

5. EE KE BA DCTA VE E A EC

rr :	General Manager City Environment
c rr :	Transport and City Streets Manager
A r:	Brian Boddy, Senior Consultation Leader, DDI 941-8013

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1. The purpose of this report is to request that the Board approve for construction the Rees Street kerb and dish channel replacement project.

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2. Rees Street is a local road approximately 80 metres in total length that runs between Oxford Terrace to the west and Bangor Street to the east. The north side of the street falls within Avon Loop Special Amenity Area 24 (S.A.M.). Due to the age and condition of the kerbs and dish channels, they have been scheduled for renewal in the 2005/06 financial year. The footpaths and grass berms will also be renewed as part of this work.
3. Rees Street is an older street with aerial wiring. As part of the Christchurch City Council's Urban Renewal Policy the existing overhead wiring is to be undergrounded as part of this project.
4. A concept plan (TP 171402 Issue A attached) was mailed to the Board and then distributed to the local community for consultation in January 2005. This concept plan comprised a 7.5 metre wide carriageway with parking, footpaths and grass berms on both sides of the road connecting to existing modern style kerb and flat channel at each end. Feedback to the concept plan was received from five people - all indicated support, one response advised they did not like the existing large tussocks, and one requested a seat be installed on the large grass area on the Oxford Terrace/Rees Street intersection.
5. The concept plan, as distributed in January 2004, was amended with a seat added outside 458 Oxford Terrace (TP 171402 Issue B attached). All residents in the area of the seat were visited and four strongly opposed the change. The seat was therefore deleted from the final scheme plan.
6. The plan TP 171402 Issue A has been identified as the preferred design for the renewal of the kerb and channel in Rees Street as it satisfies the aims and objectives of the project, and has the support of the community. It is therefore recommended that the amended plan proceed to final design, tender and construction.

F A A A E A C D E A

7. Rees Street is part of the Kerb and Channel Renewal Programme and is programmed for construction in the 2005/06 year. Design costs are provided for in the 2004/05 budget and the 2005/06 draft budget provides sufficient funding to construct this project.
8. The estimated total costs for this project is \$110,000 inclusive of all consultation, design and project management.
9. The cost of undergrounding will be financed from the Urban Renewal Operational Budget (\$69,000) for the Telecom and Orion wiring, and the Urban Renewal Capital Works budget (\$8,000) for the street lighting wiring.
10. There are no legal implications from this project.

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It is recommended that the Board approve the Rees Street kerb and channel renewal project, as shown on the attached plan (TP 171402, Issue A), proceed to final design, tender, and construction.

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That the staff recommendation be adopted.

11. Rees Street as part of the Avon Loop area while not being called a “Neighbourhood Improvement Area” was in fact one of the first areas to be improved in the city. Oxford Terrace and Bangor Street at each end of Rees Street have had the kerb and channel renewed. These kerb renewals have created thresholds at each end left a short length of dish channel between them. This project will connect the existing modern style flat channel to make it continuous.
12. Present carriageway width is approx 11.5 metres at its widest point narrowing down to 6 metres at the intersection with Oxford Terrace and 7.5 metres as it enters Bangor Street. The measured average daily traffic flow in the street is 77 vehicles per day. Rees Street has no recorded incidents or crashes according to the Land Transport New Zealand database in the last five years.
13. Forty-two publicity pamphlets were distributed to the properties in Rees Street and its neighbouring streets, seven responses were received. Following a request for a seat in this feedback five properties were visited adjacent to the proposed site. Four responses were received to the seat proposal. The following is a summary of the total feedback; answers to questions are in *italics*.

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- I support what the Council is doing.
- I am more than happy with the new proposal.
- Has anyone talked to cable TV people like Telstraclear Saturn to see if they want to put cable down at the same time? (*Yes, staff contacted phone, power, and cable TV companies*).
- We are worried about the disruption/environmental impact during the course of the works. I ask because the area has a number of mothers and small children/babies (not to mention cats etc) that are home during the day and houses with bedrooms placed peculiarly closely to the road.

c

- Please plant round the corner into Bangor Street.
- Please plant something smaller in the proposed and existing landscaping than the existing large tussocks.
- Please move the tree on the east side of the berm in front of 9 Rees Street to the west side of the berm.
- We are really pleased about your plan to use so many native grasses and kowhai.

