

4. GIRVAN STREET KERB AND CHANNEL RENEWAL

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The purpose of this report is to seek the approval of the Riccarton/Wigram Community Board to proceed to final design, tender and construction of the Girvan Street kerb and channel renewal project.

BACKGROUND

Girvan Street is a quiet residential cul-de-sac with no through traffic and only 8 residential properties.

Currently the carriageway is 11 metres wide with a 7 metre wide threshold at its intersection with Kahu Road.

Girvan Street has overhead services along the east side of the street with power poles situated at the back of the kerb. The street has wide grass berms adjacent to the property boundaries and along with established planting in the service strips and in private gardens the street has a well tended appearance.

An initial consultation letter was distributed to residents in August/September 2003 outlining the Council's proposal to renew the old dish guttering and also seeking feedback from residents on what they would like to see in their reconstructed Street.

Three written submissions were received back approving the kerb and channel renewal and also suggesting that the council could consider installing wider grass berms; parking along one side of the street only (some students from Christchurch Boys' High regularly park in the street and the request to ban the parking was one way to address this issue); additional street trees installed; improved street lighting; retention of the paved threshold, and replacing the existing native on-street planting with exotics.

Staff produced two options for the work in Girvan Street, both options meet the aims and objectives of the project from a Council perspective and were also very close in costings.

Option one reduces the carriageway width to 7.5 metres wide and this required the banning of on-street parking along the west side of Girvan Street and in the cul-de-sac 'head'. The diameter of the cul-de-sac would also be narrowed from 21 metres to 15 metres in width and the 7 metre wide paved threshold at the intersection of Kahu Road would be reinstated.

Option two reduces the carriageway width to 9.5 metres wide, on-street parking is maintained, including areas within the cul-de-sac head adjacent to driveway crossings. The diameter of the cul-de-sac would be narrowed from 21 metres to 15 metres in width and the 7 metre wide paved threshold at the intersection of Kahu Road would be reinstated.

Staff are recommending option two and this option is outlined in more detail in the report under **recommended option**.

Approval to formally publicise both options was obtained from the Community Board on the 31 March 2004 and the two options, in a concept plan format, along with an explanatory letter was delivered to residents at the beginning of May 2004 (**attached**).

At the time of writing this report one telephoned submission had been received and two written submissions received with option two being the preferred option.

RECOMMENDED OPTION

In the formal publicity residents were given two options for their street. In the text accompanying the concept plans residents were advised that if a clear preference for one option was not received then the Council would be recommending to the Community Board that approval be given to proceed with option two and that a report recommending this option would be submitted to the Board meeting on the 31 May 2004.

Option two would see the carriageway reduced to 9.5 metres wide, on-street parking maintained and the cul-de-sac head diameter reduced from 21 metres to 15 metres.

A 7 metre wide paved threshold would be reinstated on Girvan Street at its intersection with Kahu Road.

A water main and Orion's 66kv underground cables 'run' along the east side of Girvan Street and the kerb alignment will be constructed behind these services.

1.65 metre wide footpaths will be installed along both sides of the street.

All existing street trees are to remain and any missing street trees replaced. The wider grass berms at the cul-de-sac end will provide an opportunity to install additional trees, Acer Campestre or 'field maple' the same species as existing trees.

The concern raised about the number of students parking in Girvan Street will be monitored after the reconstruction. If this continues to be a concern to residents then there would be an opportunity to install time restricted parking in the street on week days. This would only be introduced after further consultation with residents and with the approval of the Riccarton/Wigram Community Board.

BUDGET

The budget for Girvan Street is \$162,225.

CONSTRUCTION

Currently construction is planned to start in March 2005 and it is anticipated that construction will take eight weeks.

Staff

Recommendation: That the Riccarton/Wigram Community Board approve the Girvan Street kerb and channel renewal project for final design, tender and construction.