

11. 9. 2008

**SPREYDON/HEATHCOTE COMMUNITY BOARD
15 JULY 2008**

**A meeting of the Spreydon/Heathcote Community Board
was held on Tuesday 15 July 2008 at 4.30pm**

PRESENT: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett,
Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells.

APOLOGIES: Nil.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

**1. ST MARTINS ROAD (WILSONS ROAD- 131 ST MARTINS ROAD) STREET RENEWAL PROJECT
AND ENSORS ROAD PEDESTRIAN FACILITY- SAFETY IMPROVEMENT PROJECT**



General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Andrew Hensley, Consultation Leader- Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that the St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project and Ensors Road Pedestrian Facility - Safety Improvement Project proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project is part of the kerb and channel renewal programme, and is programmed for construction in the 2008/09 financial year.
3. The initiating aim of the project is to renew the kerb and channel on both sides of St Martins Road from Wilsons Road to 131 St Martins Road.
4. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Improve street drainage in order to eliminate flooding during heavy rainfall events;
 - Improve safety for pedestrians, cyclists and vehicles;
 - Evaluate, and if practical, implement measures to correct parking issues associated with the local schools;
 - Maintain adequate street lighting;
 - Maintain minor arterial road function.
5. Ensors Road Pedestrian Facility- Safety Improvement Project is part of the safety improvement programme, for construction in the 2008/09 financial year.
6. The initiating aim of the project is to install a crossing facility across Ensors Road in the vicinity of Fifield Terrace for school students.
7. The objectives of the project are as follows:

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- Provide pedestrians with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace, in particular students of Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School and St Marks School;
 - Crossing design must cope with large numbers safely;
 - Minimise loss of on-street parking;
 - Ensure street lighting is provided;
 - Maintain existing levels of service for other road users including cyclists;
 - Maintain minor arterial road function.
8. Initial issues consultation was undertaken in May and June 2006 for St Martins Road- Street Renewal Project. Key issues raised included traffic speed and volume, drainage, parking, cycling and landscaping.
 9. Initial issues consultation was undertaken in April 2007 for the Ensors Road- Safety Improvement Project. Key issues raised included the need to provide pedestrians (in particular school students) with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace.
 10. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the two projects were confirmed and a preferred consultation plan was developed. At this stage the two projects were combined primarily for efficiency given their close proximity and relationships, and for consultation purposes. This was presented in a seminar to the Spreydon/Heathcote Community Board on 18 September 2007.
 11. Consultation on the plan was undertaken in February and March 2008 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was via the Consultation Newsletter, but also included a project information evening at the St Martins Library on 20 February 2008, site meetings, phone calls, emails, and the Council's 'Have Your Say' website. Meetings were held with Hillview Christian School, Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School, and St Marks School.
 12. Approximately 430 Consultation Newsletters were distributed, of which 47 written responses were recorded. Many took the opportunity to provide comments or suggestions on aspects of the plan. In addition, some comments were also received verbally and recorded in the summary of consultation.
 13. For the St Martins Road- Street Renewal Project, 37 written responses (79%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 7 (15%) did not specify.
 14. For the Ensors Road Safety Improvement Project, 33 written responses (70%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 11 (24%) did not specify. It is considered the relatively high percentage of non specified responses for Ensors Road was due to respondents primarily being interested in St Martins Road issues.
 15. Additional consultation on the Ensors Road pedestrian facility was undertaken February- May 2008, primarily involving St Marks School. While St Marks School did not oppose the Ensors Road consultation plan, they considered that the proposal did not assist them in getting to and from Waltham Pool. The project team worked with St Marks School to modify the plan, which involved the traffic splitter island moving approximately 20 metres to the north. On site meetings have been held with the property owners/occupiers at 1 & 6 Ensors Road, who have indicated their acceptance of the project.
 16. The key issues raised by respondents included trees and landscaping, road layout, lighting, Prossers Road intersection, drainage, construction phase, St Martins Road pedestrian issues, and the Ensors Road pedestrian facility.
 17. Further details of consultation feedback and Project Team responses can be found in **Attachment 3** 'Summary of Consultation'.

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18. The Plans for Board Approval (**Attachments 1 & 2**) show changes made to the plans as a result of consultation.

(a) **St Martins Road (Wilson's Road- 131 St Martins Road) Street Renewal Project**

Key features of the Plan for Board Approval include:

- Replacement of existing kerb and dish channel with kerb and flat channel;
- Full reconstruction of the carriageway;
- 14 metre wide carriageway along its length (excluding traffic calming treatments);
- 3.2 metre wide traffic lanes;
- Threshold treatment at the Wilding Street intersection comprising a 7.9 metre wide cobblestone and landscape entrance;
- Threshold treatment at the Prossers Road intersection comprising a 7 metre wide cobblestone and landscape entrance with kerb build outs;
- 2 metre wide kerbside parking space where possible;
- 1.8 metre wide on road cycle lanes;
- 1.7 metre- 2 metre wide footpaths;
- 1 metre- 1.8 metre wide grass berms;
- The removal of all existing street trees due to poor form and condition. New trees to be planted- Dogwood;
- Landscaping at intersections to comprise Large Leafed Kowhai and low groundcover plants;
- Some vegetation overhanging footpaths to be removed;
- Concrete apron to enlarge the roundabout central island at St Martins Road.

Note: Undergrounding of overhead services is currently underway for this section of St Martins Road. Street lighting will be upgraded as part of this.

(b) **Ensors Road Pedestrian Facility- Safety Improvement Project**

Key features of the Plan for Board Approval include:

- Pedestrian island and 2 metre wide kerb build out south of the Fifield Terrace intersection
- Flush painted median and traffic island to the north of the Fifield Terrace intersection
- 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).

FINANCIAL IMPLICATIONS

19. St Martins Road (Wilson's Road- 131 St Martins Road) is part of the kerb and channel renewal programme and is currently programmed for construction in the 2008/09 financial year.
20. This project has a revised budget of \$941,700 and is estimated to cost \$941,700 including fees and contingencies.
21. Ensors Road Pedestrian Facility is part of the safety improvement programme and is currently programmed for construction in the 2008/09 financial year.
22. This project has a budget of \$57,640 and is estimated to cost \$52,800 including fees and contingencies.
23. It is expected that work on both projects would commence in 2008/09 financial year, and is estimated to take approximately 16 weeks to complete in total.

