

## 12. FENDALTON NORTH CLUSTER - CLIFFORD AVENUE STREET RENEWAL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to detailed design, tender and construction for the Clifford Avenue street renewal, as shown in **Attachment 1**.

### EXECUTIVE SUMMARY

2. The project is to replace the existing kerb and dish channel and undertake full carriageway reconstruction in Clifford Avenue. Together with Jacksons Road and Wroxton Terrace, this street is being managed as the Fendalton North Cluster. Separate Board reports have been prepared for Jacksons Road and Wroxton Terrace.
3. Planning for the Wairakei Duplication and Fendalton Diversion links to the Western Interceptor sewer line revealed that both Wairarapa Terrace and Queens Avenue – which were also part of the Fendalton North Cluster - would be affected by these works. As a result, funding for these two street renewals was deferred to 2014/15 in the Long Term Council Community Plan (LTCCP) 2009-2019.
4. The Fendalton North Cluster project was initiated as part of the asset management programme in December 2007. Council has allocated funding in the street renewal section of the Transport and Greenspace Capital Works Budget.
5. The primary (must do) objectives for the project are as follows:
  - (a) To replace the kerb and dish channel with kerb and flat channel;
  - (b) To maintain and improve safety for all road users;
  - (c) To ensure adequate drainage is provided;
  - (d) To complete the project within the allocated budget;
  - (e) To complete the construction in the 2010/11 financial year;
  - (f) To minimise whole-of-life costs.

### FINANCIAL IMPLICATIONS

6. Funding for the project is provided in Long Term Council Community Plan (LTCCP) 2009 – 2019 Street Renewal Programme, page 245.

### Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

7. Yes, based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project, which is programmed for construction in the 2010/11 financial year.

### LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install traffic and parking restrictions by resolution.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.
10. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

11. A European beech is listed in the City Plan as a notable tree on Clifford Reserve. It is located at the southern end of the road, immediately adjacent to the road reserve. A site inspection revealed that there are two mature beech trees located close together and it is not clear which is the listed tree. However, construction work will occur within 10 metres of both the trees and therefore resource consent will be required.

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

12. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 245 of the 2009-2019 LTCCP.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

14. Yes.

**ALIGNMENT WITH STRATEGIES**

15. This project is consistent with key Council strategies including the Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

**Do the recommendations align with the Council's strategies?**

16. Yes.

**CONSULTATION FULFILMENT**

17. An Initial Issues survey was carried out in the Fendalton North Cluster, including Wairarapa Terrace and Queens Avenue, in August 2008. One hundred and one responses were received from residents, absentee property owners and other stakeholders. Street drainage and landscaping were the most significant concerns for respondents in Clifford Avenue. However, 14 respondents regarded traffic speed as a moderate or serious problem compared to seven residents who indicated speed was little or no problem.
18. Preferred plans for the Jacksons Road, Clifford Avenue and Wroxton Terrace were presented in a seminar to the Fendalton/Waimairi Community Board on Tuesday 18 August 2009 and the Community Board's Works, Traffic and Environment Committee on 24 August 2009. Issues raised were:
  - (a) Rescheduling of Wairarapa Terrace and Queens Avenue street renewals to 2014/15 because of sewer links to the Western Interceptor.
  - (b) Location of the footpath at the Fendalton Road end of Clifford Avenue in the proposed consultation plan. This ran in front of the large trees in order to reduce root damage.
  - (c) Wroxton/Ildris Road intersection. Barry Cook explained two options including the one recommended in the plan. The Board asked that residents be clearly informed in the consultation leaflet that this would preclude two cars turning out of Wroxton Terrace at the same time. This information was incorporated in the plan.
19. Community consultation was undertaken from 11 September to 2 October 2009. Consultation leaflets were delivered to stakeholders including approximately 300 residents in Wroxton Terrace, Jacksons Road and Clifford Avenue, and absentee property owners. In addition residents were invited to two drop-in sessions at the Fendalton Service Centre on Monday 21 September 2009 and the Tui Room at St Barnabas, Tui Street, on Thursday 24 September 2009.

