no further opportunities for landscaping and the speed of traffic is unlikely to be reduced. This option was not selected as the preferred option because key objectives are not met.

OPTION TWO

- 24. Option Two includes reducing the overall carriageway width to provide a residential environment that incorporates the following measures:
 - (a) reduce the width of Huxley Street at the intersection with Burlington Street to one exit lane to improve the pedestrian crossing environment and provide an on-road cycle lane on the Huxley Street approach;
 - (b) reduce the existing 14 metres wide carriageway to nine metres wide and incorporate grass/landscaping and trees into the reallocated space along the length of Huxley Street from Burlington Street to Croydon Street;

- (c) tie the proposed alignment into the existing traffic calming measures;
- (d) replace the existing kerb and channel with kerb and flat channel along the new alignment;
- (e) relocate footpath between two berms to allow for uninterrupted path of travel;
- (f) introduction of street trees and retaining existing street trees;
- (g) inclusion of tactile pavers at crossing points;
- (h) lighting upgrade to meet current lighting standards.

25. Option Two has not been selected as the preferred option because key objectives are not met and the reduced crossing distance on Huxley Street at the intersection with Burlington Street would have wider benefits for people travelling on foot on Burlington Street. However, this does reduce the number of exit lanes to a shared right and left lane.

OPTION THREE

26. Option Three includes reducing the overall carriageway width to provide a residential environment that incorporates the following measures:
- (a) retain the existing arrangement on Huxley Street at the Burlington Street intersection;
 - (b) reduce the existing 14 metres wide carriageway to nine metres and replace the existing kerb and dish channel with kerb and flat channel along the new alignment;
 - (c) tie into the existing traffic calming measures;
 - (d) reduce the width of Ingoldsby Street to 7.5 metres on the approach to Huxley Street where the build outs are proposed;
 - (e) introduce a painted centre line on the approach from Montrose Street;
 - (f) introduction of street trees and retaining existing street trees;
 - (g) inclusion of tactile pavers at crossing points;
 - (h) lighting upgrade to meet current lighting standards.

THE PREFERRED OPTION

27. Option 3 is the preferred option. Reducing the width of the carriageway would contribute to reducing speeds and also reduces the crossing distance for pedestrians. The widening of the existing footpaths, and the proposed landscape improvements will provide an attractive pedestrian route along Huxley Street.