



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

28 FEBRUARY 2007

2.00 PM

(PLEASE NOTE EARLIER START TIME)

**IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET**

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

Community Board Principal Adviser

Clare Sullivan

Telephone: 941-6601

Fax: 941-6604

Email: clare.sullivan@ccc.govt.nz

Acting Community Secretary

Tony McKendry

Telephone: 941-6615

Fax: 941-6604

Email: tony.mckendry@ccc.govt.nz

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1. APOLOGIES

2. CONFIRMATION OF REPORTS

The report of the ordinary meeting of the Board held on Wednesday 14 February 2007 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting of the Board held on Wednesday 14 February 2007 be confirmed.

3. CORRESPONDENCE

4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

5. QUESTIONS FROM MEMBERS

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

6. DEPUTATIONS BY APPOINTMENT

6.1 MR ALAN BEARD

Mr Alan Beard will address the Board, regarding clause 8 on the agenda of this meeting.

6.2 MS SHERALEE MACDONALD, CANTERBURY HANG GLIDING AND PARA GLIDING CLUB

Ms Sheralee MacDonald will address the Board, regarding clause 11 on the agenda of this meeting.

6.3 MR DAVID DENNIS

Mr David Dennis will address the Board, regarding clause 11 on the agenda of this meeting.

7. PRESENTATIONS

A presentation will be made to the Board by Penny Slade. Members will recall that the Board provided funding in the sum of \$300 to assist Penny participate in a voyage of the Spirit of Adventure.

8. MACKENZIE AVENUE - STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Kirsty Ferguson, Consultation Leader - Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction for the Mackenzie Avenue street renewal project, as shown in the plan for Board approval at **Attachment 1**.

EXECUTIVE SUMMARY

2. Mackenzie Avenue runs between Ensors Road and Richardson Terrace, and is 900 metres long. The existing carriageway is approximately 13.5 metres wide, with a high crown, kerb and dish channel, and footpaths. There is little in the way of enhancement in the street apart from a landscaped narrowing at Richardson Terrace. Sullivan Avenue, which runs parallel to Mackenzie Avenue, has recently been reconstructed.
3. The surrounding area is primarily residential in nature. The Church of the Latter Day Saints occupies a site towards the Ensors Road end of Mackenzie Avenue, and there is the Mackenzie Courts council-housing complex on the corner of Ensors Road and Mackenzie Avenue. There are no parks or reserves adjoining the street. There is a vacant building, which used to be a shop on the corner of Hopkins Street and Mackenzie Avenue. There is a dairy and takeaway shop on Hopkins Street, near its intersection with Mackenzie Avenue.
4. Initial consultation was undertaken with the community in September 2006. A survey was distributed to all residents of Mackenzie Ave and the adjoining side streets, asking what they would like, and would not like, to see in their reconstructed street. The key issues arising from the 123 responses received included:
 - Traffic speed along Mackenzie Avenue.
 - Lack of landscaping.
 - Condition of the road surface and footpaths.
 - Heavy vehicles parking along the street overnight and on the weekends.
 - Speed humps.
 - Width of the street.
 - Views of the Port Hills and Southern Alps, looking to each end of the street.
5. In accordance with the aims and objectives of the project, three options were developed for comparison for Mackenzie Avenue, and a preferred option was presented in a seminar to the Board on 8 November 2006.
6. There were 94 responses received on the consultation newsletter presented to the community and key stakeholders, which closed on 8 December 2006. Of these 93 responses, 39 (41%) were fully supportive of the project, 49 (53%) were generally supportive of the project, but included some comments in their feedback, three (3%) did not support the project, and three (3%) did not indicate any preference for or against the project, but did provide some comments. A summary of the feedback received is shown at **Attachment 2**.
7. The key issues arising from the responses received included:
 - Access to individual properties with trailers, caravans etc.
 - Planting of street trees.
 - Landscaping.
 - Chicane vs speed humps.
 - Raised platforms.
 - Width of footpaths vs grass berms.
 - Maintenance of landscaping and grass berms.
 - Lighting.
 - Under grounding of overhead services.

- Drainage and flooding.
 - Cycle bypass.
 - Timing of construction.
 - Carriageway width.
 - Views along street.
 - Carriageway width on to Ensors Road.
8. Based on the feedback received, the following changes were made to the concept plan:
- The raised threshold treatment at Ensors Road widened from the proposed seven metre width to nine metres, which is the existing carriageway width.
 - Widen some vehicle accesses to individual properties to accommodate car and trailer turning around the narrowed areas.
 - Inclusion of a street tree outside 140 Mackenzie Avenue, as requested by the resident.
 - Minor changes to the landscaping to include the removal of the yellow flowers at Ensors Road and the inclusion of roses in the landscaping outside 105 Mackenzie Avenue.
 - The turning circles for vehicles entering and exiting the properties in the vicinity of the chicane has been checked using a car and a trailer. All residents will be able to back a trailer into their access from at least one direction.
9. The key aspects of the preferred option are outlined in paragraph 41 below, and shown on the plan for Board approval at Attachment 1 to this report.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The street renewal works for Mackenzie Avenue are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2007/2008 financial year. The estimated cost of this project is \$2,131,500. This cost exceeds the budget for the project, which is \$1,840,284. The extra expenditure required will be managed through the 2007/2008 kerb and channel renewal budget. It is expected that the project works will start in the 2006/2007 financial year, to compensate for works that have been delayed elsewhere.
11. There are a number of land ownership issues associated with this project; however, none of these issues affect the scheme design for Mackenzie Avenue, and it is not intended to action any of the resumptions or acquisitions as part of this project. Where existing hedges intrude into the legal road, they will be trimmed back or a landscape strip will be added to the front of the property.
12. There are no notable or heritage trees, and no heritage or historic buildings, places and objects, shown in the City Plan or on Webmap2 on the intranet.
13. The City Plan defines minimum roadway widths for different road classifications. Mackenzie Avenue has a road width of nine metres, which is the minimum for a local road. Where kerb build-outs are introduced along a street, the length of roadway subject to a width of less than nine metres is less than 60 metres in length, which permits a waiver of the need to obtain resource consent. Therefore no resource consent is required, and there appear to be no legal implications for this project.
14. Community Board resolutions are required to approve the new traffic restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Mackenzie Avenue street renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 1.
- (b) Approve the following traffic restrictions:
- (i) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing at its intersection with Ensors Road and extending 16 metres in an easterly direction.

- (ii) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Ensors Road and extending nine metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing at a point 125 metres from its intersection with Ensors Road and extending 25 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at a point 125 metres from its intersection with Ensors Road and extending 20 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing at a point 188 metres west of its intersection with Finlay Place and extending 14 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at a point 179 metres west of its intersection with Finlay Place and extending 20 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing at its intersection with Hopkins Street and extending 14 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing at its intersection with Hopkins Street and extending 12 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the western side of Hopkins Street commencing at its intersection with Mackenzie Avenue and extending 13 metres in a northerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the eastern side of Hopkins Street commencing at its intersection with Mackenzie Avenue and extending 11 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Finlay Place and extending nine metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Finlay Place and extending 18 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the western side of Finlay Place commencing at its intersection with Mackenzie Avenue and extending 10 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the eastern side of Finlay Place commencing at its intersection with Mackenzie Avenue and extending 10 metres in a southerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing at a point three metres west of its intersection with Keswick Street and extending 14 metres in an easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Keswick Street and extending 13 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Keswick Street and extending 10 metres in an easterly direction.