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Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

24. Yes.

LEGAL CONSIDERATIONS

25. The legal boundary of the corner property at 16 Wilsons Road extends to within 300mm of the kerb.
26. The fence at 98 St Martins Road (Prossers Road corner) is not set back to the corner rounding boundary, however the Council does not require this land as part of this project.
27. A number of hedges were found to intrude onto the legal road. In these cases the hedges will either be trimmed back to the boundary or a landscape strip will be added in front of the property.
28. The Ensors Road project is between kerbs so there are no land ownership issues.
29. There are no Notable or Heritage trees shown in the City Plan.
30. There are no Heritage or Historic buildings, places or objects shown in the City Plan.
31. The City Plan, Part 14, Appendix 5, has minimum roadway widths (that portion of road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 14 metres, the requirement in the City Plan is 14 metres, and therefore a consent is not required.
32. Where kerb build outs are introduced, the length of roadway subject to a width of less than 14 metres is then less than 60 metres in length, which permits a waiver of the need to obtain a consent under Clause 4.5.1 of Part 8 of the City Plan. Therefore a consent is not required.
33. The Land Transport Rules provide for the installation of parking restrictions and special vehicle lanes (cycle lanes). Council resolutions are required to approve special vehicle lanes.

Have you considered the legal implications of the issue under consideration?

34. Yes - see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

35. The projects align with the Capital Programme, as detailed on page 85 of the 2006-2016 LTCCP

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

36. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

37. These projects are consistent with key Council strategies, including the Parking Strategy, Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

38. As above.

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CONSULTATION FULFILMENT

39. Initial issues consultation was undertaken in May and June 2006 for St Martins Road- Street Renewal Project. Key issues raised included traffic speed and volume, drainage, parking, cycling and landscaping.
40. Initial issues consultation was undertaken in April 2007 for the Ensors Road- Safety Improvement Project. Key issues raised included the need to provide pedestrians (in particular school students) with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace.
41. Following further investigations and with the assistance of the initial issues consultation findings, the aims and objectives of the two projects were confirmed and a preferred consultation plan was developed. At this stage the two projects were combined primarily for efficiency given their close proximity and relationships, and for consultation purposes. This was presented in a seminar to the Spreydon/Heathcote Community Board on 18 September 2007.
42. At this meeting, the Board raised issues which included the proposed St Martins Road pedestrian island, road layout, parking, footpath width in the section between Wilsons Road and Prossers Road, and the Ensors Road pedestrian facility. Further investigations resulted in changes to the preferred option and consultation plan before it was distributed. These changes including the deletion of the pedestrian island and flush median treatment between Wilding Street and Prossers Road, reinstating parking and a widened footpath on the southern side. Issues were also raised regarding the location of the pedestrian and traffic islands at Ensors Road. These remained unchanged by agreement with Community Board members, and were put out to wider consultation for comment.
43. Consultation on the plan was undertaken in February and March 2008 with owners, occupiers and interest groups within the affected area, and also citywide via the external stakeholders mailing list and libraries. Primarily this was via the Consultation Newsletter, but also included a project information evening at the St Martins Library on 20 February 2008, site meetings, phone calls, emails, and the Council's 'Have Your Say' website. Meetings were held with Hillview Christian School, Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School, and St Marks School.
44. Approximately 430 Consultation Newsletters were distributed, of which 47 written responses were recorded. Many took the opportunity to provide comments or suggestions on aspects of the plan. In addition, some comments were also received verbally and recorded in the summary of consultation.
45. For the St Martins Road- Street Renewal Project, 37 written responses (79%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 7 (15%) did not specify.
46. For the Ensors Road Safety Improvement Project, 33 written responses (70%) indicated they were in general support of the plan, 3 (6%) did not support the plan, and 11 (24%) did not specify. It is considered the relatively high percentage of non specified responses for Ensors Road was due to respondents primarily being interested in St Martins Road issues.
47. Additional consultation on the Ensors Road pedestrian facility was undertaken February- May 2008, primarily involving St Marks School. While St Marks School did not oppose the Ensors Road consultation plan, they considered that the proposal did not assist them in getting to and from Waltham Pool. The project team worked with St Marks School to modify the plan, which involved the traffic splitter island moving approximately 20 metres to the north. On site meetings have been held with the property owners/occupiers at 1 & 6 Ensors Road, who have indicated their acceptance of the project.
48. The key issues raised by respondents included trees and landscaping, road layout, lighting, Prossers Road intersection, drainage, construction phase, St Martins Road pedestrian issues, and the Ensors Road pedestrian facility.

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49. Further details of consultation feedback and Project Team responses can be found in Attachment 3 'Summary of Consultation'.
50. The Plans for Board Approval (see Attachments 1 & 2) show changes made to the plans as a result of consultation.
51. A letter has been sent to all respondents informing of the summary of consultation, and the next stage of the process.
52. The cycle lane component of this project is now classified as a "Special Vehicle Lane" under Transport Legislation. The Local Government Act requires consultation to be undertaken using the Special Consultative Procedure because the Traffic and Parking Bylaw 2008 needs to be amended to add cycle lanes to schedule 2 of the bylaw. However these requirements were not at clear the time consultation was carried out for this project.
53. The situation is not unique to this project, and there are a number of existing cycle lanes around the City in a similar position. Staff are currently working with the Council's legal team to identify and define the process to address any existing Special Vehicle Lanes in this situation, as well as future cycle lanes, by using the special consultative procedure.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Approve the plans shown in Attachment 1 'St Martins Road (Wilsons Road-131 St Martins Road) Street Renewal Project- Plan for Board Approval' and Attachment 2 'Ensors Road Pedestrian Facility- Safety Improvement Project- Plan for Board Approval' to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions:

Existing No Stopping:

- (i) That all existing no stopping resolutions on the northern side of St Martins Road from Wilsons Road to #149 St Martins Road be revoked.
- (ii) That all existing no stopping resolutions on the southern side of St Martins Road from Wilsons Road to #100 St Martins Road be revoked.
- (iii) That all existing no stopping resolutions on the western side of Ensors Road from St Martins Road to #1 Ensors Road be revoked.
- (iv) That all existing no stopping resolutions on the eastern side of Ensors Road from St Martins Road to #6 Ensors Road be revoked.

