

8. FENDALTON NORTH CLUSTER: WROXTON TERRACE STREET RENEWAL

General Manager responsible:	General Manager, Capital Programme, DDI 941 8235
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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Fendalton/Waimairi Community Board to proceed with the Wroxton Terrace street renewal plan, 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. Street renewal plans for Jacksons Road and Clifford Avenue were approved by the Community Board on 26 February 2010.
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 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 2011/12 financial year;
 - (f) To minimise whole-of-life costs.
6. A summary of the key features of the proposed plan is shown below:
 - (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) The width of Wroxton Terrace at the intersection with Idris Road is 9 metres to accommodate both left and right turning movements from the exiting lane at the same time.
 - (c) Carriageway narrowed from 14 metres to 9 metres between kerbs from Idris Road to Clifford Avenue.
 - (d) Carriageway narrowed from 14 metres to 7 metres between kerbs from Clifford Avenue intersection to Garden Road.
 - (e) Most of the existing plane trees are retained. Elsewhere in the street, new plane trees will be planted.

7. Existing plane trees will be pruned around the overhead wires to meet the requirements of the Electricity (Hazards from Trees) Regulations 2003. Additional formative pruning will be undertaken to improve the balance and visual appearance of the trees. This would involve lowering some longer limbs of the trees. All existing mature plane trees will have consistent treatment so they are a similar height and form. New plane trees will, over time, be formatively pruned around the overhead wires.
8. The Council's inability to fund the undergrounding of overhead services, because no funding is currently available for this purpose in the 2009 – 2019 LTCCP, has caused considerable debate throughout the project. Undergrounding of these non Council assets is outside the scope of this street renewal. However, information has been provided to the Wroxton Township Residents' Association (WTRA) on how to progress this issue on behalf of residents.
9. Drainage issues in the Garden Road end of Wroxton Terrace have also emerged as a key concern of some residents. Further investigations will be undertaken during this project's detailed design stage. A drainage pipe upgrade through 34 Wroxton Terrace and neighbouring properties will be progressed as a separate project to improve the drainage.
10. The water main will be replaced prior to the construction of the new carriageway.

FINANCIAL IMPLICATIONS

11. Funding for the proposed kerb and channel renewal works in Wroxton Terrace is provided in Long Term Council Community Plan (LTCCP) 2009 – 2019 Street Renewal Programme, as shown below:

2009/10	\$30,000
2010/11	\$181,000
2011/12	\$857,000

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

12. Yes. Funding for this project is provided in the 2009 -19 LTCCP, page 245, Street Renewal Programme.

LEGAL CONSIDERATIONS

13. 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.
14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.
15. 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?

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Funding for the project is provided in the 2009 - 2019 LTCCP Street Renewal programme and is consistent with Activity 10.0: Road network in the Streets and Transport Asset Management Plan.

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

18. Yes.

ALIGNMENT WITH STRATEGIES

19. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, and the Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

Do the recommendations align with the Council's strategies?

20. Yes.

CONSULTATION FULFILMENT

21. 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 indicated that drainage, landscaping and through traffic were their most significant concerns.
22. The Council's project team initially included Wroxton Terrace's ageing but distinctive plane trees in the street design. However, after receiving advice that the trees were likely to be seriously impacted by the reconstruction works, and that these trees were reaching the end of their sustainable life, 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.
23. Of the 23 residents who responded to the survey, 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.
24. 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 magnolia burgundy star (a small tree) on both sides of the street, or magnolia burgundy star on the north side (under wires) and the taller growing *Liriodendron tulipifera* (tulip tree) on the south side.
25. 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 contractors would need to trim sections of the foliage to avoid conflict with power lines. The project team agreed that the Wroxton Terrace plane trees should be replaced. The arborist advised that the plane trees, which had been retained and pollarded in nearby Garden Road, were generally in better condition and were being kept and managed as a representative example of these trees.
26. 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.
27. 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.

