

8. AVON LOOP

Officer responsible City Streets Manager	Authors Stephen Matheson, Unit Manager, DDI 941 8653 Barry Cook, Traffic Engineer – Community, DDI 941 8938
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The purpose of this report is to update the Board on issues relating to the Avon Loop area.

STREET LIGHTING

On 2 April Mr Sibley of 2 Bangor Street made a submission to the Board about his offer to underground and install streetlighting in Bangor Street outside his property.

Mr Sibley wants to install decorative street lights rather than the standard concrete pole with curved arm.

Picture 1 shows the type of decorative light proposed. The proposal was to underground the section of Bangor Street between Kilmore and Rees Streets and would require two of these lights to be installed. The existing underground cabled street light near Kilmore intersection (tall concrete pole with standard street light fitting as in Kilmore St) would remain. The proposal was for lights to be mounted at 5 metres, however 6 metre mounting height would be more appropriate as it maximises the spacing between lights (usually around 44 metres). The light loses its proportion if it is mounted higher. The cost to supply and install this type of light is approximately \$3,000 plus GST per light.



Picture 1 – Proposed Decorative Light

Standard street lights would be mounted at 7.5 metres and therefore wider spacings could be achieved (usually around 55 metres). Two of these lights would be required for the proposed section of undergrounding. The light would be a painted tapered steel pole and curved arm with a standard road light fitting (see picture 2). This is the same type of light that has been installed in the recent Urban Renewal underground conversion projects on the other side of the river in Churchill Street and Cambridge Terrace, between Barbadoes and Kilmore Streets. The cost to supply and install this type of light is approximately \$1,250 plus GST per light.



Picture 2 – Standard Street Light

The proposed section of undergrounding is a relatively short length and requires the same number of lights for both options however if decorative lights were installed in Bangor Street as proposed then it is likely that residents in the extended area would expect this type of lighting to be installed if the overhead wiring was to be undergrounded in the future. The following table shows the costs comparison (excluding GST) between the two options for the roads in the Avon Loop area.

Road	Length (m)	Cost		
		Decorative	Standard	Difference
Bangor St	368	\$27,000	\$8,750	\$18,250
Oxford Tce	890	\$63,000	\$21,250	\$41,750
Rees St	89	\$9,000	\$2,500	\$6,500
Willow St	114	\$9,000	\$3,750	\$5,250
Hurley St	165	\$12,000	\$3,750	\$8,250
TOTAL	1,626	\$120,000	\$40,000	\$80,000

The Board should be aware of the precedent being set by the use of decorative lights and that if they were requested elsewhere in the Avon Loop area, then either residents or the Board would need to find the additional funding required.

The estimated cost of the work is \$85,000. Mr Sibley has been advised of this estimate. His response is attached. In essence he is not surprised by the cost increase, wishes to continue, but is anticipating a contribution from both Orion and the Council.

The normal Orion contribution to a Council led undergrounding project would be 18%.

The Council would pay for the installation of two new standard street lights. The Council may also make some contribution to the resurfacing of the trench in the footpath as the whole of the footpath is to be resurfaced in the next 3 years. This project is not a kerb and channel renewal project and hence falls outside the Council policy on a 50/50 contribution towards undergrounding costs.

For the project to proceed Mr Sibley will need to contribute approximately \$66,000.

BANGOR STREET - SOUTH

The Council has been asked to consider street enhancement for the southern end of Bangor Street, from Rees Street to Kilmore Street.

This section of Bangor Street was upgraded with new kerbs, channels and paths in the 1970s. The landscape build out at Kilmore Street was constructed in 1996. This treatment was a result of consultation carried out in the Avon Loop redevelopment process, which was one of the first of these sort of treatments in Christchurch. The roadway was not considered for traffic calming at that time due to the "commercial" nature of the buildings along the western side of the road and the potential for a greater demand for kerbside parking. The character of this end of the street is unchanged since then, with buildings currently owned or tenanted by the Commercial Traveller's Association, the Outreach Centre and the Christchurch Miniature Rifle Association. If the consultation was carried out today, the final treatment of this section of Bangor Street would quite likely be different. However the opportunities to do further improvements are limited given the young life of the kerb and channel. There are no safety issues or a need for traffic calming.

REES STREET

There is a short length of Rees Street (50 metres) that remains as old dish channel. Apart from Willow Street, it is the only remaining piece of old kerb and channel in the Avon Loop area. In terms of the kerb and channel prioritisation process, it would be upgraded in the next 5 years.

Should the Board decide to advance the work, then it would be appropriately completed as part of the kerb and channel work to be done in Willow Street in 2004/05. Note that the Willow Street project is likely to be deferred for at least 12 months due to a request to underground by property owners.

TRAFFIC ISLAND – NORTHERN END BANGOR STREET

Residents have questioned the need for the traffic island in Oxford Terrace immediately to the west of Bangor Street. This island was put in as a result of the consultation process for the area. The main objectives for its construction were to slow down traffic as an alternative to speed humps and discourage tour buses from using the residential streets in the area to access the Holiday Inn.

Recent surveys of traffic indicate that the island has a definite calming effect. A full day video survey showed that 45% of drivers used their brakes when approaching the island. If the island was to be removed then these vehicles could continue at a higher speed. The island is also designed to assist residents to access the riverbank by foot, by having a pedestrian cutdown through it.

The removal of the island would also allow large vehicles to make the left turn from Bangor Street into Oxford Terrace. As the northern end of Bangor Street is calmed to what was then known as a "home zone", the removal of the island cannot be supported.

CONSULTATION

Consultation on the undergrounding would be limited to the properties on the section of Bangor Street and the local residents' group.

Consultation on Rees Street would follow the normal process with a letter to residents to determine issues, then a proposal seeking comment and feedback.

Staff

- Recommendation:**
1. That the information be received.
 2. That Mr Sibley be approached to contribute approximately \$66,000 so that his proposal can proceed.
 3. That the Board acknowledge the potential cost implications of heritage lighting for the remainder of the Avon Loop area.
 4. That no further alterations be carried out in the southern end of Bangor Street until significant changes in the land use alongside occurs.

5. That the budgeted works in Rees Street and Willow Street proceed as scheduled so that the programmed works for the Avon Loop can be completed.
6. That any wider issues coming from the consultation process on Rees Street and Willow Street be reported back to the Board for further consideration.
7. That the traffic island in Oxford Terrace immediately west of Bangor Street not be altered at this time.

**Chairperson's
Recommendation:**

For discussion.