

20. GERALDINE STREET – A LIVING STREET

Officer responsible City Streets Manager	Author Paul Burden, DDI 9418836
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The purpose of this report is to seek approval from the Board to proceed with design and tender of the Geraldine Street kerb and channel renewal and Living Streets showpiece project.

BACKGROUND

The proposal is to renew the kerbs, channels, footpaths and grass berms in Geraldine Street from Canon Street to Edgware Road (2003/2004) and then from Edgware Road to Warrington Street (2004/2005) as indicated on the attached plan.

The scheme that has been developed for these next two stages is a continuation of the "Living Streets" theme, which was constructed from Bealey Avenue to Canon Street last year.

OBJECTIVES

The main objectives of the street project are to:

- Improve the streetscape through tree, berm and shrub planting.
- Achieve slower vehicle speeds, which will improve pedestrian and cycle safety.
- Reduce traffic noise.
- Reduce cut-through motor vehicle traffic.
- Improve lighting to improve safety at night.
- Encourage and promote traffic flow to the surrounding arterial road.

The following features have been incorporated in this proposal. These are to address the main issues the residents identified from a comprehensive questionnaire, and through public meetings carried out in 2002.

- Street trees
- Carriageway width is reduced to 9.0m
- Landscaped intersections
- Grass berms have been widened
- Slow zones
- Improved sealed footpaths
- Creek enhancement work

BUDGET AND TIMING

The budget allocation for the work is \$318,495 (Canon Street to Edgware Road) and \$696,347 (Edgware Road to Warrington Street). Work on the next stage (Canon Street to Edgware Road) is currently programmed to commence in January 2004, with the last stage (Edgware Road to Warrington Street) programmed to commence in June 2004.

COMMENTS ON PUBLICITY LEAFLET

A publicity leaflet describing the proposal was recently released for public comment. Fifteen submissions were received. Of these 10 stated their overall support for the project, five didn't mention support or opposition and only one specifically opposed the concept.

The main issue of contention is onstreet parking. There was confusion from some submitters over the ability to park on street given the proposal to narrow the roadway to nine metres. These residents have been assured that parking is possible on both sides of the roadway. Another parking issue arose concerning the area of roadway proposed to be narrowed to 6.5m leading into the enhancement of the waterway at the Edgware Road intersection. There are a lot of flats in this area and parking is at a premium. An amendment to the plan is therefore proposed (see attached) such that extra onstreet parking can be provided.

Another less significant issue raised by some submitters is that of grass berm maintenance. Some residents, particularly in the higher density living areas, resist grass berms due to the associated maintenance responsibilities. However, the substitution of planted areas should not be seen as a reason for some residents to abandon any maintenance responsibilities. The concept balances grass and planted areas and this has worked well on the completed section of Geraldine Street where a higher than expected number of residents have maintained the berm areas.

CONCLUSION

The proposal is a continuation of the successful concept adopted in the first and completed stage of Geraldine Street. Overall there is general support for the concept. A small number of residents were concerned about a loss of onstreet parking, however this issue has been addressed resulting in a very minimal net loss of parking.

Staff

Recommendation: That the project proceed to design and tender.

Chairperson's

Recommendation: That the staff recommendation be adopted.