

NOTICE IS HEREBY GIVEN THAT THE MONTHLY MEETING OF THE OPERATIONS COMMITTEE, WILL BE HELD IN THE COUNCIL CHAMBERS, 29 CIVIC AVENUE, GORE, ON TUESDAY 11 SEPTEMBER 2007, FOLLOWING THE EXTRAORDINARY COUNCIL MEETING

**Steve Parry
CHIEF EXECUTIVE**

5 September 2007

A G E N D A

1. Operations Bulletin
(Page 1)
2. Grass Plots – Pomona Street
(Pages 2-9)
3. Proposed Road Name Change – Section of Railway Esplanade
(Pages 10-11)
4. Proposed Road Name Change – Flood Channel Road
(Pages 12-13)

OPERATIONS COMMITTEE AGENDA

SEPTEMBER 2007

1. OPERATIONS BULLETIN

The Operations Bulletin containing reports from the Visitor Information Centre, District Arts and Heritage Curator, Library Manager, Aquatic Services Manager, Parks and Recreation Manager, Roading Manager, Asset Manager, Utilities and the Animal Control Contractor, is enclosed with the agenda.

RECOMMENDATION

THAT the Operations Bulletin be received.

2. GRASS PLOTS – POMONA STREET

(Memo from the Roading Manager – 03.09.07)

Purpose

This report provides a response to a petition received by the Council requesting the removal of grass verge plots, and their replacement with widened seal in Pomona Street, Gore. A copy of the petition is attached, together with an aerial photograph.

Background

Pomona Street is a sealed road in Gore township. It is classified as a local road in the planning hierarchy. Currently Pomona Street has grass plots between the edge of the sealed road and the kerb and channel. The Council has provided street trees at intervals on the grass plots along both sides of Pomona Street. The maturity of the street trees varies from several years to +60 years.

Mowing and other maintenance of the grass plots is currently the adjacent property owner's responsibility which they almost unanimously undertake without complaint. Maintenance of the street trees is carried out by the Council's Parks and Reserves department.

During the past, several of the grass plots have been replaced with gravel or seal in both streets. These have been replaced at the request of and by the adjacent property owners at their own cost and with the approval of the Council.

The position taken by the Council in the past and which still continues to the present day is that replacement of the grass plots with hardstand for parking is generally approved, but that the construction must meet the Council's specifications and it be fully funded by the property owner.

Current Situation

The request contained in the petition from some Pomona Street residents petition highlights an issue which is much broader than just the treatment of this particular street.

Serious consideration needs to be made by the Council in consultation with the public regarding the desired future streetscape of all urban areas in the Gore District before decisions on further significant changes to the treatment of individual streets is allowed.

A formal policy needs to be formulated by the Council as a result of the abovementioned consideration and consultation so that all future changes will be guided by the policy to maintain or, where appropriate, improve the streetscapes in the district in a coordinated and planned manner.

There is a significant danger that if individual unconnected decisions are made regarding streetscape changes then the ability to maintain or enhance our urban environment will be compromised potentially irreversibly.

The cheapest solution to problems such as the Pomona Street situation or the solution which seems most expedient from a utility point of view such as suggested by the petitioners may or may not be appropriate. Removal of the grass and trees and replacing them with extra width sealed road will be difficult, costly and slow to reverse if the residents come to the realisation after completion that the works have actually made their street a less safe, pleasant and desirable street to live in. This could easily occur if the traffic volumes and speeds increase with the increase in seal width and perceived opening up of the street.

Close scrutiny of the petitioners reasons for requesting the removal of the grass plots shows that the most significant potential problems they believe will be solved by their suggested treatment will in fact significantly worsen the situation. It is a well known fact that the wider the road or the perception of width then the faster traffic will travel. A wider road will also attract more traffic which is exactly opposite what the petitioners want. The main things that will actually be achieved are the elimination of mowing and parking on the grass both of which are convenience rather than safety issues. It is also worth noting that at least one resident has contacted me to advise that he did not want to sign the petition despite being pressured into doing so.

On the other hand if additional traffic calming devices such as islands or speed humps are inappropriately introduced this could be like King Canute trying to stem the natural traffic flow using the street. Un-necessary congestion, crashes and/or the shifting of the problems to neighbouring may result.

Options which could be more effective in the Pomona Street situation include providing a limited extra width of seal either on one side only or both sides and kerbing around the remaining grass plots as has been done in Albany, William and several other streets in Gore. These are however significantly more expensive options.

Conclusion

A global policy needs to be formulated by the Council in consultation with the public and staff to enable the Council to ensure that the appropriate long term streetscapes are provided and maintained and protected.

RECOMMENDATION

THAT the report be received,

THAT a working party be formed to formulate a streetscape policy or the urban areas within the Gore District,

AND THAT there be a moratorium on any further significant changes to the streetscape of urban streets in the Gore District until the streetscape policy is ratified by the Council.

3. PROPOSED ROAD NAME CHANGE - SECTION OF RAILWAY
ESPLANADE TO LATHAM LANE

(Memo from the Roading Manager – 03.09.07)

Purpose

The residents of the section of Railway Esplanade have requested that their section of the street be renamed Latham Lane. An aerial photograph is attached.

Background

Railway Esplanade is the section of State Highway One between the Mataura River Bridge in Gore to Wentworth Street.

The section of the esplanade which is the subject of the requested name change is a sealed local street constructed parallel to but separated from the highway carriageway within the highway road reserve. This section has been referred to variously as Railway Esplanade or River Terrace. The section begins at Huron Street and will end in line with the west boundary of the adjacent Latham Reserve. Latham Lane will be 181metres long and link Huron Street at the east end with River Terrace at the west end. The existing street numbers can be retained with the numbering increasing in the eastwards direction.

There are three households adjacent to Latham Lane. The owners of these properties are among those that requested the name change.

Changing the name of this section will correct the existing confused numbering on River Terrace. It is also appropriate to link the name to the adjacent public reserve.

Conclusion

There are no likely impediments to the proposed road name change.

RECOMMENDATION

THAT the report be received,

AND THAT the section of Railway Esplanade between Huron Street and the west boundary of Latham Reserve be renamed Latham Lane.

4. PROPOSED ROAD NAME CHANGE - FLOOD CHANNEL ROAD TO McBRIDE ROAD

(Memo from the Roading Manager – 03.09.07)

Purpose

The residents of Flood Channel Road have requested that their road become an extension to the existing McBride Road. An aerial photograph is attached.

Background

Flood Channel Road is a 1.68 km long gravel road which links McBride Road to the north with Carteret Street to the south.

There are two households which have Rapid numbers on the road. The owners of these properties are among those that requested the name change.

Unfortunately the current name, Flood Channel Road, does evoke quite negative images of the area especially in the minds of potential future purchasers of properties adjoining the road. As the road is not named after a person or family changing the road name will not be subject to the potential objections from upset descendents.

Fortunately the Rapid numbers on McBride Road begin at its north end. Therefore the extension of the road to include what is now Flood Channel Road will not create any need to disrupt or renumber the existing properties on McBride Road.

Conclusion

There are no likely impediments to the proposed road name change.

RECOMMENDATION

THAT the report be received,

AND THAT Flood Channel Road between McBride Road and Carteret Street becomes an extension of and renamed as McBride Road.