

5. BLIGHS ROAD KERB AND CHANNEL RENEWAL (FROM IDRIS ROAD TO PAPANUI ROAD)

General Manager responsible:	General Manager, City Environment
Officer responsible:	Unit Manager Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek both the Fendalton/Waimairi and Shirley/Papanui Community Boards' recommendations to Council for the Blighs Road kerb and channel renewal project (Idris Road to Papanui Road), to proceed to final design, tender and construction as shown on the concept plan (attachment 1).

EXECUTIVE SUMMARY

2. This street kerb and channel renewal project is part of the Blighs-Wairakei cluster of projects in the Christchurch City Council's Capital Works Programme in the 2005/2006, 2006/2007 and 2007/08 financial years. Blighs Road Stage III (this project) covers the section of Blighs Road from Idris Road, to Papanui Road. Stages I and II of this project group covers Wairakei Road from Manor Place to the railway crossing adjacent to the Jeffreys Road intersection, and will be covered by a separate report. The primary aim of the project is to renew the kerb and dish channel and replace it with kerb and flat channel.
3. Initial consultation was undertaken with the residents of Blighs Road between Idris and Papanui Roads in March 2005. A joint seminar was held with the Shirley/Papanui and Fendalton/Waimairi Community Boards in August 2006 and a publicity newsletter including the concept plan (Attachment 1) was distributed in September 2006.
4. Land has been purchased at the Blighs/Papanui Roads intersection for the construction of a free left turn to improve traffic flows onto Papanui Road. Undergrounding of the overhead wiring and the upgrading of the street lighting is nearly completed.
5. This project (Stage III of the Wairakei cluster) is to be upgraded to modern minor arterial road standards which are the same as those in the adjoining section of Idris Road. This project will not be affected by the outcomes of the Wairakei Road traffic model or the seminar to be held in February 2007.
6. A recommendation that the project be approved for construction is now sought from the Boards to progress the preferred option for Blighs Road (Idris to Papanui) to final design, tender and construction, as it appears in the 2006/2007 Capital Programme.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The budget for this project (i.e. Stage III of the Wairakei Cluster) is \$1,494,800; the estimated cost is \$1,765,083 that includes all consultation, design and project management considerations. The project is forecast to be over budget by \$270,000. Opportunities to minimise the cost and manage the over expenditure within the kerb and channel budget for 2006/07 are limited as the entire programme is looking to be \$1,000,000 over the total budget due to price increases. This over expenditure will be considered in the broader context of the Council's Annual Capital Budget.
8. There are no legal implications. Council resolution is required to implement the parking restrictions and traffic management changes.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui and the Fendalton/Waimairi Community Boards recommend to Council:

- (a) The proposal shown on attachment 1 for construction.
- (b) To approve the following traffic restrictions for installation:

Removal of existing No Stopping

- (i) That the existing no stopping be revoked from both sides of Blighs Road between Idris Road and Papanui Road.

New no stopping

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 11 metres east of its intersection with Watford Street and extending 7 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 14 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 127 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 146 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 207 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at a point 60 metres east of its intersection with Windermere Road and extending 7 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Windermere Road and extending 6 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Windermere Road commencing at its intersection with Blighs Road and extending 12 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the west side of Windermere Road commencing at its intersection with Blighs Road and extending 12 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Blighs Road commencing at its intersection with Windermere Road and extending 6 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 222 metres west of its intersection with Watford Street and extending 16 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 154 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.

- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 129 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 22 metres west of its intersection with Watford Street and extending 7 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing its intersection with Watford Street and extending 6 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing its intersection with Watford Street and extending 3 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing at a point 13 metres east of its intersection with Watford Street and extending 7 metres in an easterly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing a point 98 metres west of its intersection with Papanui Road and extending 7 metres in a westerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the south side of Blighs Road commencing a point 78 metres west of its intersection with Papanui Road and extending 7 metres in a westerly direction.

