

11. FENDALTON NORTH CLUSTER - WROXTON TERRACE 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 Wroxton Terrace 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 Wroxton Terrace. Together with Jacksons Road and Clifford Avenue, this street is being managed as the Fendalton North Cluster. Separate Board reports have been prepared for Jacksons Road and Clifford Avenue.
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 2011/12 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.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme.

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

13. Yes.

ALIGNMENT WITH STRATEGIES

14. 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?

15. Yes.

CONSULTATION FULFILMENT

16. 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. Respondents in Wroxton Terrace Street indicated that drainage, landscaping and through traffic were their most significant concerns.
17. The Council's project team initially included Wroxton Terrace's ageing but distinctive plane trees in the street design. However, after receiving an arborist's report stating that these trees were reaching the end of their life and should be replaced, the Council's project team organised a site meeting and then a survey of Wroxton Terrace property owners and residents living between the Garden Road intersection and the railway line. Of the 23 residents who responded, eight wanted the plane trees retained and 15 said they should be replaced. Of those who opted for new trees, seven wanted small to medium-sized trees on both sides of the street, two wanted narrow upright trees on both sides, and six wanted larger trees on one side of the street (where there are no overhead power lines) and small to medium trees on the other side. Residents from elsewhere in the street also expressed differing views on what should be planted. As a result the street plan was changed to incorporate new trees. The project team's arborist and landscape architect suggested both Magnolia 'Burgundy Star' (a small tree) on both sides or Magnolia Burgundy Star on the north side (under wires) and the taller growing *Liriodendron tulipifera* (tulip tree) on the south side.
18. Further information from the arborist suggested that the health of the plane trees had been harmed by soil compaction which would cost \$30,000 to try and reverse, with no guarantee of success. Street renewal works would further damage the roots of the trees and Orion contractors would need to trim sections of the foliage to avoid conflict with power lines. The arborist advised that the plane trees, which had been retained and pollard in nearby Garden Road, were generally in better condition and were being kept and managed as a representative example of these trees.
19. 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 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 7 metre narrowing recommended in the plan. Cr 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.
20. 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.
 21. 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.
 22. The proposed narrowing of the Ildris/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/Ildris Road intersection.
 23. 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 Board to take up the case in Council for a targeted rate.
 24. Submissions on tree choices provided a clear response. Twenty six Wroxton Terrace submitters supported the planting of the proposed Magnolia Burgundy Star trees, four preferred a combination of magnolia and tulip trees, and four stated they wanted the plane trees retained. A Clifford Avenue resident also called for the retention of the plane trees.
 25. It is clear that a small number of residents want the plane trees to be retained and one has questioned the Council arborist's assessment that the trees are failing and new specimens should be planted. The project team decided the plane trees should be replaced because of the reasons outlined in paragraphs 17 and 18. The situation is very similar to that in Hamilton Avenue in 2006 when the Council arborist recommended the removal of the plane trees. His view was confirmed by an independent arborist's report.
 26. Following consultation, the landscape architect visited the nursery and found that the Magnolia Burgundy Star – a relatively new variety - had been badly frosted and there was a high risk of new stock suffering a similar fate when planted. He has suggested a very similar deciduous tree – Magnolia black tulip – which is more hardy. Wroxton submitters have been informed of the proposed change and been sent pictures of the tree and current stock in the nursery.
 27. Wroxton Terrace submitters expressed differing views on the proposed raised platforms at the Jacksons Road and Clifford Avenue intersections. With the Wroxton Terrace entrance to Ildris likely to be widened to 9 metres, these platforms are important measures to calm traffic and deter through traffic.
 28. Twenty six 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 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 Wroxton Terrace street renewal plan recommended for Board approval:
- (a) The Wroxton Terrace intersection with Idris Road has been increased from 7 metres to 9 metres to allow cars exiting Wroxton Terrace to turn left and right at the same time. The patterned threshold treatment at the intersection has also been removed.
 - (b) Pedestrian entry provided at No 37 Wroxton Terrace.
 - (c) The proposed Magnolia Burgundy Star tree variety has been replaced by the Magnolia black tulip which is more frost hardy.
 - (d) The reference to proposed parking bays outside No 11 Wroxton Terrace has been removed.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Wroxton Terrace Street Renewal Plan, TP 312001, 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 north and south sides of Wroxton Terrace commencing at its intersection with Idris Road extending in a easterly direction to Garden Road be revoked.
- (ii) That any existing parking restrictions at any time on the west and east sides of Poynder Avenue commencing at its intersection with Wroxton Terrace extending in a northerly direction for a distance of 17 metres be revoked.

New no stopping:

- (i) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Idris Road and extending 34 metres in a easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Idris Road and extending 30 metres in a easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 73 metres east of its intersection with Idris Road and extending 20 metres in a easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 81 metres east of its intersection with Idris Road and extending 20 metres in a easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 156 metres east of its intersection with Idris Road and extending 30 metres in a easterly direction.

- (vi) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Jacksons Road and extending 12 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Jacksons Road and extending 12 metres in a easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 257 metres east of its intersection with Idris Road and extending 23 metres in a easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 261 metres east of its intersection with Idris Road and extending 23 metres in a easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 334 metres east of its intersection with Idris Road and extending 30 metres in a easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Clifford Avenue and extending 12 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Clifford Avenue and extending 12 metres in a easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 458 metres east of its intersection with Idris Road and extending 30 metres in a easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Poynder Avenue and extending 12 metres in a westerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Poynder Avenue and extending 12 metres in a easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at its intersection with Garden Road and extending 17 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at its intersection with Garden Road and extending 17 metres in a westerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the west side of Poynder Avenue commencing at its intersection with Wroxton Terrace and extending 17 metres in a northerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the east side of Poynder Avenue commencing at its intersection with Wroxton Terrace and extending 17 metres in a northerly direction.