20. Ninety eight submissions were received by 12 October 2009. Of these, 62 (63.26%) generally supported the plans, five (5.1%) said they were generally supportive, with qualifications, 11 (11.22%) were opposed, and 15 submitters (15.31%) did not indicate whether they supported or opposed the plans. Five submissions provided limited information e.g. only contact details or tree choices.
21. The proposed narrowing of the Idris/Wroxton intersection to 7 metres was one of the main issues raised by submitters. Thirty four (34.7%) of the 98 submissions received opposed the narrowing of the intersection. A meeting of 17 residents from Wroxton Terrace and other streets in the cluster, and the Jacksons Road Residents' Association meeting on Sunday 18 October 2009, also opposed reducing the exit to one lane. As a result of this feedback the intersection will be increased from the 7 metres recommended in the consultation plan to 9 metres. This will enable two cars exiting Wroxton Terrace to turn left and right at the same time. A Give Way sign will also be installed at the Wroxton Terrace/Idris Road intersection.
22. Many residents in each of the three streets in the project area requested the undergrounding of overhead services. This work is outside the scope of the project and there is no funding for this purpose in the LTCCP 2009-2019. However, the Jacksons Road Residents' Association planned to survey its residents to determine whether it would approach the Fendalton/Waimairi Community Board to take up the case in Council for a targeted rate.
23. Responses on tree choices provided a clear response. Clifford Avenue submitters were generally happy with the flowering cherry trees proposed for their street. Eighteen opted for these trees on both sides of the street, two wanted a combination of flowering cherries and maples, and two wanted maple trees on both sides of the street.
24. Several residents referred to visibility problems when entering Fendalton Road from Jacksons Road. Maintenance work will be undertaken to improve views of approaching traffic on Fendalton Road.
25. Clifford Avenue submitters expressed differing views on the proposed mid-block platforms designed to calm traffic. Two were supportive, two did not want the platforms, one wanted them raised and one preferred them not to be raised.
26. Three submitters expressed support for the boardwalk and new safety fence at the Fendalton Road end of Clifford Avenue.
27. Three submitters also commented on the condition of the water main in Clifford Avenue which had burst three or four times in the previous six months. Work on repairs to the water main began in early November 2009.
28. Sixteen respondents to the Initial Issues survey indicated that street drainage was a serious or moderate problem. Improved drainage will be provided by the new kerb and flat channel. Overland flows will be conveyed to sumps and subsurface drains. These issues will be addressed in the detailed design stage.
29. All respondents who commented on the consultation plan in September and early October 2009 were sent a letter thanking them for their input and an A3 colour copy of the finalised recommended plan for their street. The letter informed respondents when the plan would be presented to the Community Board for approval. 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.
30. As a result of community consultation and further investigations the following changes have been made to the Clifford Avenue street renewal recommended plan:
  - (a) The position of the raised platform outside No 27 and 14 Clifford Avenue has been moved 8 metres to the west to avoid clashing with the proposed repositioning of the driveway to property No 27. The platform is now positioned between No. 25 and No. 14.

## **STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Clifford Avenue Street Renewal Plan, TP312201, **Attachment 1**, for final design, tender and construction.
- (b) Approve the following parking restrictions to take effect following completion of construction.

### **Remove Existing No Stopping:**

- (i) That any existing parking restrictions at any time on the west and east sides of Clifford Avenue commencing at its intersection with Fendalton Road extending in a northerly direction to Wroxton Terrace be revoked.

### **New No Stopping:**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Clifford Avenue commencing at its intersection with Fendalton Road and extending in a northerly direction for a distance of 14 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Clifford Avenue commencing at its intersection with Fendalton Road and extending in a northerly direction for a distance of 14 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Clifford Avenue commencing at a point 112 metres north of its intersection with Fendalton Road and extending 20 metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Clifford Avenue commencing at a point 107 metres north of its intersection with Fendalton Road and extending 20 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Clifford Avenue commencing at a point 134 metres south of its intersection with Wroxton Terrace and extending 20 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Clifford Avenue commencing at a point 134 metres south of its intersection with Wroxton Terrace and extending 20 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Clifford Avenue commencing at its intersection with Wroxton Terrace and extending 13 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the east side of Clifford Avenue commencing at its intersection with Wroxton Terrace and extending 13 metres in a southerly direction.