28. Ninety eight submissions were received by 12 October 2009. Of the 39 responses relating to Wroxton Terrace, 30 (76.9%) indicated they were generally supportive of the consultation plan, four (10.3%) did not support the plan and five (12.8%) did not indicate their position.
29. Of the Wroxton Terrace submitters, 26 supported the planting of the proposed magnolia burgundy star (later changed to magnolia black tulip) 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.
30. The proposed narrowing of the Idris/Wroxton intersection to 7 metres was one of the main issues raised by submitters. As a result of this feedback the width of Wroxton Terrace at the intersection was increased to 9 metres in the plan for Board approval. This would enable two cars exiting Wroxton Terrace to turn left and right at the same time. A Give Way sign would also be installed at the Wroxton Terrace/Idris Road intersection.
31. The proposed plan was taken to the Fendalton/Waimairi Community Board on 15 December 2009. Three deputations highlighted residents' concerns, particularly over the choice of trees, undergrounding and drainage. As a result the Board resolved to let the report lie on the table while further discussions took place with the newly formed Wroxton Township Residents' Association.
32. At the Board meeting on 18 May 2010, the project team requested that the Wroxton Terrace street renewal report be withdrawn as it did not include recent developments in the project. Council staff and the WTRA were developing an alternative plan which would be the subject of further consultation involving Wroxton Terrace residents and property owners. The report was withdrawn, with a new street renewal report to be prepared for consideration by the Board by August 2010 at the latest.
33. A new concept plan, which reduced the main carriageway from the Clifford Avenue intersection to the Garden Road intersection to 7 metres, retained almost all of the plane trees, and proposed planting new plane trees along the rest of the street, was delivered to residents on 21 May 2010.
34. Fifty-five responses to the new concept plan were received. Of these, 45 (81.82%) generally supported the new concept and seven (12.73%) were opposed, including one submitter who owned five affected properties. Three (5.45%) respondents did not indicate their position.
35. Fifteen submitters opposed the two 4 metre wide chicanes outside property numbers 18 and 19 and 7 and 8.
36. Residents near the proposed seats at the Jacksons Road and Clifford Avenue intersections opposed the installation of any seats which they said would encourage people to congregate and could lead to disruptive behaviour.
37. A number of residents expressed concern about the height of the existing and proposed plane trees. Following requests for more details, staff agreed on a pruning regime which is outlined in paragraph 7. Four residents specifically asked for plane trees not to be planted in front of their property. Another five submitters asked for existing plane trees to be removed.

PROPOSED CHANGES

38. 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) Seats will not be provided at the intersections of Wroxton Terrace with Jacksons Road and Clifford Avenue.
 - (b) A ginkgo tree will be planted outside 1 Poynder Avenue.
 - (c) New crab apple trees will be marked on the plan at the Poynder Avenue intersection.
 - (d) Two existing plane trees will be removed from alongside the entrances to 9a Wroxton Terrace and 61 Garden Road.

- (e) A new plane tree will be planted between the driveway of No. 61 Garden Road and the Garden Road intersection.
 - (f) The middle existing plane tree outside 11 Wroxton Terrace will remain.
 - (g) No new trees will be planted in front of property numbers 29, 37, 47, 51.
 - (h) The two 4 metre wide chicanes will be removed.
 - (i) Additional parking spaces will be provided in Wroxton Terrace between the Garden Road intersection and Clifford Avenue.
39. All respondents who commented on the new concept plan in May/June 2010 were sent a letter thanking them for their input and a colour copy of the finalised recommended plan for their street. The letter informed respondents that the plan would be presented to the Board for approval on 13 July 2010. 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.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Wroxton Terrace Street Renewal Plan, TP 312001 Issue 6.
- (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 an 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 an 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 an 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 an 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 an easterly direction.
- (vii) 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 an easterly direction.
- (viii) 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.

- (ix) 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 an easterly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 249 metres east of its intersection with Idris Road and extending 39 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 257 metres east of its intersection with Idris Road and extending 39 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Wroxton Terrace commencing at a point 332 metres east of its intersection with Idris Road and extending 32 metres in an easterly direction.
- (xiii) 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.
- (xiv) 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 19 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Wroxton Terrace commencing at a point 391 metres east of its intersection with Idris Road and extending 25 metres in an 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 Poynder Avenue and extending 23 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 a point 452 metres east of its intersection with Idris Road and extending 97 metres in an easterly direction.
- (xviii) 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 16 metres in an easterly direction.
- (xix) 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 35 metres in a westerly direction.
- (xx) 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 14 metres in a westerly direction.
- (xxi) 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 18 metres in a northerly direction.
- (xxii) 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 19 metres in a northerly direction.