Removed no stopping

- (xxi) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at a point 57 metres west of its intersection with Papanui Road and extending 15 metres in a westerly direction.
- (xxii) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at a point 46 metres east of its intersection with Condell Avenue and extending 32 metres in an easterly direction.
- (xxiii) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at its intersection with Idris Road and extending 33 metres in an easterly direction.
- (xxiv) That the existing no stopping be removed from the north side of Blighs Road at its present position commencing at a point 47 metres west of its intersection with Papanui Road and extending 15 metres in a westerly direction.

Extended no stopping

- (xxv) That the existing no stopping be revoked from the north side of Blighs Road at its present position commencing at its intersection with Papanui Road and extending 38 metres in a westerly direction and reinstated on the north side of Blighs Road commencing at its intersection with Papanui Road and extending 87 metres in a westerly direction.
- (xxvi) That the existing no stopping be revoked from the north side of Blighs Road at its present position commencing at its intersection with Condell Avenue and extending 20 metres in an easterly direction and reinstated on the north side of Blighs Road commencing at its intersection with Condell Avenue and extending 3 metres in an easterly direction.
- (xxvii) That the existing no stopping be revoked from the north side of Blighs Road at its present position commencing at its intersection with Condell Avenue and extending 14 metres in a westerly direction and reinstated on the north side of Blighs Road commencing at its intersection with Condell Avenue and extending 7 metres in a westerly direction.

- (xxviii) That the existing no stopping be revoked from the south side of Blighs Road and Idris Road at its present position commencing at its intersection with Westholme Street and extending 72 metres in a westerly direction and reinstated on the south side of Blighs Road commencing at its intersection with Westholme Street and extending 5 metres in a westerly direction.
- (xxix) That the existing no stopping be revoked from the south side of Blighs Road at its present position commencing at its intersection with Westholme Street and extending 9 metres in an easterly direction and reinstated on the south side of Blighs Road commencing at its intersection with Westholme Street and extending 16 metres in an easterly direction.
- (xxx) That the existing no stopping be revoked from the south side of Blighs Road at its present position commencing at its intersection with Tillman Avenue and extending 11 metres in an easterly direction and reinstated on the south side of Blighs Road commencing at its intersection with Tillman Avenue and extending 3 metres in an easterly direction.
- (xxxii) That the existing no stopping be revoked from the south side of Blighs Road at its present position commencing at its intersection with Papanui Road and extending 33 metres in a westerly direction and reinstated on the south side of Blighs Road commencing at a point 21 metres west of its intersection with Papanui Road and extending 13 metres in a westerly direction.

Move existing bus stop to new location

- (xxxiii) That the existing bus stop be revoked from the north side of Blighs Road at its present position commencing 29 metres west of the intersection with Condell Avenue and extending 15 metres in a westerly direction, and reinstated on the north side of Blighs Road commencing 51 metres west of the intersection with Condell Avenue and extending 12 metres in a westerly direction.

Move existing pedestrian crossing to new location

- (xxxiiii) That the existing pedestrian crossing be revoked from its present position on Blighs Road commencing 2 metres west of the intersection with Tillman Avenue and extending 5 metres in a westerly direction, and reinstated on Blighs Road commencing 2 metres east of the intersection with Tillman Avenue and extending 5 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