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- Will there still be enough room for on-street parking on both sides of the road? (*Yes, with one traffic lane between them there is enough room for parking on both sides of the road. One lane is more than adequate for the average traffic volume of 77 vehicles per day*). At certain times there are up to 10 cars parked in what is a very small area.

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- Please do not put it outside my place.
- We are against it because it would only be used by undesirables.
- I would not oppose the seat but feel it would be used by drinkers and glue sniffers.

B EC E

14. The overall objectives of the project are to:
 - Replace the existing kerb and dish channel.
 - Enhance the street with suitable planting where appropriate.
 - Ensure intersections function to suit current road usage.
 - Ensure recommendations laid out in SAM 24 are incorporated within scheme.

B EC E

15. Options for this project include the preferred option (connecting the ends of the existing kerb and flat channel with a relatively straight alignment), the preferred option with a public seat, the replace kerb and channel in the same position as the existing option, or the do nothing option (maintain the status quo).
16. These options are fully assessed in Section 3 of this report.

17. The do nothing and replacing the kerb and channel in the same position options were discounted because they did not comply with all the Council's strategies and objectives involving asset renewal.
18. The preferred option includes landscaping improvements.

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19. The preferred option is to narrow the carriageway width to 7.5 metres to reduce traffic speeds, provide room for street trees, and align with the existing kerb and channel at each end of the project.
20. The preferred option is a cost effective and practical solution that recognises the need for the efficient and effective renewal of the existing asset, with the appropriate improvement of the aesthetics by planting/street trees and the undergrounding of the overhead aerial wiring.

The scheme plan TP 171402 issue A is appended illustrating the proposal.

	B (c rr t r)	C t (c rr t r)
c	<ul style="list-style-type: none"> Reduction in the number of power poles. A safer traffic environment. 	Nil.
C t r	<ul style="list-style-type: none"> Area-wide consistency. 	Nil.
E v r t	<ul style="list-style-type: none"> Enhancement of the street through the provision of landscaping and undergrounding of aerial wiring. 	Nil.
Ec c	Renewal of a Council infrastructure asset.	Capital expenditure.

E t t w c c t y t c r c v :
 Primary alignment with community outcome “Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life” by providing a high quality transportation network.

Also contributes to “Our City’s infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability” by managing all assets to optimise their value and usefulness over the long-term.

C c c ’ c t y r t :
 Improves this street environment in terms of safety and beautification.

E t r :
 It is considered that there are no effects on Maori.

C t cy w t v t C c c :
 Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the Transport and City Streets Unit’s Asset Management Plan.

w r r c r t r y t v t r t :
 Views on the kerb and channel renewal of Rees Street were sought on Option (a). The requested public seat (from the feedback) was investigated but lacked community support and was therefore not included in the preferred option.

t rr v t t r :
 Nil

w K r C t t

c	B • t (c rr t r)	C t (c rr t r)
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Retain the existing environment.

	B (C r r t t r)	C (C r r t t r)
c	Faster traffic movement.	A comparatively less safe road for all road users.
C t r	No cultural issues.	No cultural issues.
E v r t	Nil.	Unightly environment with no street trees and power poles.
Ec c	No construction costs at present.	Increasingly higher maintenance costs for an asset that will have to be renewed eventually.
<p>E t t t w c c t y t c r c v :</p> <p>Retaining the status quo would not achieve the community outcomes.</p> <p>G C c ' c t y r t :</p> <p>An opportunity would be lost by the Council to improve this street environment with the status quo option.</p> <p>E G r :</p> <p>There is no specific impact on Maori.</p> <p>C t cy w t v t C c c :</p> <p>Maintaining the status quo would be inconsistent with the Council's policies that advocate towards providing a safer transport environment.</p> <p>w r r c r G r y t v t r t :</p> <p>Through consultation the residents have an expectation that the Council will construct the preferred option, and to retain the status quo would be contrary to these beliefs.</p> <p>t r r v t t r :</p> <p>Nil.</p>		