- (xviii) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing seven metres west of its intersection with Seaforth Place and extending 27 metres in an easterly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the western side of Seaforth Place commencing at its intersection with Mackenzie Avenue and extending 10 metres in a southerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the eastern side of Seaforth Place commencing at its intersection with Mackenzie Avenue and extending 10 metres in a southerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Seaforth Place and extending 12 metres in a westerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Seaforth Place and extending five metres in an easterly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the southern side of Mackenzie Avenue commencing at its intersection with Richardson Terrace and extending 15 metres in a westerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the northern side of Mackenzie Avenue commencing at its intersection with Richardson Terrace and extending 15 metres in a westerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the western side of Richardson Terrace commencing at its intersection with Mackenzie Avenue and extending 10 metres in a northerly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the western side of Richardson Terrace commencing at its intersection with Mackenzie Avenue and extending 10 metres in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

SECTION ONE

15. Mackenzie Avenue runs between Ensors Road and Richardson Terrace, and is 900 metres long. The existing carriageway is approximately 13.5 metres wide, with a high crown, kerb and dish channel, and footpaths. There is little in the way of enhancement in the street apart from a landscaped narrowing at Richardson Terrace. Sullivan Avenue, which runs parallel to Mackenzie Avenue, has recently been reconstructed.
16. Mackenzie Avenue is located in the Hagley/Ferrymead Ward, which falls within the jurisdiction of the Board. It is classified as a local road in the Council's roading hierarchy. The traffic volume along Mackenzie Avenue has been measured at 700 vpd¹ at the Richardson Terrace end of Mackenzie Avenue, with 1700 vpd outside 64 Mackenzie Avenue and at the Ensors Road end of Mackenzie Avenue.
17. The surrounding area is primarily residential in nature. The Church of the Latter Day Saints occupies a site towards the Ensors Road end of Mackenzie Avenue, and there is the Mackenzie Courts council-housing complex on the corner of Ensors Road and Mackenzie Avenue. There are no parks or reserves adjoining the street. There is a vacant building, which used to be a shop on the corner of Hopkins Street and Mackenzie Avenue. There is a dairy and takeaway shop on Hopkins Street, near its intersection with Mackenzie Avenue.
18. Initial consultation was carried out with internal stakeholders in September 2006, which resulted in the following issues being raised:
 - **Transport Issues** - Mackenzie Avenue is not part of the designated cycle network; however, it does provide a useful link from the footbridge over the Heathcote River at Richardson Terrace through to Charleston and into the city centre. There were no pedestrian, public transport or network issues raised.
 - **Traffic Operations** - Traffic volume and speed surveys were undertaken in September 2006, with 700 vpd measured at the Richardson Terrace end of Mackenzie Avenue, and 1700 vpd measured outside 64 Mackenzie Avenue and at the Ensors Road end of Mackenzie Avenue. The 85th percentile speed was measured at 58.7 km/hr, with a mean speed of 51.1 km/hr. On-street parking demand along Mackenzie Avenue is minimal, and a parking survey was carried out at 10am on a Sunday (1 Oct 2006) to record the number of vehicles parked on the street. The Church has adequate off-street parking to cater for events held there. Regularly observed tyre marks along Mackenzie Avenue indicate an active "boy-racer/hoon" use of the road.
 - **Asset Issues** - There is a length of kerb and flat channel on the north side of the street that runs from Hopkins Street to the east for a length of approximately 100 metres.
 - **Urban Planning Issues** - This is neither a NIP² nor SAM³ area; however, consistency with Sullivan Avenue is desirable.
 - There were no waste and water issues, parks and waterway issues or Treaty issues identified, and only limited property issues identified.
19. The Land Transport New Zealand Crash Analysis System shows there have been four crashes recorded on Mackenzie Avenue for the five-year period between 2001 and 2005. Two of the crashes involved vehicles turning right out of Mackenzie Avenue onto Ensors Road being struck by vehicles travelling south on Ensors Road. The other two crashes occurred at the Richardson Terrace/Mackenzie Avenue intersection, where one involved a vehicle colliding with a parked vehicle on Richardson Avenue, and the other involved a vehicle travelling along Mackenzie Avenue in the early hours of a Sunday morning in wet conditions missing the intersection. The proposed changes along Mackenzie Avenue are expected to improve safety by slowing vehicles down and highlighting intersections with kerb build-outs and threshold treatments.

¹ Vehicles per day

² Neighbourhood Improvement Project

³ Special Amenity Area

20. Initial consultation was undertaken with the community in September 2006. A survey was distributed to all residents of Mackenzie Ave and the adjoining side streets, asking what they would like, and would not like, to see in their reconstructed street. The key issues arising from the 123 responses received included:
- Traffic speed along Mackenzie Avenue.
 - Lack of landscaping.
 - Condition of the road surface and footpaths.
 - Heavy vehicles parking along the street overnight and on the weekends.
 - Speed humps.
 - Width of the street.
 - Views of the Port Hills and Southern Alps, looking to each end of the street.
21. Based on the feedback received, the initiating aim of the project was confirmed as the renewal of the existing kerb and dish channel with kerb and flat channel, with the following objectives:
- To replace the existing kerb and dish channel with kerb and flat channel.
 - To reduce the width of the carriageway, as appropriate, and with reference to the City Plan.
 - To maintain or improve safety for pedestrians, cyclists and vehicles.
 - To reduce the speed of vehicles in the street, thus improving the residential amenity for residents.
 - To ensure the design caters for cyclists.
 - To ensure the design meets the demand for on-street parking.
 - To provide landscape enhancement, where possible, in conjunction with the kerb and channel renewal.
 - To ensure adequate drainage design.
22. In accordance with the aims and objectives of the project, three options were developed for comparison for Mackenzie Avenue, and a preferred option was presented in a seminar to the Board on 8 November 2006.
23. There were 94 responses received on the consultation newsletter presented to the community and key stakeholders, which closed on 8 December 2006. Of these 93 responses, 39 (41%) were fully supportive of the project, 49 (53%) were generally supportive of the project, but included some comments in their feedback, three (3%) did not support the project, and three (3%) did not indicate any preference for or against the project, but did provide some comments. A summary of the feedback received is shown at Attachment 2.
24. The key issues arising from the responses received included:
- Access to individual properties with trailers, caravans etc at the carriageway narrowing locations.
 - Planting of street trees.
 - Landscaping.
 - Chicane vs speed humps.
 - Raised platforms.
 - Width of footpaths vs grass berms.
 - Maintenance of landscaping and grass berms.
 - Lighting.
 - Under grounding of overhead services.
 - Drainage and flooding.
 - Cycle bypass.
 - Timing of construction.
 - Carriageway width.
 - Views along street.
 - Carriageway width on to Ensors Road.
25. Based on the feedback received, the following changes were made to the concept plan:
- The raised threshold treatment at Ensors Road widened from the proposed 7-metre width to 9 metres, which is the existing carriageway width.

