

13. FENDALTON NORTH CLUSTER - JACKSONS ROAD STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	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 Jacksons Road 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 Jacksons Road. Together with Clifford Avenue and Wroxton Terrace, this street is being managed as the Fendalton North Cluster. Separate Board reports have been prepared for Clifford Avenue 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 2014/2015 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. 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 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. Two notable trees listed in the City Plan – a Common Lime (at No 22A) and English Oak (at No 30) – grow near the Jacksons Road carriageway. Resource consents will be required as work will occur within 10 metres of both trees.

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Yes, 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 the 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 Jacksons Road.
18. Preferred plans for the Jacksons Road, Clifford Avenue and Wroxton Terrace were presented in a seminar to the Board on Tuesday 18 August 2009 and the Board's Works, Traffic and Environment Committee on 24 August 2009. Issues raised were:
 - (a) Rescheduling of the Wairarapa Terrace and Queens Avenue street renewals to 2014/15 because of the laying of sewer pipes in these streets linking 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 7 metre narrowing recommended in the plan. Councillor Sally Buck 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 eg 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. Submissions on tree choices provided a clear response. Although three submitters (who owned a total of five Jacksons Road properties) supported the choice of lime trees, 15 wanted smaller trees and two did not want any trees at all. The Jacksons Road Residents' Association meeting subsequently offered to survey residents in the street to see which of the following four species should be planted: lime, flowering cherry, Chinese magnolia and maple. The Association advised the Council's project team on 16 November 2009 that residents had selected the Japanese maple as their preferred tree.
24. Four Jacksons Road submitters opposed the narrowing of the carriageway from 12 to 9 metres. The reduced width - the Council's standard for local roads in the city - reduces traffic speed, improves safety and provides more opportunities for landscaping.
25. 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.
26. Twenty three 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.
27. 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.
28. As a result of community consultation and further investigations the following changes have been made to the Jacksons Road street renewal recommended plan:
 - (a) Japanese Maples will replace the proposed lime trees, following a survey of Jacksons Road residents.
 - (b) No stopping lines near the intersection with Fendalton Road will be extended slightly to prevent cars parking too close to cars entering or exiting Fendalton Road.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Jacksons Road Street Renewal Plan, TP312101, 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 Jacksons Road 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 Jacksons Road commencing at its intersection with Fendalton Road and extending in a northerly direction for a distance of 24 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Jacksons Road commencing at its intersection with Fendalton Road and extending in a northerly direction for a distance of 24 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Jacksons Road commencing at its intersection with Wroxton Terrace and extending 13 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Jacksons Road commencing at its intersection with Wroxton Terrace and extending 13 metres in a southerly direction.

BACKGROUND (THE ISSUES)

29. Jacksons Road is a local road located between Wroxton Terrace and Fendalton Road. Entry onto Fendalton Road is left turn only.
30. Approximately 400 metres long, the street has an average carriageway width of 12 metres. Footpaths 1.5 metres wide are adjacent to the kerb.
31. The proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Jacksons Road. The existing carriageway width will be reduced to 9 metres, providing space for 1.65 metre footpaths, berms and trees.
32. A small island at the intersection with Fendalton is designed to reduce crossing distances for pedestrians and slow traffic entering the street. There are no other traffic calming devices.
33. Traffic volumes measured in March 2008 indicated that an average of 400 vehicles travelled along the street daily. Speed surveys undertaken at the same time showed that the 85th percentile speed was 52.6kph.
34. 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. None of these occurred in Jacksons Road.

THE OBJECTIVES

35. 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 an island at the Jacksons Road entrance and narrowing the Wroxton Terrace intersection to slow turning traffic and reduce the crossing width for pedestrians.
 - (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 installing 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

36. Three options were considered for Jacksons Road. Option Two has been developed as the preferred proposal and formed the basis of the plan taken to the community for consultation.

OPTION ONE

37. Option One provides for the replacement of kerb and dish channel with kerb and flat channel, narrowing of the carriageway from 12 metres to 9 metres between kerbs, and retaining parking on both sides of the road. It also includes improvements to the threshold treatment at the intersection with Wroxton Terrace, new footpaths on both sides of the street and landscaping enhancements, including grass berms and new street trees.

OPTION TWO

38. Option Two is the same as Option One but with the following additions:
- (a) The centre line of the road has a horizontal shift in the mid-block which forms a gentle chicane;
 - (b) The addition of an island at the intersection with Fendalton Road.

OPTION THREE

39. Option Three is similar to the Option Two but the centre line of the road has two horizontal shifts in the mid-block which forms a gentle chicane.

THE PREFERRED OPTION

40. Option Two encompasses the following physical works in Jacksons Road:
- (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.
 - l A minimum 800mm wide service strip adjacent to the property boundaries.
 - (d) Addition of an island at the intersection with Fendalton Road.
 - (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.
 - (g) The centre line of the road has a horizontal shift at the mid-block which forms a gentle chicane and allows street trees to be planted on alternate sides of the road. Other landscaping enhancements include berms and low level planting.
 - (h) New footpaths will be provided on both sides of the road.
 - (i) Tactile paving will be provided at pedestrian crossing points.
 - (j) Street lighting will be upgraded.