New No Stopping:

- (v) That the stopping of vehicles be prohibited any time on the northern side of St Martins Road commencing at its intersection with Wilsons Road and extending in an easterly direction for a distance of 31 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Wilsons Road and extending in a easterly direction for a distance of 26 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of St Martins Road commencing at its intersection with Wilding Street and extending in a westerly direction for a distance of 18 metres.

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- (viii) That the stopping of vehicles be prohibited at any time on the northern side of St Martins Road commencing at its intersection with Wilding Street and extending in an easterly direction for a distance of 14 metres.
 - (ix) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Prossers Road and extending in a westerly direction for a distance of 18 metres.
 - (x) That the stopping of vehicles be prohibited at any time on the southern side of St Martins Road commencing at its intersection with Prossers Road and extending in an easterly direction for a distance of 13 metres.
 - (xi) That the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a southerly direction for a distance of 25 metres.
 - (xii) That the stopping of vehicles be prohibited at any time on the eastern side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a northerly direction for a distance of 59 metres.
 - (xiii) That the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Fifield Terrace and extending in a southerly direction for a distance of 47 metres.
 - (xiv) That the stopping of vehicles be prohibited at any time on the western side of Ensors Road commencing at its intersection with Fifield Terrace and extending 28 metres in a northerly direction for a distance of 28 metres.
- (c) Approve a special vehicle lane, specifically a "cycle lane" which restricts the lane for use of bicycles in the following locations:

Cycle lane:

- (i) On the northern side of St Martins Road, adjacent to the kerb, commencing at its intersection with Wilsons Road, and extending in an easterly direction for distance of 42 metres.
- (ii) On the northern side of St Martins Road, adjacent to the parking lane, commencing at a point 42 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance of 386 metres.
- (iii) On the northern side of St Martins Road, adjacent to the kerb, commencing at a point 428 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance 60 metres.
- (iv) On the northern side of St Martins Road, adjacent to the parking lane/island, commencing at a point 488 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction to its intersection with Fifield Terrace.
- (v) On the western side of Ensors Road, adjacent to the kerb, commencing at its intersection with Fifield Terrace, and proceeding in a northerly direction for distance of 26 metres.
- (vi) On the western side of Ensors Road, adjacent to the parking lane, commencing at a point 26 metres north of its intersection with Fifield Terrace, and proceeding in a northerly direction for a distance of 36 metres.
- (vii) On the southern side of St Martins Road, adjacent to the kerb, commencing at its intersection with Wilsons Road, and proceeding in an easterly direction for 26 metres.

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- (viii) On the southern side of St Martins Road, adjacent to the parking lane, commencing at a point 26 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction for a distance of 476 metres.
- (ix) On the southern side of St Martins Road, adjacent to the kerb, commencing at a point 502 metres east of its intersection with Wilsons Road, and proceeding in an easterly direction to its intersection with Fifield Terrace.
- (x) On the eastern side of Ensors Road, adjacent to kerb, commencing at its intersection with Fifield Terrace, and proceeding in a northerly direction for 62 metres.

BOARD RECOMMENDATION

The Board decided to **recommend** the staff recommendation to Council subject to staff checking with the Council's Legal Services Unit regarding clause 3 (cycle lane) prior to the report going to Council.

Staff Note: Approve in principle, cycle lanes in the following locations (through a Special Consultative Procedure, these lanes will be formally added to the second Schedule of the Traffic and Parking Bylaw).

BACKGROUND (THE ISSUES)

- 54. St Martins Road and Ensors Road are located in the Spreydon/Heathcote Community Board area.
- 55. St Martins Road and Ensors Road are classified as minor arterial roads in the Council's roading hierarchy.
- 56. St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project was previously programmed for construction as part of the kerb and channel renewal programme in the 2006/07 financial year, but a reduction in funding and subsequent reprioritisation resulted. It is now is programmed for construction in the 2008/09 financial year.
- 57. Ensors Road Pedestrian Facility- Safety Improvement Project is programmed for construction in the 2008/09 financial year.
- 58. The Land Transport Crash Analysis System shows that for the length of St Martins Road and Ensors Road between Wilsons Road and Fifield Terrace, there have been 18 crashes recorded for the five year period 2002-2007.
- 59. Refer to the Consultation Fulfilment section of this report for consultation details, and Attachment 3 'Summary of Consultation'.

THE OBJECTIVES

60. (a) **St Martins Road (Wilsons Road- 131 St Martins Road) Street Renewal Project**

The initiating aim of the project is to renew the kerb and channel on both sides of St Martins Road from Wilsons Road to 131 St Martins Road. The objectives of the project are as follows:

- Replace the existing kerb and dish channel with kerb and flat channel;
- Improve street drainage in order to eliminate flooding during heavy rainfall events;
- Improve safety for pedestrians, cyclists and vehicles;
- Evaluate, and if practical, implement measures to correct parking issues associated with the local schools;
- Maintain adequate street lighting;
- Maintain minor arterial road function.

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(b) **Ensors Road Pedestrian Facility- Safety Improvement Project**

The initiating aim of the project is to install a crossing facility across Ensors Road in the vicinity of Fifield Terrace for school students. The objectives of the project are as follows:

- Provide pedestrians with a safer means of crossing Ensors Road in the vicinity of Fifield Terrace, in particular students of Te Kura Whakapumau I Te Reo Tuuturu Ki Waitaha School and St Marks School;
- Crossing design must cope with large numbers safely;
- Minimise loss of on-street parking;
- Ensure street lighting is provided;
- Maintain existing levels of service for other road users including cyclists;
- Maintain minor arterial road function.

THE OPTIONS

61. (a) **St Martins Road (Wilson's Road- 131 St Martins Road) Street Renewal Project**
Four options including status quo were considered for comparison.

(b) **Ensors Road Pedestrian Facility- Safety Improvement Project**
Five options including status quo were considered for comparison.