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- Widen some vehicle accesses to individual properties to accommodate car and trailer turning around the narrowed areas.
 - Inclusion of a street tree outside No. 140 Mackenzie Avenue, as requested by the resident.
 - Minor changes to the landscaping to include the removal of the yellow flowers at Ensors Road and the inclusion of roses in the landscaping outside No. 105 Mackenzie Avenue.
 - The turning circles for vehicles entering and exiting the properties in the vicinity of the chicane has been checked using a car and a trailer. All residents will be able to back a trailer into their access from at least one direction.
26. The key aspects of the preferred option are outlined in paragraph 41 below, and shown on the plan for Board approval at Attachment 1 to this report.

SECTION TWO

27. There were three options developed for comparison for Mackenzie Avenue - do nothing, traffic calming with a chicane, and traffic calming with speed humps.

Option 1 - Do Nothing

28. Option 1 involves making no changes to the existing street arrangement. The existing street width is 14 metres with kerb and dish channels. No landscaping is provided along the street except where it exists at the intersections with Ensors Road and Richardson Terrace.

Option 2 - Chicane

29. Option 2 involves the full pavement reconstruction of Mackenzie Avenue and the replacement of the existing kerb and dish channel with kerb and flat channel. There is a length of kerb and flat channel that will need replacing to the east of Hopkins Street. This option reduces the existing carriageway width from 14 metres to nine metres.
30. Kerb build-outs are proposed as a threshold treatment at the Ensors Road intersection, which replaces the existing nine metre wide threshold treatment. This will reduce the carriageway width from nine metres to seven metres on Mackenzie Avenue for the first 15 metres. The next kerb build-out at 27/30 Mackenzie Avenue is located on a slight curve, which reduces the carriageway width to seven metres for 20 metres.
31. At the intersections of Hopkins Street/Finlay Place, Keswick Street and Seaforth Place, the carriageway will be reduced to seven metres width, by reducing the carriageway by two metres on one side. At Hopkins Street/Finlay Place intersection, the two metre reduction is on the south side of the street, along with a reduction in width on Hopkins Street from 10.5 metres to seven metres. This kerb build-out is 15 metres long and is located on the west side of Hopkins Street. It is approximately 3.5 metres wide to increase the centreline offset with Finlay Place from four metres to seven metres.
32. The Keswick Street intersection will be narrowed at the intersection from the proposed nine metre width (currently 14 metres wide with grass berms) to seven metres for a length of 15 metres. At the Seaforth Place intersection, the two metre reduction is on the north side of the street, and is approximately 30 metres long.
33. A kerb build-out is also proposed as a threshold treatment at the Richardson Terrace intersection, which involves minor changes to the existing seven metre wide threshold treatment.
34. Along with the threshold treatments detailed above, an angled chicane will be installed with a width of 3.5 metres, which includes a short off-road cycle path on both sides of the carriageway. This will allow cyclists to manoeuvre through the narrowed area without conflicting with vehicles using the narrowing.
35. The existing footpaths will be removed and a new 1.65-metre wide footpath will be installed on both sides of the carriageway. The footpath will be located against the property boundaries for the full length of the street. The footpath has been located so the existing power poles are located within the grass berm area.
36. The new kerbside berm will be approximately 3.5-4.0 metres wide on the northern side of the carriageway, and 4.0-4.5 metres wide on the southern side of the carriageway. Landscaping and the inclusion of street trees are proposed in the berm areas on both sides of the carriageway, as services permit. A street lighting upgrade has been investigated, and will be implemented.
37. "No Stopping" areas are proposed at the following locations:
- Ensors Road intersection.
 - Narrowing outside 27/30 Mackenzie Avenue.
 - 3.5-metre wide narrowing outside 70/71 Mackenzie Avenue.
 - Hopkins Street/Finlay Place intersection.
 - Keswick Street intersection.
 - Seaforth Place intersection.
 - Richardson Terrace intersection.

38. Narrow vehicle crossovers will be widened to 3.5 metres as part of the works.

Option 3 - Speed humps

39. Option 3 is similar to Option 2; however, instead of installing the angled chicane in the street, speed humps are proposed along Mackenzie Avenue, spaced at approximately every 100-150 metres.
40. This option was not explored in detail; due to the 85th percentile speed of 58.7 km/hr not being significant enough to warrant the inclusion of speed humps along the street. The local residents have a mixed view regarding the installation of speed humps along the street.

PREFERRED OPTION

41. Option 2 is the preferred option, subject to various amendments as a result of the consultation responses, and incorporates the following features:
- (a) Full pavement reconstruction of Mackenzie Avenue and the replacement of the existing kerb and dish channel with kerb and flat channel. There is a length of kerb and flat channel that will need replacing to the east of Hopkins Street.
 - (b) Reduction of the existing carriageway width from 14 metres to nine metres.
 - (c) Kerb build-outs as a threshold treatment at the intersection of Mackenzie Avenue with Ensors Road. This threshold retains its existing nine metre wide threshold treatment but includes the installation of a raised platform.
 - (d) Kerb build-out at 27/30 Mackenzie Avenue on a slight curve, which reduces the carriageway to seven metres width for 20 metres.
 - (e) At the following intersections, where the carriageway will be reduced to seven metres width by a reduction in width of two metres on one side of the carriageway:
 - (i) Hopkins Street/Finlay Place intersection - two metre reduction on the south side, along with a reduction in width on Hopkins Street from 10.5 metres to seven metres. The kerb build-out is located on the west side of Hopkins Street, approximately 3.5 metres wide, to increase the centreline offset with Finlay Place from four metres to seven metres. This kerb build-out will be 15 metres long.
 - (ii) Keswick Street intersection - narrowed from the proposed nine metres width to seven metres for a length of 15 metres. The carriageway is currently 14 metres wide, including the grass berms, along Keswick Street.
 - (iii) Seaforth Place intersection - two metre reduction on the north side, approximately 30 metres long.
 - (f) Angled chicane with a width of 3.5 metres, which will include a short off-road cycle path on both sides of the carriageway. This will allow cyclists to manoeuvre through the narrowed area without conflict with vehicles using the narrowing.
 - (g) Removal of the existing footpaths and installation of a new footpath, 1.65-metres wide, on both sides of the carriageway. The footpath will be located against the property boundaries along the full length of the street, and the footpath has been located so the existing power poles are located within the grass berm area.
 - (h) The new kerbside berm will be approximately 3.5-4 metres wide on the northern side of the carriageway, and 4-4.5 metres wide on the southern side of the carriageway.
 - (i) Landscaping and the inclusion of street trees are proposed in the grass berm areas on both sides of the carriageway.
 - (j) "No Stopping" restrictions are proposed at the locations as detailed above.

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- (k) A street lighting upgrade has been investigated and will be implemented.
- (l) Narrow vehicle crossovers will be widened to at least 3.5 metres as part of the works, and in some cases, the vehicle crossovers will be wider to accommodate vehicle tracking at the chicane.

