

3. JUBILEE STREET EXTENSION

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| Officer responsible City Streets Manager | Author Brian Neill, DDI 371-1616 |
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The purpose of this report is to bring to the Council's attention the status of a proposal to provide a new road link between the Bamford Street/Jubilee Street intersection and the ring road route near the Garlands Road/King Edward Terrace/Rutherford Street intersection.

BACKGROUND

The Jubilee Street extension has been notified in successive City Plans and is regarded as an important link to provide for access to heavy industry in the Business 4 and Business 5 zones within the Woolston Loop industrial area. Businesses in the loop area have been lobbying the Council for some time on the need for this new road link. G L Bowron and Independent Fisheries in particular are most affected by the poor access afforded to their businesses at the present time. Independent Fisheries alone employs 175 people, and, like G L Bowron, are a 24 hour operation.

Existing access is almost exclusively provided via a local residential street (Barton Street) which leads directly to the G L Bowron site. Traffic problems generated by the need to use Barton Street for trucking movements as well as employee travel overloads the local road network at shift change times. B-trains have difficulty in manoeuvring into and out of Barton Street; the proposed Jubilee Street extension (from Bamford Street to Rutherford Street) would alleviate these problems.

Although Rutherford Street, Barton Street, Bamford Street and Jubilee Street have all been upgraded within the last few years along with other roads within the loop, access for heavy motor vehicles is still not satisfactory. The Living 2 zone bordering the B-4 and B-5 zones needs more protection from heavy motor vehicle (HMV) movements which need to use Barton Street as the way into, and out of, the area.

DISCUSSION

The forward purchase of most of the land for the proposed road link has been completed. Although a scheme plan has yet to be finalised it is considered that all up, the project, which would include improvements at the Bamford Street/Jubilee Street intersection and (possible) traffic signal control at the new junction at Rutherford Street, would be in the order of \$500,000.

Traffic data, including full intersection counts of traffic using the Barton Street/Rutherford Street intersection, has been obtained and a scheme plan commissioned for assessing the viability of the project. Although there are residential properties to the north of the proposed road and industry to the south, no legal access is provided to the land presently set aside for the new roadway. Costs could no doubt be kept to a minimum with (initially) a kerb and channel and footpath being constructed along the north side only.

CONSULTATION

Councillors, Board members and staff met at the intersection of Barton Street and Rutherford Street in March. The City Streets Manager had previously met with the Principals of G L Bowron and Independent Fisheries to discuss options/time frames for progressing this project.

The two companies have had a lot of feedback from residents about the effect of the HMV traffic that is generated in the area and the use of Barton Street to access the ring road route. The area has seen many changes and the community has had a lot of input into developments in the area.

The Council, following the construction of the Woolston Cut, settled on strategies to deal with both local and through traffic. The existing road patterns, intersection controls etc were set up in 1987; the reconstruction of roads in the area followed over the next 5 or 6 years. A copy of a (1987) plan of roading proposals in the area is tabled. Specifically, this plan indicates work that has since been completed at the junction of Garlands Road and Rutherford Street. The Jubilee Street extension is shown as a "future road" on this plan along with other proposals for this section of the ring road.

SCHEME PLANS

An update of the original scheme plan for the new road link is being prepared and will be reported on to the Committee at its meeting in August 2001. Options involving short term solutions to assist in the management of traffic (especially HMV's) are being considered at the present time. If practicable changes will be made to the Barton Street/Rutherford Street intersection to provide more adequate turning facilities for heavy motor vehicles.

CONCLUSION

The Council may need to consider the elevation of this project into the five year capital works programme. Although the City Plan requires that the work be carried out within a 10 year period, there will be benefits to residents and businesses in the Woolston Loop area if the new roadway was constructed sooner rather than later. However, the project has not, up until now, been accorded any priority and is unlikely to receive a Transfund subsidy.

There is no obvious substitution that can be made in the proposed 5 year programme for Road Network Improvements; a new line item will need to be created in either years 4 or 5 if the project is to proceed.

- Recommendation:**
1. That the project proceed in the 2002/03 year.
 2. That it be recommended to the Strategy and Resources Committee that the capital funding of \$500,000 required be provided by way of a change in timing for the new Ferrymead Bridge project and by substitution from the unspecified sum in the Roding Network Improvement Budget (deduct \$500,000 in year 2002/03 from the capital budget for Ferrymead Bridge and increase the financial provision by \$500,000 in year 2003/04 and deduct \$500,000 from the sum allocated for unspecified Roding Network Improvements in 2003/04).