THE PREFERRED OPTIONS

62. (a) **St Martins Road (Wilson's Road- 131 St Martins Road) Street Renewal Project**

Option 3

Option 3 includes:

- Replacement of existing kerb and dish channel with kerb and flat channel
- Full reconstruction of the carriageway
- 14 metre wide carriageway along its length (excluding traffic calming treatments)
- 3.2 metre wide traffic lanes
- Threshold treatment at the Wilding Street intersection comprising a 7.9 metre wide cobblestone and landscape entrance
- Threshold treatment at the Prossers Road intersection comprising a 7 metre wide cobblestone and landscape entrance with kerb build outs
- 2 metre wide kerbside parking space where possible
- 1.8 metre wide on road cycle lanes
- 1.7 metre- 2 metre wide footpaths
- 1 metre- 1.8 metre wide grass berms
- The removal of all existing street trees due to poor form and condition. New trees to be planted- Dogwood
- Landscaping at intersections to comprise Large Leafed Kowhai and low groundcover plants
- Some vegetation overhanging footpaths to be removed
- Concrete apron to enlarge the roundabout central island at St Martins Road

Note: Undergrounding of overhead services is currently underway for this section of St Martins Road. Street lighting will be upgraded as part of this.

(b) **Ensors Road Pedestrian Facility- Safety Improvement Project**

Option 4

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Option 4 includes:

- Pedestrian island and 2 metre wide kerb build out south of the Fifield Terrace intersection
- Flush painted median and traffic island to the north of the Fifield Terrace intersection
- 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).

OTHER OPTIONS

63. (a) St Martins Road (Wilson's Road- 131 St Martins Road) Street Renewal Project

- (i) Option 2
As per Option 3 with the exception of a 2 metre wide flush median for the length of the project.
- (ii) Option 1- Maintain the Status Quo
This option maintains the existing road layout.

(b) Ensors Road Pedestrian Facility- Safety Improvement Project

- (i) Option 2
 - Two 2 metre wide build outs
 - 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).
- (ii) Option 3
 - Pedestrian island and flush painted median to the north of the Fifield Terrace intersection.
 - 1.8 metre wide on road cycle lanes commencing at a point to the north of the Fifield Terrace intersection, and extending south to 131 St Martins Road (to link to the proposed St Martins Road cycle lanes).
- (iii) Option 1- Maintain the Status Quo
This option maintains the existing road layout.

ASSESSMENT OF OPTIONS

ST MARTINS ROAD (WILSONS ROAD- 131 ST MARTINS ROAD) STREET RENEWAL PROJECT

The Preferred Option

64. Option 3

- (a) Option 3 meets all of the project objectives and is consistent with the Capital Programme in the 2006/2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
- (b) The existing kerb and dish channel will be replaced with kerb and flat channel on St Martins Road from Wilsons Road to 133 St Martins Road, and the carriageway will be fully reconstructed for the length of the project. New footpaths will be constructed on both sides of the road.
- (c) The street drainage will be upgraded to minimise and/or eliminate flooding during heavy rainfall events.

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- (d) Currently St Martins Road has a high demand for on street parking during peak school hours, in particular between Wilsons Road and Prossers Road. This option sees the removal of five parking spaces in total; at the northern side from 105 and 107 St Martins Road at the Wilding Street intersection, at the southern side at the kerb build out at the Prossers Road intersection, and at 87 St martins Road. These treatments will improve visibility for pedestrians and vehicles at these intersections. A study of parking requirements has been undertaken and shows that the parking capacity provided in this option will adequately cater for the existing demand.
- (e) A street lighting upgrade will be carried out as part of the undergrounding of overhead services prior to the street renewal project.
- (f) The introduction of the cycle lanes, flush median and intersection treatments ensures that the current speed environment and level of service is maintained while making it safer for cyclists and pedestrians.
- (g) Road markings will introduce some deflection for vehicles approaching the Wilsons Road roundabout, with the aim of slowing their approach to the intersection. A concrete apron will be constructed to enlarge the central island and increase the vehicle deflection, while maintaining proper right hand turns for buses.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: \$941,700 including fees and contingencies.
Extent to which community outcomes are achieved:		
Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.		
Impact on the Council's capacity and responsibilities:		
Minimal impact on the Council's capacity and responsibilities to undertake its functions.		
Effects on Maori:		
No specific effects on Maori identified.		
Consistency with existing Council policies:		
Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.		
Views and preferences of persons affected or likely to have an interest:		
As detailed in the Consultation Fulfilment section.		
Other relevant matters:		
No other relevant matters identified.		

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Maintain the Status Quo

65. This option does not meet any of the project objectives and does not meet the requirements of asset renewal. It has therefore not been selected as the preferred option.

	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction.	
Cultural		
Environmental		
Economic	No outlay of capital cost.	Increasing maintenance costs.
Extent to which community outcomes are achieved:		
N/A		
Impact on the Council's capacity and responsibilities:		
Increase in maintenance for deteriorating kerb and channel, and carriageway asset.		
Effects on Maori:		
No specific effects on Maori identified.		
Consistency with existing Council policies:		
Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.		
Views and preferences of persons affected or likely to have an interest:		
As detailed in Consultation Fulfilment section.		
Other relevant matters:		
No other relevant matter identified.		

Other Option66. **Option 2**

- (a) This option has not been selected as it does not adequately address the parking issues as outlined in the project objectives.
- (b) The implementation of the 2.0 metre wide flush median would result in the reduction of 35 parking spaces.

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	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: Broadly similar to the Preferred Option.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>See Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

ENSORS ROAD PEDESTRIAN FACILITY- SAFETY IMPROVEMENT PROJECT**The Preferred Option****67. Option 4**

- (a) This option meets all the aims and objectives of the project.
- (b) The pedestrian island, kerb build out and traffic island narrows the road width pedestrians have to cross. It improves visibility both for motorists of pedestrians and vice versa, provides a central median to enable pedestrians to cross in two stages, and improves crossing safely both north and south of the intersection with Fifield Terrace.
- (c) It is anticipated the island will accommodate a larger numbers of student (up to approximately 15 people).
- (d) The removal of parking spaces has been minimised while still providing a safe and effective road layout.
- (e) The bus stops remain unchanged, and an on road cycle lane is proposed to link into the proposed cycle facilities on St Martins Road to the south. The introduction of the cycle lanes and road markings ensures that the current speed environment and level of service is maintained, while making it safer for cyclists and pedestrians.

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- (f) Lighting will be upgraded to meet existing standards.

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on the social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: \$52,800 including fees and contingencies.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		

Maintain the Status Quo

68. This option does not achieve any improvement to the existing pedestrian situation or safety in the area. It has therefore has not been selected as the preferred option.