SECTION THREE

Maintain the Status Quo

42. The option to maintain the status quo essentially means to undertake no capital works along Mackenzie Avenue. This would retain the street and road environment in its existing condition, including deep-dish kerb and channel.
43. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, including the pedestrian strategy, cycling strategy, road safety strategy and parking strategy, as well as the Council's asset management plan.
44. Therefore, it is considered inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

The Preferred Option

45. Option 2, subject to various amendments, is the preferred option and satisfies all of the project objectives as follows:

Replace the existing kerb and dish channel with kerb and flat channel

46. The existing kerb and dish channel will be replaced with kerb and flat channel for the full length of Mackenzie Avenue. There is a length of approximately 100 metres of existing kerb and flat channel that will be removed due to the new alignment and the reduction in carriageway width.

Reduce the width of the carriageway as appropriate and with reference to the City Plan

47. The existing carriageway will be reduced in width from 14 metres to nine metres. The City Plan (Part 14, Appendix 5) details minimum roadway widths (ie that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulder and auxiliary lanes) for different road classifications. The minimum road width for a local road is nine metres, and therefore this scheme meets the City Plan requirements.
48. The nine metre carriageway width will allow parking on both sides of the street and two-way flow of traffic. A number of kerb build-out areas are also proposed, which further reduce the width of the street to seven metres in these areas, and 3.5 metres at the angled chicane.

Maintain or improve safety for pedestrians, cyclists and vehicles

49. The road narrowing in the kerb build-out areas, the threshold treatments at each end of the street and the inclusion of the angled chicane mid-way along the street are expected to reduce vehicle speeds along Mackenzie Avenue. Speed reduction measures will reduce the likelihood and severity of future accidents thereby improving safety for all road users.
50. The proposed off-road cycle bypass on both sides of the angled chicane will maintain safety for cyclists along the route. The expected reduction in vehicle speeds along the street will also improve safety for cyclists by providing a slower speed environment.
51. Pedestrian facilities along Mackenzie Avenue will be improved by increasing the width of the existing footpath from 1.2 metres to 1.65 metres on both sides of the carriageway. The footpaths will be located against property boundaries, and wide berms will be run adjacent to the roadway for the full length of the street. The new footpaths have been located so that existing power poles, which are currently located at the edge of the footpath, are located within the berm area. Improved lighting along the street will improve pedestrian safety at night.

Reduce the speed of vehicles in the street, thus improving the residential amenity for residents

52. The proposal has an angled chicane, a threshold treatments at each end of the street (ie two in total), and a number of kerb build-out areas along the street to ensure that vehicles cannot travel through the street at high speed. These traffic calming measures, along with the reduction in the

carriageway width, will also discourage the “boy racer/hoonish” behaviour that is currently occurring along the street.

Ensure the design caters for cyclists

53. The scheme includes cycle bypasses at the 3.5-metre wide angled chicane to provide for cyclists in this location, and reduce the conflict between vehicular traffic and cycle traffic at this location. The cycle bypasses will provide cyclists with a quick route through this area without having to manoeuvre through the chicane with vehicle traffic.
54. The 9-metre wide carriageway width is adequate to cater for all modes of transport as well as on-street parking. At the kerb build-out locations, no stopping lines will be installed to ensure there is still sufficient space for both vehicle and cycle traffic.

Ensure the design meets the demand for on-street parking

55. A parking survey was conducted along Mackenzie Avenue on Sunday 1 October 2006 at 10.00am. This time was chosen to determine the on-street parking demand for the Church of the Latter Day Saints. The parking survey showed that there was no on-street parking demand outside the church, due to the significant amount of off-street parking being provided at the church. Overall, there were 15 cars parked in the street at this time, which indicates that on-street parking demand is low along the street.
56. There will be approximately 20-25 on-street parking spaces removed along the street due to the kerb build-outs and the angled chicane. However, the on-street parking demand is low and the proposed parking supply will still be sufficient to cater for the expected parking demand.

Provide landscape enhancement where possible in conjunction with the kerb and channel renewal

57. Landscaping enhancement will be provided along the full length of Mackenzie Avenue with the inclusion of wide grass berms on both sides of the carriageway, street trees located in the new berm areas along the length of Mackenzie Avenue, and landscaping will be provided at most of the kerb build-out areas along the street and at the angled chicane. The preferred option will thus contribute significant aesthetic enhancement to the street.

Ensure adequate drainage design

58. A drainage review has been completed for Mackenzie Avenue, highlighting a number of existing drainage issues along the street due to its location adjacent to the Heathcote River and its relatively flat alignment. At the Richardson Terrace end of the street, an existing 1,800mm diameter storm water pipe is located in the carriageway with approximately 300mm cover.
59. The drainage has been looked at extensively along the street to confirm the carriageway alignment, so the kerb lines fit around the existing 1,800mm diameter pipe, and the drainage that is required so the road level does not need to be lowered. A number of existing drainage problems have also been highlighted by local residents and these have been taken into consideration during the scheme design process. Adequate drainage design has thus been allowed for during the scheme design process.

Alternative Options

60. Option 1 only partially meets the objective to maintain or improve safety for pedestrians, cyclists and vehicles, by maintaining the existing arrangement. It also meets the objective to ensure the design meets the demand for on-street parking, because no changes are proposed and therefore the parking supply is unchanged. Otherwise this option does not meet any of the remaining objectives of the project, as stated above, and was therefore not selected as the preferred option.
61. Option 3 meets all the objectives of the project, except for the objective to ensure the design meets the demand for on-street parking. The installation of a number of speed humps along Mackenzie Avenue would involve the removal of a significant amount of on-street parking. Although the parking demand along Mackenzie Avenue is low, the reduction in parking supply for this option would be significantly more than for Option 2.

62. Speed humps are not always popular with residents in a street as there is increased noise from acceleration and deceleration. There can also be significant inconvenience to residents, and other options can provide similar benefits with less disruption.
63. Option 3 was not selected as the preferred option due to traffic speed surveys showing that the speeds are not high enough to warrant the inclusion of speed humps along the street. In addition, speed humps would increase the reduction in on-street parking supply, and there are mixed views on speed humps shown by local residents.

9. KESWICK STREET - STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Kirsty Ferguson, Consultation Leader - Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction for the Keswick Street - Street Renewal Project, as shown in the plan for Board approval at **Attachment 1**.