BACKGROUND

40. Wroxton Terrace is a local road located between Idris Road and Garden Road in Fendalton.
41. Approximately 580 metres long, the existing carriageway width varies between 9 metres and 13 metres.
42. 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.
43. 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 and 7 metres.
44. 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.
45. The Land Transport New Zealand Crash Analysis System shows that two crashes were recorded at the Wroxton Terrace and Idris Road intersection from 2005 to 2009. The two recorded collisions that caused minor injuries involved a four wheel drive vehicle which failed to give way to a cyclist, and a car which ran into the back of a motor cycle.

THE OBJECTIVES

46. 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 raised platforms to slow traffic.
 - (c) Improving pedestrian safety by reconstructing all footpaths to a minimum width of 1.5 metres and reducing the crossing distances at intersections;
 - (d) Upgrading street lighting which will assist pedestrians, cyclists and motorists;
 - (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

47. Three options were considered for Wroxton Terrace from Idris Road to Poynder Avenue. All included 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. (The 6 metre narrowing at the railway crossing was later removed and the 9 metre carriageway section shortened to the Clifford Avenue intersection.)

Option One

48. 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

49. 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

50. Option Three is similar to the Option Two but the road alignment will be offset between the existing kerb 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

51. Four 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 Four, developed since March 2010, formed the basis of the plan for this section of the street taken to the community for consultation in May 2010.

Option One

52. Option 1 included 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.
 - (d) Existing trees to be removed.

Option Two

53. This option included 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

54. Option Three included 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.

Option Four – the preferred option

55. Option Four included the following:

- (a) The carriageway will have a 7 metre trafficable width.
- (b) A 5 metre narrowing at the approaches to the Poynder Avenue intersection.
- (c) Four parking bays and additional limited on-street parking.
- (d) Most existing street trees will be retained and grass berms provided.

This option was preferred as it retained the existing plane trees while still including kerb and channel renewal, full carriageway reconstruction and some on-street parking.

56. Key features of the proposed plan for Board approval are shown below:

- (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) The width of Wroxton Terrace at the intersection with Idris Road will be 9 metres to accommodate both left and right turning movements from the exiting south lane at the same time.
- (c) Carriageway narrowed from 14 metres to 9 metres between kerbs from Idris Road to Clifford Avenue.
- (d) Carriageway narrowed from 14 metres to 7 metres between kerbs from Clifford Avenue to Garden Road.
- (e) Service strip (800 millimetres wide) adjacent to property boundaries.
- (f) Improvements to the thresholds at the intersections with Jacksons Road and Clifford 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.
- (g) A raised 6 metre-wide patterned platform to be constructed through the mid-block between Idris Road and Jacksons Road to calm traffic.
- (h) A raised 5 metre patterned platform in Wroxton Terrace on the approaches to the Poynder Avenue intersection.
- (i) Parking retained on both sides of the 9 metre wide carriageway with the exception of short sections of 'No Stopping' parking restrictions at locations where the road narrows at the thresholds.
- (j) Four parking bays and on-street parking on alternate sides of the road in the 7 metre wide section of the carriageway.
- (k) New footpaths will be constructed on both sides of the road.
- (l) Tactile paving will be provided at pedestrian crossing points.
- (m) All of the existing plane trees to remain except those adjacent to the driveways at 9A Wroxton Terrace and 61 Garden Road. Elsewhere, new *Orientalis* plane trees will be planted, except outside property numbers 37, 29, 45 and 51.

- (n) Pillar crab apple trees planted at the Wroxton Terrace intersections with Jacksons Road, Clifford Avenue and Poynder Avenue.
- (o) Ginkgo tree planted outside 1 Poynder Avenue. The existing damaged ginkgo at the entrance to Poynder Avenue will be replaced with a new ginkgo tree.