1 Cont'd

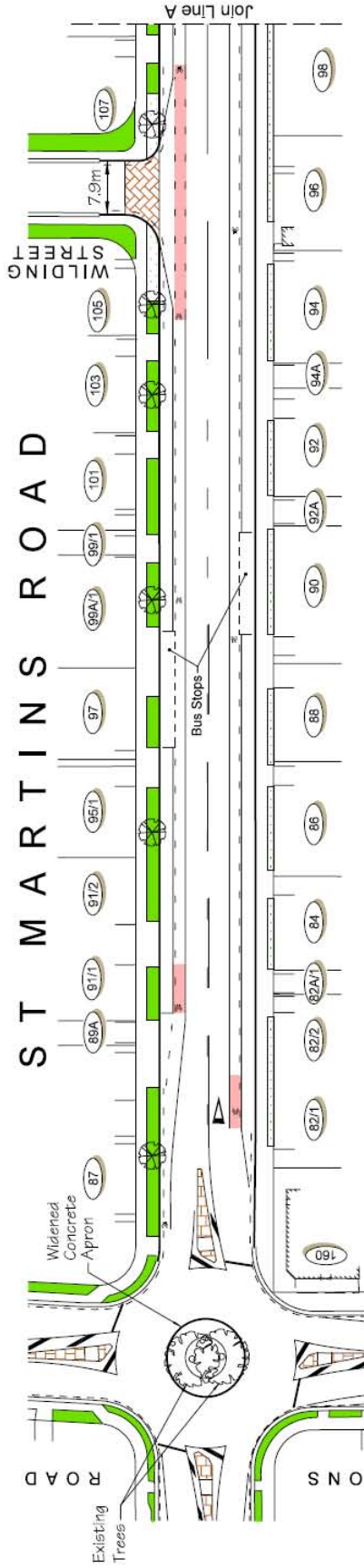
	Benefits (current and future)	Costs (current and future)
Social	No short term disruption during construction.	
Cultural		
Environmental		
Economic	No outlay of capital cost.	
<p>Extent to which community outcomes are achieved:</p> <p>Does not achieve community outcomes.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Identified safety issue not improved.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No others relevant matters identified.</p>		

Other Option69. **Option 3**

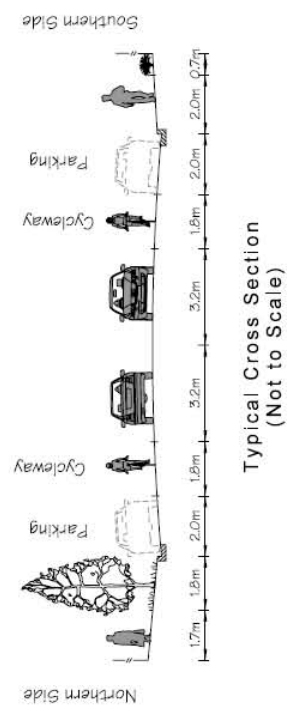
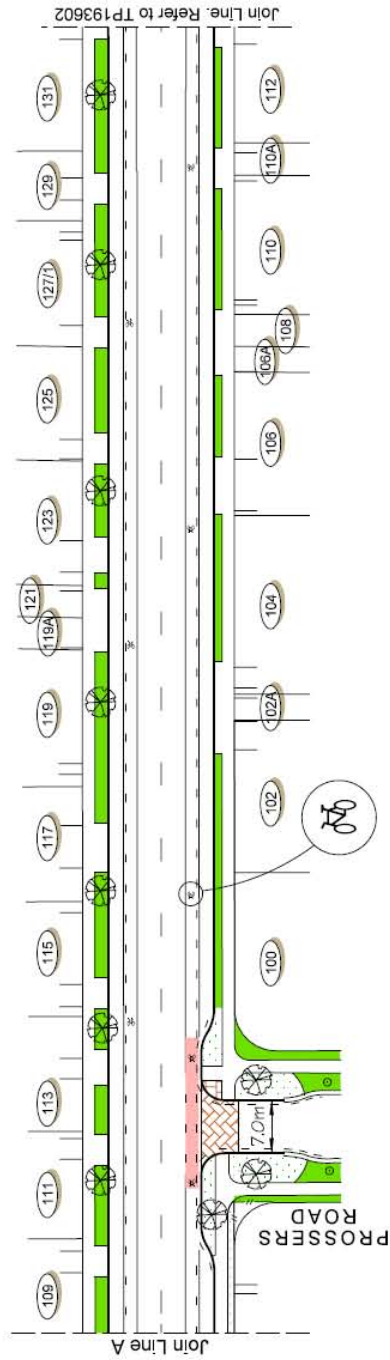
While Option 3 meets four out of five project aims and objectives, it does result in the loss of approximately 6 parking spaces (in addition to the loss of parking on the bridge), and is further away from pedestrian desire lines and has therefore not been selected as the preferred option.

1 Cont'd

	Benefits (current and future)	Costs (current and future)
Social	Positive impact on social, cultural, environmental, and economic wellbeing of the community.	
Cultural	As above.	
Environmental	As above.	
Economic	As above.	Cost estimate: Broadly similar to the Preferred Option.
<p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p>		



ST MARTINS ROAD



KEY

	Existing Kerb		Proposed Tree
	Proposed Kerb		Cyclane
	No Stopping		Grass
	Landscape Planting		Cobblestones

SCALE (m)

0 10 20 30



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ST MARTINS ROAD (Wilson's Road - 131 St Martins Road)
Street Renewal Project
For Board Approval

Original Plan Size: A3
ISSUE 4 16/06/08
TP189801 MJR

11. 9. 2008

Spreydon/Heathcote Community Board 15.7.2008

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Original Plan Size: A3
 ISSUE.4 16/06/08
 TP193602 MJR

ENSORS ROAD - (Pedestrian Facility)
 Safety Improvements Project
For Board Approval



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Summary of Consultation

Issues raised by respondents during the consultation process included the following (Project Team responses in italics):

Trees & Landscaping:

- Trees should be planted so they don't compete with existing mature trees.

The proposed Dogwood trees have been selected and located with this in mind, and will not conflict with existing trees.

- Why North American trees when there is a good opportunity to plant natives? What about other tree species?

Dogwood trees are an Asian variety and are considered well suited to the conditions. Previous citywide feedback on tree planting indicates mixed support for native only planting.

- Would be nice if the Council would offer trees for inside property boundaries.

The proposed trees are for planting on legal road only. Planting on private property is the property owners' responsibility.

- Deciduous trees drop leaves and block gutters.