EXECUTIVE SUMMARY

2. Keswick Street connects Mackenzie Avenue with Sullivan Avenue, and is 180 metres long. The existing carriageway is approximately 8.5 metres wide, with grass verges and trees at the edge of the carriageway (ie 14 metres wide between kerbs).
3. The surrounding area is primarily residential in nature, and there are no parks or reserves adjoining the street. Sullivan Avenue, which runs parallel to Mackenzie Avenue, has recently been reconstructed.
4. Initial consultation was undertaken with the community in September 2006. A survey was distributed to all residents of Keswick Street, asking what they would like and would not like to see in their reconstructed street. The key issues arising from the 17 responses received included:
 - The grass verge.
 - Speed/boy racers.
 - Flooding and gathering of rubbish in channels.
 - Street trees.
5. The project team commissioned a report from the Council's arborist, and a letter was sent to all residents of Keswick Street on 2 October 2006, advising them that it is the Council's intention to remove and replace the street trees in Keswick Street as part of this project. Only one response was received, and there were no objections to the removal of the existing street trees.
6. In accordance with the aims and objectives of the project, two options were developed for comparison by the project team for Keswick Street, and a preferred option was presented in a seminar to the Board on 8 November 2006.
7. There were nine responses received on the consultation newsletter presented to the community and key stakeholders, which closed on 8 December 2006. Of these nine responses, six (67%) were fully supportive of the project, and three (33%) were generally supportive of the project, but included some comments in their feedback. A summary of the feedback received is shown at **Attachment 2**.
8. The key issues arising from the responses received included:
 - Reduction of vehicle speed and corner cutting.
 - Raised platforms/speed bumps.
 - Parking.
 - Footpaths location.
9. There were no changes made to the plan, as a result of the feedback received.
10. The key aspects of the preferred option are described in paragraphs 37-44 below, and the plan for Board approval is shown at Attachment 1.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The street renewal works for Keswick Street are recommended in the Transport and Greenspace Unit's capital programme, for implementation in the 2007/2008 financial year. The estimated cost of this project is \$289,100. The budget for the project is \$328,216. It is expected that the project works will start in the 2006/2007 financial year, to compensate for works that have been delayed elsewhere.
12. There are a number of land ownership issues associated with this project; however, none of these issues affect the proposed scheme design for Keswick Street, and it is not intended to action any of these resumptions or acquisitions as part of this project. Where existing hedges intrude into the legal road, they will be trimmed back or a landscape strip will be added to the front of the property.
13. There are no notable or heritage trees, and no heritage or historic buildings, places and objects, shown in the City Plan or on Webmap2 on the intranet. The existing street trees along Keswick Street will be removed due to their poor condition and replaced with new street trees.
14. The City Plan defines minimum roadway widths for different road classifications. Keswick Street has a road width of nine metres, which is the minimum for a local road. Therefore no resource consent is required, and there appear to be no legal implications for this project.
15. Community Board resolutions are required to approve the new traffic restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Keswick Street - Street Renewal Project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 1.
- (b) Approve the following traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the western side of Keswick Street commencing at its intersection with Mackenzie Avenue and extending 18 metres in a southerly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the eastern side of Keswick Street commencing at its intersection with Mackenzie Avenue and extending 18 metres in a southerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the western side of Keswick Street commencing at its intersection with Sullivan Avenue and extending 10 metres in a northerly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Keswick Street commencing at its intersection with Sullivan Avenue and extending 10 metres in a northerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

SECTION ONE

16. Keswick Street connects Mackenzie Avenue with Sullivan Avenue, and is 180 metres long. The existing carriageway is approximately 8.5 metres wide, with grass verges and trees at the edge of the carriageway (ie 14 metres wide between kerbs).
17. Keswick Street is located in the Hagley/Ferrymead Ward, which falls within the jurisdiction of the Board. It is classified as a local road in the Council's roading hierarchy. The traffic volume along Keswick Street has been measured at 370 vehicles per day (vpd).
18. The surrounding area is primarily residential in nature, and there are no parks or reserves adjoining the street. Sullivan Avenue, which runs parallel to Mackenzie Avenue, has recently been reconstructed.
19. Initial consultation was carried out with internal stakeholders in September 2006, which resulted in the following issues being raised:
 - Transport Issues - Mackenzie Avenue provides a useful link from the footbridge over the Heathcote River at Richardson Terrace through to Charleston and into the city centre. However, there does not appear to be a lot of cycle traffic along Keswick Street. There was no specific cycling, pedestrian, public transport or network issues raised.
 - Traffic Operations - Traffic volume and speed surveys were undertaken in September 2006, with 370 vpd measured along Keswick Street. The 85th percentile speed was 37 km/hr, with a mean speed of 30 km/hr. On-street parking demand along Keswick Street is minimal.
 - Waste and Water Issues - The water main in Keswick Street needs to be removed and replaced, and this is programmed in the 2007/2008 financial year. The water main renewal will be completed prior to the street renewal works.
 - Urban Planning Issues - This is neither a NIP nor a SAM area; however, consistency with Sullivan Avenue is desirable.
 - There were no parks and waterway issues, property issues or Treaty issues identified.
20. The Land Transport New Zealand Crash Analysis System shows there have been two crashes recorded on Keswick Street for the five-year period between 2001 and 2005. One occurred due to a loss of control while cornering at the Keswick Street/Mackenzie Avenue intersection and the other occurred at the Keswick Street/Sullivan Avenue intersection. The proposed changes along Keswick Street are expected to improve safety along the street by slowing vehicles down and highlighting the intersections with kerb build-outs.
21. Initial consultation was undertaken with the community in September 2006. A survey was distributed to all residents of Keswick Street, asking what they would like and would not like to see in their reconstructed street. The key issues arising from the 17 responses received included:
 - The grass verge.
 - Speed/boy racers.
 - Flooding and gathering of rubbish in channels.
 - Street trees.
22. The project team commissioned a report from the Council's arborist, and a letter was sent to all residents of Keswick Street on 2 October 2006, advising them that it is the Council's intention to remove and replace the street trees in Keswick Street as part of this project. Only one response was received, and there were no objections to the removal of the existing street trees.
23. Based on the feedback received from initial consultation, the initiating aim of the project was confirmed as the renewal of the existing kerb and dish channel with kerb and flat channel, with the following objectives:
 - To replace the existing kerb and dish channel with kerb and flat channel.
 - To maintain or improve safety for pedestrians, cyclists and vehicles.
 - To remove the existing trees and replace with new street trees.
 - To ensure vehicle speeds are appropriate for a local road.

- To ensure the design meets the demand for on-street parking.
 - To provide landscape enhancement, where possible, in conjunction with the kerb and channel renewal.
 - To ensure adequate drainage design.
 - To ensure the works are co-ordinated with the water main renewal.
24. In accordance with the aims and objectives of the project, two options were developed for comparison by the project team for Keswick Street, and a preferred option was presented in a seminar to the Board on 8 November 2006.
25. There were nine responses received on the consultation newsletter presented to the community and key stakeholders, which closed on 8 December 2006. Of these nine responses, six (67%) were fully supportive of the project, and three (33%) were generally supportive of the project, but included some comments in their feedback. A summary of the feedback received is shown at Attachment 2.
26. The key issues arising from the responses received included:
- Reduction of vehicle speed and corner cutting.
 - Raised platforms/speed bumps.
 - Parking.
 - Footpaths location.
27. There were no changes made to the plan, as a result of the feedback received, as the project team considered that the narrowing at each intersection will be adequate to discourage speed, and the speed surveys undertaken show extremely low speeds in the street.
28. The key aspects of the preferred option are described in paragraphs 37-44 below, and the plan for Board approval is shown at Attachment 1.

SECTION TWO

29. There were two options developed for comparison for Keswick Street - do nothing, and full road reconstruction.

Option 1 – Maintain the Status Quo

30. Option 1 involves making no changes to the existing street arrangement. The existing street width is 14 metres wide (ie between kerbs) with kerb and dish channels, between the footpath and grass berm. Street trees are provided on both sides of the carriageway in the grass berms.