9. This street kerb and channel renewal project is part of the Blighs-Wairakei cluster of projects in the Christchurch City Council's Capital Works Programme in the 2005/2006, 2006/2007 and 2007/2008 financial years. Blighs Road Stage III (i.e. this project) covers the section of Blighs Road from Idris Road, to Papanui Road. Stages I and II of this project group covers Wairakei Road from Manor Place to the railway crossing adjacent to the Jeffreys Road intersection, and will be covered by a separate report.
10. This section of Blighs Road is a minor arterial road and an over-dimensional vehicle route carrying an average of 11,500 vehicles per day. It is located in the Papanui and Fendalton wards. The present carriageway varies in width from its normal 14 metres between the kerbs to 9 metres at the school pedestrian crossing. There is dish channel on both sides of the road for most of the project's length.
11. The project was initiated by the need to replace the existing kerb and dish channel. A full reconstruction of the carriageway is required based on an engineering assessment of the pavement's existing condition. While renewing this asset the following aims and objectives also need to be met by the project:
 - Underground the existing overhead services
 - Upgrade the existing street lighting
 - Improve safety for vehicles, cyclists and pedestrians
 - Reduce the overall reported number of crashes.
12. The specific objectives of the project are to:
 - Provide cycle facilities e.g. cycle lanes
 - Reinforce the existing minor arterial road status of this section of Blighs Road
 - Ensure safer passage for pedestrians and cyclists
 - Provide adequate on-street parking to meet the existing parking demand.
13. The Land Transport Safety Authority Crash Analysis System (CAS) shows there have been 17 crashes recorded on Blighs Road between Papanui Road and Idris Road in the 5 year period between 2000 and 2004. Key aspects of the crash history are:
 - Four of the 17 crashes were minor injury crashes, two of these involved cyclists
 - Ten of the 17 crashes occurred at the intersection of Blighs Road and Papanui Road
 - Four of the intersection crashes were rear end queuing associated with the signals
 - The three mid-block crashes along this section of Blighs Road show no commonality.
14. The preferred option has been designed to produce a minor reduction in the overall observed number of crashes through the provision of a painted flush median, upgraded lighting, cycle lanes, as well as walking and cycling crossing facilities.
15. The existing overhead services will be relocated underground. The existing street lighting, which is attached to service poles, will be upgraded and installed on lighting columns. This scheme complies with the 'Safer Canterbury - creating safer communities' document with respect to improved street lighting and improving pedestrian and cycling facilities to the level of passive surveillance.
16. Bus Route #15 (Bishopdale/Bowenvale) runs along the section of Blighs Road between Idris Road and Condell Avenue. The preferred option includes upgraded bus stops on both sides of Blighs Road in this section. The bus stops will be located in indented bays.
17. Initial consultation was started with an initial resident's survey in March 2005. A traffic speed survey showed that 15% of vehicles travelled over 55 kph under free flow traffic conditions. An intersection count was also carried out on the Blighs Road/Watford Street intersection to determine the right turn volumes from Blighs Road into Watford Street. The above objectives and the information gathered from the surveys, helped to formulate the concept plan.
18. Waimairi School's Travel Plan calls for a 40 kph school speed zone in Blighs Road on the approaches to the Tillman Avenue intersection to improve pedestrian safety at the school crossing during the drop-off and pickup time for pupils. This is a separate project (with an estimated value of \$25,000) however it is expedient to install the signage as part of this project.

19. A joint seminar with the Fendalton/Waimairi and Shirley/Papanui Community Boards was held in August 2006 to inform the Boards of the proposed consultation. In September 2006 approximately 570 consultation newsletters were sent to property owners, residents, businesses, and other interested parties. An open evening at the Waimairi School Hall and five street meetings were held. All properties close to this section of Blighs Road and other interested groups were consulted. Properties with a new "No Stopping" restriction and/or a school speed zone sign on their street frontage were visited. Feedback was as follows: -

Support	Number of Responses	% of Total Responses
Full Support	29	43%
General Support (with suggestion)	1	1%
Does Not Support	6	9%
Did not tick the support/don't support boxes.	32	47%
Total	68	100%

20. General issues raised (see attachment 2) related to traffic management, on-street parking, and landscaping. The community feedback has been considered by the project team, and alterations considered. The concept plan required very little change other than the slight widening of the Blighs Road carriageway at the Watford Street intersection to ease straight through traffic movement when vehicles are queued to turn right into Watford Street. This change has slightly modified the build-out on the northern side.
21. A traffic study model is currently being analysed, and a seminar is to be held in February 2007 for Wairakei Road. This will not affect this project as the design already embraces the best safety and efficiency benefits/improvements for this minor arterial section of Blighs Road.

