

16. JORDAN STREET RENEWAL

General Manager responsible:	General Manager City Environment Group DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Anne Cosson, Consultation Leader, Capital Development Unit, DDI 941-6481

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval for the Jordan Street renewal to proceed, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2008/2009 and involves the replacement of existing kerb and deep-dish channel for the length of Jordan Street and full reconstruction of the carriageway.
3. Jordan Street is part of the Sydenham Cluster Renewal. Other streets included in the cluster are Ingoldsby Street, Cameron Street, Hume Street and Humboldt Street.
4. The objectives of this project are met by:
 - (a) Replacing the existing kerb and dish channel with the modern style kerb and flat channel.
 - (b) Enhancing the safety of pedestrians by renewing all footpaths to a minimum existing width of 1.5 and 1.4 metres, installing tactile pavers and upgrading street lighting.
 - (c) Ensuring adequate drainage is provided.
 - (d) Whole of life costs will be minimised by replacing the existing kerb and dish channel, and reconstructing the pavement and carriageway.

FINANCIAL IMPLICATIONS

5. Funding for the proposed kerb and channel renewal works in Jordan Street is provided in the 2009-19 LTCCP Street Renewal Programme, as shown below.
 - (a) 2009/10 \$20,000
 - (b) 2010/11 \$62,000
 - (c) 2011/12 \$161,000

Based on current estimates, there is sufficient funding to complete the installation of this project.

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

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

LEGAL CONSIDERATIONS

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

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
8. The Community Boards have delegated authority from Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.

9. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Funding for the project is provided in the 2009-19 LTCCP Street Renewal Programme and is consistent with Activity 10.0: Road Network in the Streets and Transport Asset Management Plan.

ALIGNMENT WITH STRATEGIES

11. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

12. A seminar was held with the Spreydon/Heathcote Community Board on 15 September 2009 to introduce the project to the Board. A memo to the Board to introduce the proposed design and the project's consultation programme was sent on 19 April 2010. A publicity pamphlet (including concept plan) was distributed to residents and other interested parties in the immediate area on 22 April 2010 with feedback requested by 12 May 2010.
13. The Sydenham Cluster consultation received 25 responses in total, of which 15 (60%) responses were in support of the proposal, two (8%) responses did not support the proposal and eight (32%) did not indicate a position. There are approximately 13 properties in Jordan Street. There were one submission relating to Jordan Street, which did not indicate support.
14. Key issues raised were:
 - (a) The only submission for Jordan Street refers to illegal parking on footpaths in adjoining streets, which is outside the scope of this renewal project. This concern has been referred to the Council Parking Unit.
15. Responses to community consultation and changes to the proposed plan are as below:
 - (a) No changes have been made to the Jordan Street proposed Renewal Plan. Limited feedback is often an indicator of general acceptance or satisfaction with the proposed plan.
16. All respondents in the April/May 2010 consultation has been sent a final reply letter thanking them for their input and an A3 colour copy of the finalised plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. 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 Spreydon/Heathcote Community Board:

- (a) Approve the Jordan Street Renewal Project, as shown on plan TP320201 issue 2, (**Attachment 1**).

Parking Restrictions

As the proposed plan for Jordan Street does not make any changes to the road alignment there is no need for any revocation of parking or any new resolutions. The existing no stopping lines will no be affected.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

17. Jordan Street is a 100 metre long local road in the Spreydon/Heathcote ward, running on an approximate north-south alignment, providing a link between Humboldt Street/Hargest Crescent and Hastings Street in the Sydenham area of Christchurch. The adjacent land use along the route is residential. Jordan Street is around 7.2 metres wide along its length, within a 10 metre road reserve. This includes 1.4 metre wide footpaths along either side of the road, power poles/lighting columns and a civil defence warning system pole. No berms are provided along the route.
18. Analysis of the LTNZ Crash Analysis System database indicated that no accidents occurred along the route over the previous five year period.
19. Traffic counts along Jordan Street indicated that four day average, 24 hour, two way flows was 188 vehicles, with the morning peak hour occurring between the hours of 1100-1200 (15 vehicles) and the evening peak hour occurring between the hours of 1700-1800 (17 vehicles).
20. Speed surveys along the route indicated that the 85 percentile speed was 27 kilometres per hour, and the 95 percentile speed was 32.0 kilometres per hour with speeds likely being constrained by the limited length of the route and the existing traffic calming.

THE OBJECTIVES

21. The objectives for the project are to:
 - (a) Replace the existing kerb and dish channel;
 - (b) Enhance the landscape;
 - (c) Maintain or improve safety for all road users by reducing speed and 'short-cutting';
 - (d) Ensure adequate drainage is provided;
 - (e) Complete the project within allocated budget;
 - (f) Complete construction within 2011-12 financial year;
 - (g) Minimise the whole-of-life costs;

THE OPTIONS

22. Only one option was developed due to the limited road width (10 metres boundary to boundary) and to maintain the project scope. Option One was taken to the community for consultation.

OPTION ONE

23. Option One includes maintaining the existing arrangements along the route, replacing the existing kerb and dish channel but maintaining the road on its current alignment.
24. Option One has been selected as the preferred option. It should be noted however that Option One does not comply fully with all objectives. This is because of the limited width of the road reserve which has meant it is not possible to enhance landscaping along the route.

THE PREFERRED OPTION

25. Option One has been selected as the preferred option.

KEY FEATURES OF THE PROPOSED PLAN FOR BOARD APPROVAL

26. Key features:

- (a) replacing the existing kerb and dish channel on the existing alignment with kerb and flat channel, maintaining a road width of 7 metres;
- (b) maintaining footpaths at their existing width of 1.5 metres and 1.4 metres;
- (c) maintaining the existing mid-block speed hump;
- (d) street lighting along the route will be upgraded to correspond with current standards.