Option 2

31. Option 2 involves the full pavement reconstruction of Keswick Street and the replacement of the existing kerb and dish channel with kerb and flat channel. This option reduces the existing carriageway width from 14 metres to nine metres.
32. Kerb build-outs are proposed at the Mackenzie Avenue intersection, where the width will reduce from nine metres to seven metres for a length of 15 metres, and at the Sullivan Avenue intersection, where the nine metre wide carriageway will tie in with the recently constructed seven metre wide narrowing at the intersection for a length of approximately 15 metres.
33. The existing footpaths will be removed and a new 1.65-metre wide footpath will be installed along both sides of the carriageway. The footpath will be located against the property boundaries for the full length of the street. The carriageway will tie in with the existing footpath alignment constructed at the Sullivan Avenue intersection. The footpath has been located so the existing power poles are located within the berm area.
34. The new kerbside berm area will be approximately four metres wide on the western side of the carriageway and 3.5 metres wide on the eastern side of the carriageway. The existing street trees on both sides of Keswick Street will be removed. Landscaping and new street trees will be planted in the new berm areas on both sides of the carriageway. A street lighting upgrade has been investigated and will be implemented.
35. "No Stopping" areas are proposed at the following locations:
- Sullivan Avenue intersection to tie in with the existing markings; and
 - Mackenzie Avenue intersection for the extent of the narrowing.
36. Narrow vehicle crossovers will be widened to 3.5 metres as part of the works.

PREFERRED OPTION

37. Option 2 is the preferred option and involves the full pavement reconstruction of Keswick Street and the replacement of the existing kerb and dish channel with kerb and flat channel. The carriageway width is reduced from 14 metres to nine metres (ie from kerb to kerb).
38. Kerb build-outs are proposed at the Mackenzie Avenue intersection, where the width will reduce from nine metres to seven metres for a length of 15 metres, and at the Sullivan Avenue intersection, the nine metre carriageway will tie in with the recently constructed seven metre wide narrowing for a length of approximately 15 metres.
39. The existing footpaths will be removed and a new footpath installed in the berm along both sides of the carriageway. The footpath will be 1.65 metres wide, and will be located against property boundaries for the full length of the street. The footpaths will tie in with the alignment constructed at the Sullivan Avenue intersection, and the footpath has been located so the existing power poles are located within the berm area.
40. The new grass berm area will be approximately four metres wide on the western side of the carriageway and 3.5 metres wide on the eastern side of the carriageway.

28. 2. 2007

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41. The existing street trees located on both sides of Keswick Street will be removed. The Council's arborist, who reported that the trees are in poor condition and have an expected remaining life span of up to five years, has recommended this. Landscaping and new street trees (*Acer griseum* - Paper bark maple) are proposed in the new berm areas on both sides of the street.
42. A street lighting upgrade will be undertaken as part of the street renewal works.
43. "No Stopping" areas are proposed at the Sullivan Avenue intersection to tie in with the existing markings, and at the Mackenzie Avenue intersection for the extent of the narrowing.
44. The existing narrow vehicle crossovers to access each property will be widened to 3.5 metres as part of the street renewal works.

SECTION THREE

Maintain the Status Quo

45. The option to maintain the status quo essentially means to undertake no capital works along Keswick Street. This would retain the street and road environment in its existing condition, including deep-dish kerb and channel.
46. This option would be inconsistent with the Community Outcomes, including the pedestrian strategy, cycle strategy, road safety strategy and parking strategy, as well as the Council's asset management plan.
47. Therefore, it is considered inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

The Preferred Option

48. Option 2 is the preferred option and satisfies all of the project objectives as follows:

Replace the existing kerb and dish channel with kerb and flat channel

49. The existing kerb and dish channel will be replaced with kerb and flat channel for the full length of Keswick Street.

Maintain or improve safety for pedestrians, cyclists and vehicles

50. The road narrowing in the kerb build-out areas at each end of Keswick Street is expected to reduce vehicle speeds along Keswick Street. Speed reduction will reduce the likelihood and severity of future accidents thereby improving safety for road users.
51. Pedestrian facilities will be improved along Keswick Street in the following ways:
 - The existing footpaths are 1.2-1.4 metres wide. The width will be increased to 1.65 metres on both sides of the street.
 - The footpaths will be located along the property boundary line and wide berms will be run along the roadway for the majority of the length of the street. The new footpaths will be located so the existing power poles, which are currently located at the edge of the footpath, are located within the berm area.
 - The crossing width at the Mackenzie Avenue intersection will reduce from 14 metres width to seven metres, and the crossing width at the Sullivan Avenue intersection has been reduced to seven metres as part of the works along that street.
 - Improved lighting along the street will improve pedestrian safety at night.

Remove the existing trees and replace with new street trees

52. The existing street trees will be removed as they are in poor condition. The trees will be replaced with new trees, which will provide ongoing enhancement to the street for many years to come.

Ensure vehicle speeds are appropriate for a local road

53. The current speed environment along Keswick Street is low with a mean speed of 30km and an 85th percentile speed of 37 km/hr. The proposed changes to the street will ensure that vehicle speeds remain low and are appropriate for a local road.

Ensure the design meets the demand for on-street parking

54. This scheme will result in the removal of approximately six on-street car parking spaces at the kerb build-outs at each end of the street. However, as the existing on-street parking demand is relatively low, the proposed parking supply will be sufficient to cater for the parking demand.

Provide landscape enhancement where possible in conjunction with the kerb and channel renewal

55. Landscaping enhancement will be provided along the full length of Keswick Street by the inclusion of wide berms on both sides of the carriageway, replacement of the existing street trees with new street trees, and by the provision of landscaping at the kerb build-out areas at each end of the street.

Ensure adequate drainage design

56. A drainage review has been completed for Keswick Street, and there are minimal issues along the street. Adequate drainage design has been allowed for during the scheme design process.

Ensure the works are co-ordinated with the water main renewal

57. The street renewal works along Keswick Street will be co-ordinated with the proposed water main renewal, which is currently programmed to be completed in the 2007/2008 financial year. This renewal will be brought forward to coincide with the kerb and channel renewal works, if possible.

10. ANTIGUA BOATSHEDS - SUBLEASE

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Lewis Burn, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval under delegated authority to consent to an application by the Lessee of the Antigua Boatsheds to sublease part of the premises in connection with the business operation of the punts for hire.

