

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Dugald Ley, Development Engineer
DATE: 30 November 2009
REFERENCE: R858
SUBJECT: **BUT WAIT THERE'S MORE - CYCLING**

PREAMBLE

An agenda item highlighted by the Transportation Manager at the last Engineering Services Committee meeting set out a project ranking for future capital works. Clearly there are many influences that place a particular project at the bottom or top of that list. Councillor Glover has requested that as part of Council's promotion of outdoor activities in the district that walkway and cycleway routes are investigated and followed up where large benefits can be realised.

DISCUSSION

Councillor Glover has suggested that Hill Street south is one area for consideration. This area is shown on the attached aerial maps and covers Hill Street south from Hart Road past Kings Rise and Faraday Rise (1) to (2), then to Hill Street South via a gravel walkway/cycleway to the top end of White Road (2) to (3). The legal road alignment (unformed road) then continues south to the base of Aniseed Valley Hill and Haycock Road (3) to (4). Hill Street between (1) to (2) serves approximately 40 residents and this distributor road is approximately 5.6 metres seal width with no footpath and approximately 500 vehicle movements per day. Council's Engineering Standards (if this was to be a new road) would require the road to be constructed to a 7.0 metre seal width with one footpath. However this road will ultimately be linked into the Richmond South deferred residential area via an indicative road shown on the planning maps. It is likely that this road will ultimately link into a collector road for the new area to be developed.

As the Richmond South area is deferred (mainly due to deferred water services) there is no road upgrade budgeted in the Ten Year Plan for this part of Hill Street (south of Hart Road). The speed on this part of Hill Street with the substandard vertical nature of the alignment, together with the majority of users being local residents, restricts traffic speeds. Therefore it is not programmed to install a separate footpath as this will likely have to be removed during subsequent road reconstruction works when this road is upgraded with the development of Richmond South.

The second issue that has been raised is to open up a walkway/cycleway along the unformed road reserve from Hill Street South to Aniseed Valley/Haycock Roads, ie (3) to (4). This could be a gravel track and would require minor alteration to the ground contours. The owner presently grazes the area (road reserve) and accordingly will need to fence off the road reserve.

This access has been discussed with the Transportation Manager and had merit as it takes recreational cyclists/pedestrians off Paton Road which is narrow and has an accident history.

The Transportation Manager has advised that it will be included as an option in the cycling strategy for future discussion.

RECOMMENDATION

THAT this report be received.

Dugald Ley
Development Engineer