BACKGROUND (THE ISSUES)

31. Wroxton Terrace is a local road located between Idris Road and Garden Road in Fendalton.
32. Approximately 580 metres long, the existing carriageway width varies between 9 metres and 13 metres.
33. The Main Trunk Railway Line intersects Wroxton Terrace between Jacksons Road and Clifford Avenue. A cycle path and walkway runs along one side of the railway line. Residents have requested that tall plants should not be planted near the line and path because of visibility issues.
34. The proposal involves full carriageway reconstruction and replacement of the existing kerb and dish channel with kerb and flat channel on both sides of Wroxton Terrace. The proposed carriageway width will be 9 metres, except at the four platforms and the railway crossing where the road will be narrowed to 6 metres.
35. Traffic volume and speed surveys undertaken in March 2008 indicated that an average of 1,405 vehicles travelled along the street daily, suggesting significant through traffic. This is partly due to the ban on right turns from Clifford Avenue and Jacksons Road onto Fendalton Road. The 85th speed percentile was 45 kilometres 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 included a non injury accident at the Wroxton Terrace and Clifford Avenue intersection when a vehicle failed to give way when turning right.

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 installing additional pipes;
 - (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 – WROXTON TERRACE – IDRIS ROAD TO POYNDER AVENUE

38. Three options were considered for Wroxton Terrace from Idris Road to Poynder Avenue. All include the replacement of kerb and dish channel with kerb and flat channel. Option One formed the basis of the plan for this section of the street taken to the community for consultation.

OPTION ONE

39. Option One provides for the narrowing of the carriageway from 14 metres to 9 metres between kerbs. As well as other elements such as new footpaths and landscaping enhancement on both sides of the road this option also includes:
 - (a) Improvements to the thresholds at the intersections with Idris Road, Jacksons Road, Clifford Avenue and Poynder Avenue
 - (b) A raised patterned platform between Idris Road and Jacksons Road to calm traffic.

- (c) Narrowing of Wroxton Terrace to 6 metres at the railway crossing to reduce the crossing distance for pedestrians and cyclists.

OPTION TWO

- 40. Option Two is the same as Option One but with the following changes:
 - (a) Five speed humps will be installed at mid-block sections.
 - (b) Paved recessed parking bays will be constructed on both sides of the road between Jacksons Road and Clifford Avenue.

OPTION THREE

- 41. Option Three is similar to the Option Two but the road alignment will be offset between the existing kern lines to form slight chicanes between Jacksons Road and Poynder Avenue. A tighter 5 metre wide chicane with flush cobblestones is proposed between Idris Road and Jacksons Road.

THE OPTIONS – WROXTON TERRACE – POYNDER AVENUE TO GARDEN ROAD

- 42. Three options were considered for Wroxton Terrace from Poynder Avenue to Garden Road. All included replacing the existing kerb and dish channel with kerb and flat channel. Option One formed the basis of the plan for this section of the street taken to the community for consultation.

OPTION ONE

- 43. Option 1 includes the following:
 - (a) The carriageway will be 9 metres kerb to kerb except near the Garden Road intersection where it narrows to 7 metres.
 - (b) Parking will be available on both sides of the road.
 - (c) New footpaths are constructed on both sides of the road

OPTION TWO

- 44. This option includes the following:
 - (a) The carriageway will have a 6 metre trafficable width
 - (b) A speed hump to calm traffic
 - (c) Parking will be available on both sides of the road. Parking bays will be paved and recessed around trees. 'No stopping' parking restrictions are proposed where the road narrows.
 - (d) Existing street trees will be retained, grass berms will be provided.

OPTION THREE

- 45. Option Three includes the following:
 - (a) The carriageway will have a 6 metre trafficable width
 - (b) The road alignment will be offset between existing kerb lines to form a slight chicane near Poynder Avenue
 - (c) Parking will be available on both sides of the road. Parking bays will be paved and recessed around trees. 'No stopping' parking restrictions are proposed where the road narrows.
 - (d) Existing street trees will be retained, grass berms will be provided.

THE PREFERRED OPTION

46. Option One encompasses the following physical works in Wroxton Terrace:

- (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 14 metres to 9 metres between kerbs.
- (c) A 1.2 metre wide service strip adjacent to the property boundaries.
- (d) The width of Wroxton Terrace at the intersection with Idris Road has been increased to 9 metres to accommodate both left and right turning movements from the exiting lane at the same time.
- (e) Improvements to the thresholds at the intersections with Jacksons Road, Clifford Avenue and Poynder Avenue. The existing kerb and flat channel will be removed and the road width narrowed to 6 metres at the thresholds which will have a raised patterned profile.
- (f) A raised 6 metre-wide patterned platform to be constructed through the mid-block between Idris Road and Jacksons Road to calm traffic.
- (g) The Main Trunk Line runs parallel to Jacksons Road. A shared pedestrian and cycle way lies adjacent to the railway line. The road will be narrowed to 6 metres at the railway crossing, reducing the crossing distance for pedestrians and cyclists.
- (h) Parking will be retained on both sides of the road with the exception of short sections of 'No Stopping' parking restrictions at locations where the road narrows at the thresholds.
- (i) New footpaths will be constructed on both sides of the road.
- (j) Tactile paving will be provided at pedestrian crossing points.
- (k) Landscaping enhancements including grass berms and new Magnolia black tulip street trees on both sides of the road.
- (l) Replacement of the existing 150 diameter AC watermain between Clifford Avenue and Garden Road due to the lowering of the carriageway reducing the depth of cover over the watermain between acceptable limits.
- (m) Street lighting to be upgraded.