EXECUTIVE SUMMARY

2. The Antigua Boatsheds site is leased to Michael and Sally Jones as a partnership for the purposes of hiring boats, canoes and punts to the public and the operation of a café. The lease which is issued under Section 54 (1) (d) of the Reserves Act 1977, is for a term which runs to 31 March 2036 if all renewals are taken up.
3. The Lessee is proposing to sublet one full bay together with the decking and the use of common areas for a term of three years with one right of renewal for three years to Mr Wesley Golledge, the existing owner/operator of the punts.
4. Since approving a new ground lease to Mr and Mrs Jones in December 2005 substantial repair and structural remedial work has been undertaken by the lessee under a conservation plan to restore, stabilise and maintain this historic landmark building. With the new head lease in place and the upgrading of the building now largely completed the lessee now wishes to formalise the business use of the premises called 'Punting in the Parkland' based at Antigua Boatsheds.
5. Staff see no reason why Council should withhold consent.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The Board has the power to approve a sublease of a lease of land under the Reserves Act 1977 where the lease provides that such consent will not be unreasonably withheld. The Lease of the Boatsheds provides that the Lessee may with the prior written consent of the Lessor sublease the whole or any part of the premises provided that it is shown the sub lessee is responsible and the lessee has performed all of the lessee's obligations.
7. A deed of sublease has been presented by the Lessee's solicitor and Council's Legal Services Unit has confirmed that the document is in a form acceptable for execution by Council. The sublease conditions prohibit sub-subleasing or under letting but permit assignment subject to consent of both the lessee and the Council and on the same provisions as the assignment clause in the head lease.
8. There are no financial considerations for Council. The costs of the sublease are between the lessee and the sub lessee.

STAFF RECOMMENDATIONS

It is recommended that the Board grant the consent of Council as head lessor to a sublease of part of the Antigua Boatsheds (one full bay) and use of the deck to Wesley Golledge for the business of operation of punts for hire on the Avon river and the necessary ancillary activities connected with this business.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

9. The current ground lease which commenced 1 July 2006 superseded the former lease to the Antigua Boatshed (W.S. Dini) Limited which owned and managed the boatsheds for 30 years since 1948. The current lessee who has been involved with the Boatsheds since 1986 purchased the building at the time the new lease was granted and has worked with Council under a conservation plan to bring the building up to a proper state of repair with assistance from the Council's heritage fund.
10. The punting operation in part was first based at the Boatsheds in 1995 and the lease at that time was varied to formally extend the use clause to provide for the hiring of punts although it as acknowledged that this use did fall within the primary purpose of the lease ie hiring of boats.
11. The Council approved a sublease in 1998 to Antigua Boat Hire Limited to operate the Boat hire business including the punts as part of better structuring the boating and cafe activities. That sublease was never updated or renewed pending finalisation of the new head lease and certainty with undertaking the remedial works.
12. Mr Golledge who owns the punts has had the use of the Boatsheds since 1995. The sublease of part of the upgraded premises to which the provisions of the head lease apply will formally acknowledge this use and also enable administration of the punting operation on the Avon to be based at the Boatsheds.

11. LICENSING OF COMMERCIAL PARA SAILING OPERATORS LAUNCHING AND LANDING ON THE PORT HILLS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Tony Hallams, Property and Leasing Adviser

PURPOSE OF REPORT

1. The purpose of this report is two-fold:
 - (a) To report to the Board on a public consultation exercise carried out in April 2006 to obtain comment on the Councils intention to licence para-sailing activities at Taylor's Mistake.
 - (b) To inform the Board that a Request for Proposals process for commercial para sailing activities will be undertaken on the Port Hills which will culminate in commercial licences being granted under Section 54 (1) (d) of the Reserves Act 1977, to enable existing and intending operators to legally launch and land on land held or administered as reserve and the unformed legal road around the Scarborough Heads.

EXECUTIVE SUMMARY

2. The Council has been endeavouring to resolve a number of commercial para sailing issues on the Port Hills, more specifically at Taylor's Mistake, the main concerns being:
 - The occupations not being formally licensed.
 - The occupations having developed in an ad hoc manner.
 - There have been ongoing disputes between operators.
 - Staff have been endeavouring to review the balance between commercial and private use of the sites for parasailing activities.
3. Officers are recommending that the Board approve a Request for Proposals process being implemented to enable commercial parasailing operators to apply for a licence under Section 54 (1) (d) of the Reserves Act 1977 for the use of suitable Port Hill reserves and associated landing areas, and that the selection of any operators is made through a weighted attributes process, consisting of an internal staff panel with members drawn from the Corporate Support and Transport and Greenspace Units.
4. It is envisaged that the Council publicly advertise its intention to license commercial para- sailing operators launching and landing on the Port Hills and associated reserves, and therefore place an onus on any commercial parasailing operator to make an application to the Council to be licensed. In the event of any existing commercial Para sailing operator refusing to comply with this process the Council may consider the implementation of a trespass notice to prevent any unauthorised commercial activities on reserve.

FINANCIAL AND LEGAL CONSIDERATIONS

5. Scarborough Hill Reserve, is made up of Lots 1, 2, and 3, DP 54492, part Lot 1, DP 4807 and part Lot, DP 10127. all contained in CT 43A/1050 having a total area of 221.4670 hectares, vested in the Council under the Reserves Act 1977 as a recreation reserve under the Reserves Act 1977. Taylor's Beach Reserve is made up of Lot 1 DP 42746 and Lot 1 DP 52009, both contained in CT 44A/699 having a total area of 1.7498 hectares, which is vested in the Council as a recreation reserve under the Reserves Act 1977, and Lot 2 DP 59234 of 2.0528 hectares contained in CT 35B/159, vested in the Council unencumbered. The "Tors" consists of Reserve 3815, and is approximately 5.3 hectares in area.
6. The Council has a legal responsibility under the Reserves Act 1977 to licence commercial operators operating on recreation reserves which are vested in the Council under section 54 (1) (d). Council staff are also in the process of formulating a policy for the licensing of commercial recreation providers who wish to operate on Council owned or managed controlled park and reserves land.

7. The Council as a matter of policy does not deal with commercial organisations in respect to operating on council owned, or managed and controlled land unilaterally unless there is a clear reason for doing so as elaborated upon below;
- The proposal is unique and quite specific to the proposed site and is propriety in nature, has an element of intellectual property associated with it, and therefore it would be inappropriate or morally incorrect to tender or seek other operators for implementation of the use of the same site.
 - There is a distinct general public and or community benefit from dealing unilaterally with one person for the licensing of the site.
 - Combined with the fact that commercial parasailing operators operating from these reserves do not pass the above tests enabling the Council to deal with them unilaterally, and the issue of competing demand for space a Request for Proposals process is the only sensible and appropriate way of dealing with this.
8. The known commercial parasailing operators launching and landing on the Council reserves detailed above have indicated they are fully qualified instructors within the requirements of the New Zealand Hang Gliding and Para Gliding Association, hold adequate public liability insurance, and are competent to teach any prospective student up to the level of PG1, the level that enables a student to fly solo.