OPTIONS

22. Three options were considered for the renewal of the kerb and channel in this section of Blighs Road.
1. Maintenance of the status quo (i.e. the kerb and channel is not replaced).
 2. The renewal of the existing kerb and channel on the same alignment as the existing.
 3. The renewal of the existing kerb and channel as shown on attachment 1.
23. Option 1 (maintenance of the status quo) would do/change nothing.
24. Option 2 would:
- Renew the existing kerb and channel on the same alignment as the existing
 - Fully reconstruct the carriageway
 - Underground existing overhead services and upgrade the street lighting
 - Relocate the footpaths against the boundary fences.
25. Option 3 renews the existing kerb and channel as shown on attachment 1. Its improvements would include all those outlined in Option 2, plus the construction of:
- Landscaped kerb build-outs
 - Improvements to the Blighs Road/Papanui Road intersection layout
 - Street trees on the north side and in kerb build-outs
 - New pedestrian islands
 - Parking bays
 - Thresholds on all local road intersections.
26. The preferred option is Option 3.

ASSESSMENT OF OPTIONS

27. Option 1 is not a viable option due to the poor condition of the existing dish channel and carriageway. These assets need to be replaced in the near future and this option does not meet any of the projects objectives. Ultimately the asset would fail to provide a satisfactory level of service to the community as its maintenance requirements increased with age.
28. Option 2 would renew the existing asset in the most economical way possible, fully reconstruct the carriageway to meet future transport loadings, underground existing overhead services and upgrade the street lighting. It would also relocate the footpaths against the boundary fences. There would be no landscaping or reduction in on-street parking. It would also fail to meet the following project objectives:
- Improve safety for pedestrians to the same extent as Option 3
 - Reduce the overall reported number of crashes to the same extent as Option 3
 - Reinforce the existing minor arterial road status of this section of Blighs Road
 - Ensure safer passage for pedestrians and cyclists.

PREFERRED OPTION

29. Option 3 as the preferred option will:
- Replace the existing old kerb and deep dish channel
 - Fully reconstruct the carriageway to meet future transport loadings
 - Underground existing overhead services and upgrade the street lighting
 - Relocate the footpaths against the boundary fences
 - In the section of Blighs Road between Idris Road and Windermere Road provide for an 11.6m wide carriageway. Parking and bus stops are provided in indented parking bays. The 11.6m wide carriageway includes a 2m wide painted flush median, 1.8m wide cycle lanes and 3m wide traffic lanes.
 - Significantly enhance pedestrian safety through the provision of kerb build-outs to reduce mid-block crossing distances for pedestrians
 - Provide a pedestrian refuge within the painted flush median immediately west of Condell Avenue in the vicinity of the bus stops
 - Provide a 14m wide carriageway from Papanui Road to Windermere Road with parking on each side of the street except where narrowed sections result from kerb build-outs. The 14m wide carriageway includes 2m wide parking lanes on each side, 1.8m wide cycle lanes and 3.2m wide traffic lanes.
 - Provide kerb build-outs and landscaping which have safety benefits in the form of through vehicle speed reduction and reduce the crossing distance for pedestrians
 - Provide aesthetic improvement in the form of landscaping in the kerb build-outs
 - Include the relocation of the pedestrian crossing to a safer site on Blighs Road (from the west side of Tillman Avenue to the east side)
 - Enhance the cycleway where it crosses Blighs Road at the railway line with extended kerb build-outs on both approaches
 - Modify the intersection layout at Blighs Road and Papanui Road to create more efficient traffic layout
 - Enhance safety for cyclists through the provision of cycle lanes along the corridor and at the intersection with Papanui Road. Cyclist safety will also be enhanced through better definition of parking bays and separation of parking bays west of Windermere Road. The provision of indented parking bays will reduce the incidence of cyclist/parked vehicle collisions.
30. The preferred option reduces the amount of on-street parking provided along Blighs Road. The amount of parking provided under the preferred option is considered to be adequate to accommodate parking demand given that existing parking demand is relatively low and is unlikely to change in the foreseeable future.
31. The preferred option required the acquisition of a portion of 453 Papanui Road. Accordingly Council purchased this property and has sold the surplus land.
32. There is one Notable or Heritage tree located at 115 Blighs Road. The proposal does not affect the *Tilia x europaea* (Common Lime) located on this property. The landscaping at intersections and near the railway line is to consist of groundcovers and plantings less than 500 mm high. It is proposed to be plant *Quercus Coccinea* (Scarlet Oak) and *Fagus Sylvatica* (Dawych Beech) along the berm.
33. The preferred option meets all the objectives for the project.