

10. BORDESLEY STREET/PROPOSED KERB AND CHANNEL RENEWAL

Officer responsible City Streets Manager	Author Brian Boddy, Project Consultation Leader, DDI 941-8013.
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The purpose of this report is to request that the Board approve for construction renewal of the dish channels for the section of Bordesley Street between Harrow Street and Olliviers Road.

HISTORY

The Board approved the work for consultation at its meeting in March this year. One hundred and forty-three publicity leaflets were distributed to residents, property owners, and interested parties in the area around this section of Bordesley Street. Nine responses were received. Those responses relevant to the concept plan are summarised below with the numbers in brackets showing how many expressed this view. Where there are no numbers in brackets only one person expressed this view.

Roadway and Footpath Design

- Reduce the carriageway width to seven metres to create a lower speed environment.
- A cycle bypass is needed around the narrowing at the bend.
- Please don't narrow the corner outside No. 156; we need to do a 'U' turn to get into our driveway.
- The narrowing at the bend in Bordesley Street is a mistake; this will make what is already a difficult corner downright dangerous.
- The proposed platform at the Olliviers Rd intersection should be raised to reduce vehicle speeds around the corner, not flush as shown on the plan.
- My Bordesley Street vehicle entrance is not shown on the plan, I would like to keep it.
- The vehicle entrance to my garage scales at 3.0 metres wide, my concrete driveway is 4.5 metres wide, I request you build the new vehicle entrance the same width as my drive.
- The existing footpath is beside the kerb; the proposed position against the boundary is only 2.4 metres from the front of the garage. I object strongly to it being changed.
- Please construct the footpath against the kerb.
- The footpath round the corner of 144 Olliviers Rd should be against the boundary, I do not wish to have a small crescent shaped piece of lawn between the boundary (which I propose to fence) and the footpath.

Landscaping

- Street trees will be lucky to survive.
- We have concerns about the proposed tree planting along the street that will provide a hazard to any vehicle losing control and leaving the carriageway. This is particularly the case where the constriction occurs at the right angle bend of Bordesley Street. The trees indicated on the plan are directly in the path of approaching vehicles and can grow quite substantial trunks that could inflict a reasonable amount of damage. Please ensure all trees planted on the roadside are at least 2 metres, preferably at least 3 metres, behind the kerb or 3 metres clear of any projected vehicle paths. Where there is still some danger of a vehicle continuing with its path the vegetation planted should not be as substantial as a Totara. We also have concerns about the visibility restrictions potentially resulting from the proposed tree plantings when the trees have grown. The tree at Harrow Street will limit visibility of the Stop Sign. Also the trees at the end thresholds/platforms and those adjacent to driveways (between 144 and 167 Bordesley Street) may obscure intervisibility between pedestrians and drivers. Similarly the proposed trees at the road narrowing and right angle bend will reduce visibility. Please ensure all trees planted on the roadside are located in such a way that at least 65 metres of clear visibility in each direction is available to drivers.
- No large trees please and no trees beside our driveway.
- Don't plant trees or shrubs close to intersections or bends where they could limit visibility.
- Don't plant tussocks beside the fences; they have been set fire to at 184 Bordesley St (2).
- Please replace the beech trees and tussock grasses on the corner killed by a house fire at 184 Bordesley St
- Please remove the proposed tree in my driveway.
- Please plant native shrubs.
- Please make the planting in front of my place in hebes and bark, not native grasses.
- I find your statement "Where grass berms are not maintained by adjoining residents, the Council will maintain them to a reasonable standard" laughable. My Bordesley Street frontage berm in the last year was not mown more than three times till the tall weeds were pointed out to a Council staff member for attention. I trust with this upgrade we will see a better standard of maintenance.

In response to feedback it is proposed to make the following alterations to the concept plan: -

- A cycle bypass will be created around the inside of the bend in the road.
- All existing vehicle entrances will be reconstructed to current standards.
- The footpath will be constructed against the boundary of No. 144 Ollivers Road and the crescent shaped piece of berm removed.
- No street trees will be planted close to a driveway or closer than two metres to the kerb.
- Three street trees will be removed from the inside of the bend in the road.
- The tree in the driveway to No. 151 will be removed.
- The tree outside No. 128 will be removed.

These alterations are included in the attached plan. An amount of \$231,000 is budgeted for this work.

Staff

Recommendation: That the Board approves for construction the work as shown on the attached plan.

Chairperson's

Recommendation: That the recommendation be adopted.