Deep dish channels are being replaced. Dogwood tree leaves break down easily.

- Concern over possible visibility issues out of driveways

Dogwood trees provide good visibility between branches. Lower limbs will be removed.

- Tall trees and shrubs at roundabouts considered a bad idea. Are the trees at the roundabout to be removed? They are beautiful in all seasons. Hope they can remain.

The trees and shrubs at the roundabout are to remain. In addition to their appearance, they are in place to improve safety by reducing visibility and therefore slowing entry speeds of vehicles.

- Request that the trees are not grafted males. I understand these trees contribute to pollen problems.

The trees selected have male and female flowers, therefore this isn't an issue.

- Request for a tree outside 113 St Martins Road.

A tree has been added to the plan.

- Prefer Dogwood or something more attractive than Kowhai at the intersections.

Dogwoods are to be planted at the Prossers Road and Wilding Street intersections.

- Is there any way the existing street trees could be saved?

All existing street trees were individually inspected by an arborist for their overall condition and structural integrity. 18 of the 26 trees were classed as being in 'poor condition' while the remaining 8 were classed as 'fair' or average condition. 21 of the trees were affected by either bark damage, root deformation (girdle), crown damage, diseases and/or appear stagnant. Most of the trees are considered to be in such poor and vulnerable condition that the proposed construction work is likely to increase the decline rate further. All street trees are therefore recommended to be removed, and replaced with Dogwood trees following the construction of a suitable growing environment.

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1 Cont'd

- Would prefer if the tree outside 115 St Martins Road could be saved in the kerb.

See above. Arborist advises this tree is in a 'fair' condition and has a life expectancy of up to 10 years.

- Why are trees only to be planted on the northern side? Request for trees on the southern side.

Planting on the northern side of St Martins Road is preferred from a shading perspective, and due to the availability of space behind the kerb.

- Believed that the tree outside 98 St Martins Road is in good condition.

Arborist advises that the tree is resting on the kerb and needs replacing.

- Some hedges are required to be trimmed back

The Council Arborist will contact property owners in locations where hedges are required to be trimmed.

- Would like the grass berm by the fence line.

This does not appear to be the majority view.

- Would like red roses at the Prossers Road / St Martins Road intersection

Carpet roses to be planted as the intersection landscaping.

- Native plantings at intersections.

See above. Carpet roses considered appropriate in this location.

- Amount of grass outside 107 St Martins Road.

A section of grass berm has been replaced by landscaping outside 107 St Martins Road.

Road Layout:

- Does the proposal overly increase space available to parkers, pedestrians, cyclists in relation to safer use for motor traffic?

Lane widths are adequate for through traffic. Design has to also consider the safety of other road users.

- Why is the road offset? The available space should be evenly shared.

The road layout attempts to balance competing requirements within the space available. Wider berms on the northern side of St Martins Road have been provided to allow for trees to be planted (planting on the northern side of St Martins Road is preferred from a shading perspective. Additional footpath width on the southern side is provided to increase pedestrian safety and capacity, in particular for school pupils.

Road Surface:

- Prefer the road surface to be quiet - asphalt instead of chip seal.

The road surface is to be chip seal due to cost of asphalt.

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1 Cont'd

Lighting/Poles:

- A number of respondents raised specific lighting and pole issues.

These issues will be investigated at the detailed design stage.

Prossers Road Intersection:

- Problems of traffic banking up waiting for vehicles turning right into Prossers Road. Suggest a no parking area outside 113 St Martins Road.

New road layout will improve this situation as cycle lane provides additional space. Removal of parking not considered necessary.

- Kerb build out at Prossers Road could impede turning traffic. Questioned the radius of the Prossers Road corner.

This is a standard arterial road/local road intersection treatment which has been designed to reduce vehicle turning speeds.

- Suggest threshold be raised further to discourage traffic and speed down Prossers Road.

Not considered necessary. Standard arterial road/local road intersection treatment.

- Suggest a Give Way control at Prossers Road.

Not considered necessary. Standard arterial road/local road intersection treatment does not include a Give Way in these situations.

- The truck sign going into Prossers Road to be repositioned.

This will be investigated as part of the detailed design stage.

Wilding Street Intersection:

- Why not a threshold treatment similar to Prossers Road?

Wilding Street does not have the same through traffic issues as Prossers Road.

Drainage:

- A number of respondents raised specific drainage issues.

These will be resolved by the construction of flat channel and additional drainage.

Road Levels:

- Height of kerb and channel needs raising.

Will be resolved in the detailed design stage.

- Camber on road too steep for getting caravan/trailer out at 109 St Martins Road.

Will be resolved in the detailed design stage.

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1 Cont'd

Construction Phase:

- Concern that plans be made for parents of Hillview Christian School pupils parking on St Martins Road during construction to minimise disruption.

Parents will be encouraged to use Wilsons Road during the construction phase. Council staff to discuss this with Hillview Christian School closer to construction.

Vehicle Speed:

- Ongoing concern is the traffic speed day and night. Buses travel very fast and this is dangerous. Can we have signs reminding of the speed limit?

Speed signage is not repeated except where there is a change in speed limit. Cycle lanes narrow the traffic lane and visually narrow the road which should improve speed issues.

- No indication on plan how it will stop speeding along this stretch of road. If anything, it is making it more visually open- this will encourage people to speed.

As above. Cycle lanes narrow the traffic lane and visually narrows the road which should improve speed issues. The pedestrian island and kerb build out will have a similar effect.

Roundabout:

- Can buses negotiate the proposed radius?

Yes- buses will drive over the concrete apron.

Pedestrian (Various):

- A pedestrian facility near Prossers Road would be very useful. No safe crossing between Prossers Road and Ensors Road. Have long delays to cross in the morning. Currently a dangerous exercise.

Original scheme included this pedestrian facility, however the Community Board preferred an option with more on street parking. Pedestrian facility in place at the Wilsons Road intersection. Kerb build out at Prossers Road incorporates a crossing point which will assist.

Ensors Road Pedestrian Facility:

- Through traffic east of Fifield Terrace- there are blockages at peak times here due to rail crossing and signals at Brougham Street Expressway, beyond Opawa Road.

This is a result of factors outside of the control of this project.

- St Marks School and Rudolph Steiner School vehicle traffic at peak times use this intersection to turn.