STAFF RECOMMENDATIONS

That the above information be received.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

9. Amateur and commercial paragliding pilots use the above detailed parcels of land, administered by the Council, to launch and land their parasailing craft according to the prevailing weather conditions and needs of the pilots. It is the report author's understanding that previous approval was verbally given to one of the parasailors some years ago to commercially use the Taylor's Mistake reserve sites. The sites according to parasailors are ideal to launch and land on, taking in to account the ideal soaring conditions resulting from the direction of winds encountered at the sites. An option informally discussed with the paragliding community, of utilising the old airstrip at the top of the Scarborough Hill site (refer **Attachments 1, 2 and 3**) was dismissed as unsafe because of its exposure to potentially adverse wind conditions and the lack of gradient for launching.
10. According to the New Zealand Hang Gliding and Para Gliding Association local operations manager, there have been no known disputes between amateur and commercial pilots launching and landing on the Taylor's Mistake reserves, the reason being that there is plenty of room for hand-gliding activities
11. Officers believe that the perceived dispute by two commercial parasailing operators is about occupation rights borne out of commercial rivalry, and as such will be addressed through the Requests for Proposals process, which includes addressing such things as public liability issues, (both parties currently have adequate public liability insurance), necessary instructing qualifications, (both parties have appropriate qualifications), adequate communication systems in the case of an emergency occurring, as well as other issues which need to be addressed from a commercial licensee/licensor perspective. Enquiries that Council staff have made has revealed that up until two years ago, two commercial parasailing businesses operated harmoniously from the one site. It appears that it was after the change of ownership of one of the businesses that the problems started to occur.
12. The report author publicly advertised in April 2006 the Council's intention to prescribe and regulate commercial paragliding (sailing) activities on Council land at Taylor's Mistake. The advertisement invited the general public to make comments on the Council's intention. At the time of the placing of the public advertisement the writer wrote to the Taylor's Mistake Bach Holders Association asking for comment. Four submissions to the Council's proposal were received from the general public and these are detailed under Attachment Four. No written submission was received from the Taylors Mistake Bach Owners Association. Arising from further ongoing discussions with staff in the Councils Transport and Greenspace Unit, a request has been made to the report author that this report relate to parasailing from any known reserves in the Council territorial area, not just Taylor's Mistake.
13. Subsequent to the advertising process the author of the report visited the sites on Sunday 3 September 2006 with Mr Grey Hamilton, New Zealand Hang Gliding and Para Gliding Association Canterbury Operations Member, Mr Steve O' Shansessy, Canterbury Hang Gliding and Para Gliding Club, and Shiralee MacDonald, Canterbury Hang Gliding and Para Gliding Club Secretary. The outcome of the visit, and associated discussions, is that the commercial Para sailing community is a small one and is unlikely to grow to substantial numbers over the next few years because of public interest in other recreational activities, and therefore a number of commercial parasailing operators can be accommodated at a number of Council reserve sites in conjunction with amateur activities.

12. SALISBURY STREET BY MANCHESTER STREET - PROPOSED LOADING ZONE REMOVAL

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Secretariat Manager
Author:	Patricia Su, Senior Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's support for the removal of a loading zone on Salisbury Street.

EXECUTIVE SUMMARY

2. A request was received from a member of the public to convert the loading zone on Salisbury Street to unrestricted parking.
3. A site investigation was undertaken and from the current surrounding land uses, there does not appear to be a need for the loading zone. The loading zone abuts a large retirement complex and the retirement complex manager was consulted and no objections to the proposal was received. There is no resident group that covers this area.
4. Removal of the loading zone will translate to two additional unrestricted parking spaces which will likely to be used as commuter parking.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

5. Cost is minimal and provided for in the operational budget.

Legal Considerations

6. Land Transport Rule, Road User 2004 provides for this.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) The loading zone on the northern side of Salisbury Street commencing at a point 39 metres west from its intersection with Manchester Street and extending in a westerly direction for a distance of 12 metres be revoked.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND - OLIVIA ESPOSITO

General Manager responsible:	General Manager Human Resources, DDI 941 8548
Officer responsible:	Manager Recreation and Sports
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval for an application for funding from the 2006/07 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant, Olivia Esposito, is a 13 year old girl of Godley Drive, Sumner, and attends the O'Neill School of Irish Dancing. Olivia has been selected to represent New Zealand at the World Irish Dancing Championships to be held in Glasgow in April 2007. There is also another dance competition to be held in Londonderry which Olivia will participate at.
3. This is the first time the applicant has approached the Board for funding support.

FINANCIAL AND LEGAL CONSIDERATIONS

4. There are no legal issues to be considered. The trip will go ahead irrespective of level of funding received from the Board but any funding assistance would be gratefully received to help towards the costs of the airfare.

EXPENSES	Cost (\$)
Return airfares	2,658.21
Total Cost	2,658.21
Amount being requested from Community Board	1,000.00

STAFF RECOMMENDATION

It is recommended that the Board allocate \$200 to Olivia Esposito to assist with the costs of participating in the World Irish Dancing Championships to be held in Glasgow in April 2007.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

5. Olivia is passionate about Irish dancing and has been dancing for eight years. She is training up to five hours a week in preparation for the Championships and has been excelling in Irish Dance competitions both in New Zealand and Australia including a 4th in the Under 13 years NZ Irish Dancing Championships in 2006 and a 12th placing overall in the 2006 Winter Solstice Australian Championships.
6. Olivia has also demonstrated that she is a talented, high achieving student at Sumner Primary School with awards in general excellence, public speaking, maths, writing, time management and drama performance. In 2007 she will be attending St Margaret's College.
7. Olivia has been actively raising funds herself by busking in Cathedral Square and is also well supported by her parents to cover the costs of the trip and competition.
8. Each year the O'Neill School of Irish Dancing is invited to perform at the Children's Cultural Festival which Olivia has taken part in. She has also performed on St Patrick's Day in local rest homes in Linwood and Redcliffs as part of a community service initiative undertaken by Sumner School.

14. ROAD NAMING - JUBILEE STREET

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Manager Environmental Policy and Approvals
Author:	Bob Pritchard, Subdivisions Officer

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to a name for a private road and to report back with additional information relating to the name as requested at the 20 December 2006 meeting of the Board.

EXECUTIVE SUMMARY

2. The approval of proposed road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed name against the Council's road name database to ensure it will not be confused with names currently in use. The name has also been discussed with staff at Land Information NZ who act on behalf of the emergency services in respect to road naming.
4. At the meeting of the Board on 20 December 2006 the Board resolved that:

To defer consideration of the proposed name of "Shadbolt Boulevard" for the private road formerly known as "Staunton Street" to a subsequent meeting to allow for a plan of the area involved to be provided to the Board and for discussion with appropriate staff on the loss of the former Staunton Street name.

The additional information requested by the Board, as supplied by the Subdivisions Officer, is detailed below and this matter is accordingly now referred back to the Board for a decision.

"Staunton Street was legally stopped as a road in 1998, and is now part of the Independent Fisheries land holding. With the stopping of the road, the name Staunton Street was no longer in use. While the roads are legally stopped, they are physically still in place and are used for access within Independent Fisheries property.

The management of the company wish to honour the founder of their company, Mr Howard Leslie Shadbolt, who managed the company for 40 years from 1959-1999.

Staunton Street, while it was still a legal road (pre 1998) was named after Cora Bessie Staunton, the Matron of the North Canterbury Hospital Board's Jubilee Home for 10 years from 1938-1948.

5. New Street Name**Broad and Jubilee Streets - Independent Fisheries Ltd**

This is a private road, formerly known as Staunton Street. It has been stopped and purchased by Independent Fisheries Ltd who have also acquired the former Jubilee Hospital Site. The applicant company wish to name the carriageway **Shadbolt Boulevard**, after Mr H L Shadbolt, the founder of the company in 1959. Under his guidance, the company expanded to the extent that it was employing 400 people in the 1980s. A plan of the street is **attached**.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

STAFF RECOMMENDATION

That the Board consider the proposed name above and approve them if deemed suitable.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.