## **BACKGROUND (THE ISSUES)**

31. Clifford Avenue is a local road located between Wroxton Terrace and Fendalton Road. Entry on to Fendalton Road is left turn only.
32. Approximately 440 metres long, the street has an average carriageway width of 12 metres. Footpaths 1.5 metres wide are adjacent to the kerb.
33. The Main Trunk Railway Line runs alongside Clifford Avenue near the Fendalton Road intersection. The reserve land includes large trees including a European beech which is listed as a notable tree in the City Plan. A boardwalk is proposed on the road side of the trees to extend the footpath and bypass the daffodils that make a colourful display each spring. A cycle path and walkway are located on the other side of the railway line.
34. The street renewal proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Clifford Avenue. The existing carriageway width will be narrowed to 9 metres, except at the two mid-block platforms where the road will be narrowed to 6 metres.
35. Traffic volume surveys undertaken in March 2008 indicated that an average 430 vehicles travelled along the street daily. The speed survey revealed that the 85<sup>th</sup> percentile speed was 52.2 kilometre per hour.
36. The Land Transport New Zealand Crash Analysis System shows that six crashes were recorded in the Fendalton North Cluster in the five year period to December 2008. These involved a manoeuvring vehicle in Clifford Avenue, a car which hit a cyclist as it exited Clifford Avenue onto Fendalton Road, and a vehicle failing to give way when turning right at the intersection of Wroxton Terrace and Clifford Avenue.

## **THE OBJECTIVES**

37. The aims and objectives are to be met in this project by:
  - (a) Replacing the existing kerb and dish channel with kerb and flat channel;
  - (b) Maintaining and improving safety for all road users by narrowing the carriageway and constructing two mid-block platforms to slow traffic.
  - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.65 metres and reducing the crossing distances at intersections;
  - (d) Upgrading street lighting which will assist drivers and pedestrians;
  - (e) Improving drainage by constructing new kerb and flat channel;
  - (f) Minimising whole-of-life costs by replacing the existing kerb and channel and reconstructing the pavement. As a result the roads will have a longer useful life than the current site condition.

## **THE OPTIONS**

38. Three options were considered for Clifford Avenue. Option One has been developed as the preferred proposal and formed the basis of the plan taken to the community for consultation. It also included a raised boardwalk and security fence at the Fendalton Road end of Clifford Avenue that were elements of Option 3.

## **OPTION ONE**

39. Option One provides for the replacement of kerb and dish channel with kerb and flat channel, narrowing the carriageway from 12 metres to 9 metres between kerbs, and constructing two raised 6 metre-wide patterned platforms in the mid-block to calm traffic. It also includes improvements to the threshold treatment at the intersection with Wroxton Terrace, new footpaths and landscaping enhancements including grass berms and street trees on both sides of the road.

## **OPTION TWO**

40. Option Two is the same as Option One but with the following changes:
- (a) Three speed humps with 6 metre wide thresholds on the straight section of Clifford Avenue to calm traffic.
  - (b) Gentle 6 metre wide paved chicanes proposed at the two horizontal curves.

## **OPTION THREE**

41. Option Three is similar to the Option Two but two 5 metre wide patterned chicanes are proposed on the straight section of Clifford Avenue to calm traffic. A 5 metre wide threshold with flush cobblestones is proposed between the two horizontal curves.

## **THE PREFERRED OPTION**

42. Option One encompasses the following physical works in Clifford Avenue:
- (a) Full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of the street.
  - (b) Carriageway narrowed from 12 metres to 9 metres between kerbs.
  - (c) A 1.2 metre wide service strip adjacent to the property boundaries.
  - (d) Two raised 6 metre wide patterned platforms through the mid-block of Clifford Avenue to calm traffic.
  - (e) Improvements to the threshold treatment at the intersection with Wroxton Terrace. The existing kerb and flat channel will be removed and the road width narrowed to 7 metres at the threshold. The raised patterned platform will extend across Wroxton Terrace.
  - (f) Parking retained on both sides of the road with the exception of short sections of 'No Stopping' parking restrictions proposed at the intersections with Fendalton Road and Wroxton Terrace, and at locations where the road narrows at the platforms.
  - (g) Footpaths will be reconstructed on both sides of the road. On the western side a raised 1.6 metre boardwalk will be constructed at the Fendalton Avenue end of the road, adjacent to existing mature trees.
  - (h) A new safety fence will be constructed on the railway reserve boundary to separate the new footpath and the railway line.
  - (i) Landscaping enhancements including grass berms and new flowering cherry trees on both sides of the road.
  - (j) Tactile paving will be provided at pedestrian crossing points.
  - (k) Street lighting will be upgraded.