It is considered the flush median provides improved space and options for vehicles turning into Fifield Terrace.

- Issues with overhanging vegetation at Fifield Terrace off road path.

A request has been made to trim this section, particularly in the area of the path

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1 Cont'd

- Consider 'no right turn' into Fifield Terrace from Ensors Road. If not, is there sufficient room for cars and trucks to turn without blocking through traffic and endangering users of the pedestrian facility?

The flush median will provide space for up to two right turning vehicles to queue without impeding through traffic. In addition, the northbound traffic lane and cycle lane provides a total width of 5 metres. At slow speed this provides adequate room for through vehicles to pass a queued vehicle using the cycle lane, provided that the right turning vehicle is close to the island.

- Reflectors on pedestrian island so it is visible in fog.

Reflectors and signage will be installed to assist.

- When walking along Fifield Terrace from either direction using the footpath, the line of the footpath takes you across Ensors Road on the north side of the bridge.

This is correct, however the location of the crossing was based on the existing desire line determined by pedestrian counts. This showed that apart from St Marks School traffic during the first 6 weeks of the first term, the majority of pedestrians crossed at the bridge. Additionally, it is desirable to have the crossing as close as possible to the bus stops. The project team has worked with St Marks School to enhance the usability of the crossing point used by them. This has resulted in the proposed splitter island being moved approximately 20 metres north, so that the crossing point used by the school is protected by the two islands.

- Would have to cross 3 roads to walk my children to St Marks School.

See above.

- Reservations about locating the pedestrian facility on the bridge. Pedestrians will be required to cross Fifield Terrace twice to remain on the north side, as well as Ensors Road.

See above.

- Pedestrian facility should be located in line with Fifield Terrace on the north side- pedestrians would then only have Ensors Road to cross.

See above.

- If this goes ahead someone will be seriously injured or killed. For anyone to cross under the proposal they will have to cross at least one road (especially on the south side) before crossing. If they are walking down Fifield Terrace it would mean having to cross 3 roads. The bend and the bus stop on St Martins Road make crossing hazardous on the bridge. Will not allow my children to cross here, but if a location has to be chosen the best would be on the corner of Ensors Road and Fifield Terrace.

As per response above. However it should be noted that the only other practical solution at this location is kerb build outs on both sides of Ensors Road. This is a far less satisfactory solution for small numbers of the young and elderly crossing an arterial road, because they need to find a gap in both directions of traffic- there would be no centre refuge. A centre refuge is not practical in this location with two kerb build outs because it would interfere with turning traffic, and is less than ideal for the large classes of St Marks School pupils crossing with their teacher.

- Position on the bridge is closer to the corner, less time to react to fast moving traffic on St Martins Road travelling towards Ensors Road than at the splitter island- positions of the pedestrian island and splitter island should be reversed.

Visibility checked and found to be sufficient. In addition the crossing distance is reduced by the addition of a build out on the northwest side of the bridge. Visibility will be better than currently available because of the additional no stopping lines between the corner and the crossing.

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1 Cont'd

- You will not slow the traffic down; it's just a stretch of road that's great for gathering up speed downhill and around a corner.

The installation of islands and the narrowing of traffic lanes are found to have a traffic calming effect.

- Very close to the bus stop.

This is intentional to provide a facility for bus users as well.

- Concerns over the placement of the traffic island on the northern side of the Ensors Road pedestrian facility. I have a 10.5 metre long vehicle and I often turn right from Ensors Road and Fifield Terrace. The traffic island would obstruct my approach to turn right, causing me to part block Ensors Road. A painted median would direct traffic flow for the pedestrian facility. A splitter island may also encourage pedestrians to use this instead of the main facility. Also after work there is more than one car turning right. The splitter island is squarely in the way.

These concerns have been mitigated, at least partially, by moving the island 20 metres to the north.

- Don't think it necessary for a splitter island but perhaps flashing lights (like those outside the Civic Offices) would be of benefit to motorists as they come around the bend.

The flashing lights outside the Civic Offices are a trial that, as yet has not been approved for use elsewhere. It is also intended for use on a busy formal pedestrian crossing (zebra crossing). The numbers crossing in this area are not high enough to warrant a zebra crossing.

- In this area we have many motorised wheelchairs so this needs to be taken into consideration.

The crossing facility will have kerb cut downs suitable for prams and wheelchairs, and the pedestrian island will have room for these people to wait safely.

Other:

- Is the boundary of 98 St Martins Road rounded? (Prossers Road intersection)

Yes, however there is no intention to return to legal boundary as part of this project.

In addition to the above, a number of other issues outside of the project scope were raised, and where applicable these have been forwarded to the relevant Council Officer for investigation.

PART B - REPORTS FOR INFORMATION



2. DEPUTATIONS BY APPOINTMENT

2.1 Molten Media

Molten Media spokesperson Cora Baillie outlined the work of the computer recycling centre and the pioneer work it undertakes in the field of computer and other electronic waste recycling. She raised the need for further development of the work of the centre particularly in relation to minimising and dealing with the volume of computer waste in our community. Discussion followed on how the Board might assist with the work of the centre.

The Board **decided** to request that a staff member, together with a Board member work with Molten Media to explore ways in which partnership work might be undertaken.

2.2 Loretta Faulkner and Peter Gould

Loretta Faulkner and Peter Gould presented a submission on behalf of residents opposing any changes to the Centaurus/Vernon/Rapaki Road intersection and any resultant change in the bus turning point as a result of these proposed changes.

3. PETITIONS

The Board accepted four petitions tabled by residents of Bishopsworth Avenue, Grange Street (2), Aynsley Terrace with regard to the deputation opposing changes to the Centaurus/Vernon/Rapaki Intersection in the vicinity of Aynsley Terrace.

4. NOTICES OF MOTIONS

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S REPORT

The Board **received** information from the Community Board Adviser covering upcoming meetings and events.

8. BOARD MEMBERS INFORMATION EXCHANGE

Mention was made of the following matters:

- Maori language week.
- List of tracks and the status of each on page 37 of the report regarding natural High Limited in relation to the question of how the status of these roads might be changed namely Kennedy's Bush Track, Worsleys Track, Rapaki Track, Bridle Path Track and the Captain Thomas Track.

9. HILLMORTON HOSPITAL RESERVE

The Board received a report on the Hillmorton Hospital Reserve and the process for public consultation, as requested at their 6 June 2008 meeting.

