

7. AYNLEY TERRACE – A LIVING STREET

Officer responsible City streets Manager	Author Paul Burden, DDI 3722 508
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The purpose of this report is to seek a recommendation from this Board to the Sustainable Transport and Utilities Committee with respect to the Aynsley Terrace, Living Streets project.

BACKGROUND

Aynsley Terrace was selected as a suitable candidate to pilot the Living Streets process and philosophies. In total there are five pilot street projects, representing a diverse range of traffic environments, being implemented across the city. Aynsley Terrace provided a wealth of opportunity due to its beautiful riverside setting, its active and involved community, its status as a collector road and its history of excessive motor vehicle speeds.

The Board will be aware that the Aynsley Terrace Living Streets project has been running for some 16 months. This covers the time from the first meeting with the community in October 2001 to the stage of a finalised scheme plan presented today.

THE COLLABORATION PROCESS

The Living Streets community collaboration process used for this project was reported to this Board in March 2002, along with the details of the draft concept that emerged from the first meeting with the community of interest in October 2001 (see Appendix 1 attached).

WHERE ARE WE IN THE PROCESS?

The release of the draft plan for stakeholder input represents stage six in the Living Streets community-based collaboration process (refer Appendix 2 attached). It is the third phase of stakeholder input to the plan. At this stage it is expected that the plan should reflect the balanced requirements of both stakeholders and our technical and professional staff. It is a critical stage where the success of the process can generally be judged by the feedback being received. Other Living Streets projects following this process and projects generally following a collaborative process have achieved very high percentages of submissions in support. Following analysis of the submissions (discussed later in this report), the plan should be modified to reflect any outcomes emerging and then the plan should be ready for detailed design and implementation.

RESOURCE CONSENT APPLICATION

A Resource Consent was required for the proposed parking areas within the riverbank and the removal of a small number of trees. The application was publicly notified with submissions closing on 4 November 2002. In total 15 submissions were received. Of these, ten supported, three supported in part and two opposed the application. A pre-hearing meeting was held with submitters on 26 November 2002. Following this meeting all but two submitters were supportive of the application. The Resource Management hearing was held on 9 December 2002 before an independent Commissioner. The hearing lasted 45 minutes and reflected the fact that there was overwhelming support from both Council officers and most submitters. The decision of the Commissioner is attached (see Appendix 3).

SUBMISSIONS ON THE PLAN

A publicity brochure was distributed to the community in mid November 2002. Submissions were required prior to 6 December 2002; however, late submissions have not been dismissed. In total 28 submissions have been received. Every one of these is in general support of the proposal. This is quite remarkable and unprecedented. Submissions are varied in terms of likes, dislikes, and suggested improvements. The only trend that emerged is that many submitters support the plan primarily, and not surprisingly, due to its traffic calming and environmental enhancement qualities.

COMMENTS ON THE OVERALL PROJECT

The project has been successful in many ways. Most notably the process has been successful. It has allowed the community to partner with the Council and develop a concept that meets the community's needs. This is reflected clearly in the strong support for the project at the final stage. It is very unusual to receive 100% of submissions in support of such a project. This is no accident. There has been considerable effort put into trying to meet the community's needs while balancing these against the traffic function of the road. The project has evolved over time and produced a very high quality outcome. The utilisation of land in front of Heathbrae House for a passive reserve and restoration of a water wheel is a great example of the collaboration process working.

TIMING

Subject to approval of this Board and the Sustainable Transport and Utilities Committee, detailed design will commence and the project will be ready for tender during April 2003.

Staff

Recommendation: That the Board support the Aynsley Terrace Living Streets project for detailed design and construction.

Chairperson's

Comment: I support the recommendation. Overall, the collaborative consultation process has been excellent.