The Board **decided** that:

- (a) staff should continue with consultation on the Hillmorton Hospital Reserve proposals and then report to the Community Board, in line with the current practice for development of reserves and the consultation plan should recognise the historical value of the site.
- (b) Classification of the reserve be carried out later, in association with the preparation of an umbrella management plan for all of the City's garden and heritage parks, on which work will commence in the 2008-9 financial year.

10. AYNSLEY TERRACE/CENTAURUS ROAD/RAPAKI ROAD/VERNON TERRACE INTERSECTION – TRAFFIC AND SAFETY ISSUES

The Board **received** a report on the outcomes of the traffic management study undertaken to address traffic and pedestrian concerns at the Aynsley Terrace/Rapaki Road/Vernon Terrace intersection and the costs, budget provision, and priority implications for proceeding with any recommended works.

The Board **decided** to request that Council staff give priority to finding a comprehensive solution to, and report to the Board, on the following:

- (a) Safety matters.
- (b) Bus routes / bus turning in liaison with ECan.
- (c) Cycle lane / pedestrian crossings and Island(s).
- (d) The resolution in the Annual Plan regarding traffic matters in the area.
- (e) Concerns of all residents in the area particularly those expressed at Board meetings in 2008.
- (f) Anticipated increased traffic associated with the development of Montgomery Spur Reserve.

The Board ask ECan to consider extending the term of the current contract of the bus No. 66 route to enable a comprehensive traffic management plan as forecast through the Councils Annual Plan decision to be created. That ECan review the No. 28 bus route at that time to ensure a consistent approach

**PART C - REPORT ON DELEGATED DECISIONS
TAKEN BY THE BOARD**

11. APPLICATION FOR FUNDING TO THE SPREYDON/HEATHCOTE 2008/09 YOUTH ACHIEVEMENT SCHEME – ELLIOT NOBLE

The Board considered a report seeking the Board's approval for an application for funding from the 2008/09 Spreydon/Heathcote Youth Achievement Scheme.

The Board **resolved** to allocate \$500 from the 2008/09 Youth Achievement Scheme to Elliot Noble, for assistance with travel to Perth as a member of the NZ U16 basketball team.

12. HUNTER TERRACE – PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking the Board's approval to install no stopping restrictions on the south side of Hunter Terrace between Colombo Street and the Heathcote River.

The Board **resolved** to approve that:

12 Cont'd

- (a) the stopping of vehicles be prohibited at any time on the south side generally of Hunter Terrace commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 210 metres, then continue to the south for a further 6 metres, subject to point (b) below.
- (b) staff be requested to prepare a report with recommendations on the matter of additional car parking space for disabled persons and general parking in the South Library car park. That the inclusion of a gravel pathway between the reserve land (former the Hunter Terrace) and the South Library building entrances be explored.

13. NATURAL HIGH LIMITED – COMMERCIAL RECREATION PROVIDERS LICENCE APPLICATION

The Board considered a report seeking the Board's approval to issue a Licence to Natural High Limited to use the Council's existing bike tracks on the Port Hills for mountain bike tours.

STAFF RECOMMENDATION

It is recommended that:

- (a) Pursuant to Sections 54(1)(d) and 56(1)(b) of the Reserves Act 1977 the Board consents to the granting of a Licence to Natural High Limited to operate a guided mountain bike tours business for a period of five years using the Council's existing mountain bike tracks on the land described in the Schedule below:

SCHEDULE

Name	Legal Description	Certificate of Title	Reserve Status
Marley Hill Reserve	Lot 1 DP 83864	CB 48C/718	Scenic Reserve
Victoria Park	Rural Section 41112 Part Lot 1 DP 28705 Part RS 11170	Gazette 1969 p. 1429 Identifier 161613 Gazette 1984 p. 14	Recreation Reserve Recreation Reserve Scenic Reserve
Bowenvale Track (including Traverse Track)	Lot 1 and Part Lot 3 DP 28705	Identifier 161613	Recreation Reserve

- (b) The Application is subject to:
 - (i) public notification under the Reserves Act 1977 and no sustainable objections being received.
 - (ii) the approval of the Department of Conservation being obtained.
 - (iii) the applicant meeting all costs associated with the granting of the Licence.

BOARD RECOMMENDATION

The Board **resolved** that:

- (a) Pursuant to Sections 54(1)(d) and 56(1)(b) of the Reserves Act 1977 the Board consents to the granting of a Licence to Natural High Limited to operate a guided mountain bike tours business for a period of five years using the Council's existing mountain bike tracks on the land described in the Schedule below:

13 Cont'd

SCHEDULE

Name	Legal Description	Certificate of Title	Reserve Status
Marley Hill Reserve	Lot 1 DP 83864	CB 48C/718	Scenic Reserve
Victoria Park	Rural Section 41112 Part Lot 1 DP 28705 Part RS 11170	Gazette 1969 p. 1429 Identifier 161613 Gazette 1984 p. 14	Recreation Reserve Recreation Reserve Scenic Reserve
Bowenvale Track (including Traverse Track)	Lot 1 and Part Lot 3 DP 28705	Identifier 161613	Recreation Reserve

(b) The Application is subject to:

- (i) public notification under the Reserves Act 1977 and no sustainable objections being received.
- (ii) the approval of the Department of Conservation being obtained.
- (iii) the applicant meeting all costs associated with the granting of the Licence.

Subject to the staff reporting back to the Board via memorandum by the 1 August Board meeting and the Board being satisfied on the following matters:

- (i) the addition of a condition in the licence requiring negotiation between the Council (Park Rangers) and Natural High Limited with regard to access to the tracks following wet weather. (concerns were noted regarding wheel ruts created following rain)
- (ii) that suitable parking arrangements for the operator when using/accessing the tracks be made before issuing the operating licence.
- (iii) the location of start/stop points on the tracks for access.

Further, that the operator be invited to speak to the Board at the next meeting.

14. YOUTH IN LOCAL GOVERNMENT CONFERENCE 2008

The Board considered a report seeking the Board's approval for funding a Board member or members to attend the Youth in Local Government Conference in Christchurch from 6 to 8 October 2008 and **resolved** not to fund a member to attend.

The meeting concluded at 7.45pm.

CONSIDERED THIS 19TH DAY OF AUGUST 2008

**PHIL CLEARWATER
CHAIRPERSON**