Transport and City Streets Manager	Lorraine Wilmshurst, Roading Projects Project Manager, DDI 941-8667 Alix Newman, Capital Programme Team Leader, DDI 941-8472

1. The purpose of this report is to seek approval to remove two street trees from Wainoni Road as part of the kerb and channel renewal project for Wainoni Road (see attachments).

2. Two street trees on the road reserve outside 312 Wainoni Road property prevent a complying footpath from being constructed as part of the street renewal project. The project team considered several options for installing the footpath along this section of Wainoni Road from Hampshire Street to the south west, including seeking advice from an arborist, and consulting with the tenants and owners of the property. The recommendation is that the trees be removed.

3. The removal of trees will be funded from the Wainoni Road Project budget.

It is recommended that the Board approve the removal of two street trees outside 312 Wainoni Road as part of the street renewal project.

That the Board approve the removal of the one street tree in the middle of the proposed footpath realignment and retain the tree close by on the boundary.

4. Wainoni Road is a minor arterial road and runs from Kerrs Road to New Brighton Road. In 2004/05 and 2005/06 the kerb and channel on the section of Wainoni Road from Avonside Drive (northern side of Porritt Park) to Hampshire Street is to be renewed.

5. At the northern end of the project the new kerb and channel will be mating into the completed work at Bexley Road/Anzac Drive.

6. As Wainoni Road is a minor arterial and part of the designated cycle network, it is proposed to install cycle lanes and a flush median throughout the entire length of the project. Where there is a demand, and to create a consistent traffic environment, pedestrian refuges have been placed in the flush median throughout the length of the project. This will result in a loss of parking in some areas.

7. During the design process it was discovered that an existing street tree is in the middle of the proposed footpath alignment, outside 312 Wainoni Road. There is another similar tree close by which is on the boundary line.

8. Four options were considered:

   (a) If the trees are to remain in their present position it will be in the middle of the proposed footpath.
   (b) Placing the footpath between the trees will reduce the footpath width to below minimum standards.
   (c) Moving the alignment of the new kerb and channel further into the carriageway would reduce resident parking availability.
   (d) Removing the trees will allow a full width footpath and leave desired resident's parking in place.

9. The preferred option is to remove the trees outside 312 Wainoni Road and replace with suitable other trees when the road is reconstructed.

	Allow full width footpath - standards are designed for disabled use. Retains most on-street parking provision for residents.	Nil
	Nil	Nil
	Allows replacement of new trees in different positions	Removes existing, established tree
	Nil	Nil

Primary alignment with community outcome - a liveable city.

Allows compliance with minimum design standards.

Nil

Allows compliance with minimum design standards - designed for disabled users - complies with safety and pedestrian strategies

Residents directly adjacent to tree consulted and in agreement.

Nil

(3/11/04) The tenant was visited and the removal of tree discussed. She had no problems with what we are proposing.

(3/11/04) The property owners visited and the proposal. Similarly they had no objection to what is proposed, and in fact pleaded that we take both trees

The arborist reports the following on the two robinia trees - The smaller tree, closest to the existing footpath is OK - other than slightly suppressed by the larger tree and is growing through the power lines (these are to be undergrounded).

The other large tree, closest to the fence has suspected branch attachment and root damage (and possible decay - fungal fruiting bodies present).

After having looked at alterative footpath positions, spoken with the tenant and property owners, and had advice from the arborist, the project team recommend that the two robinia trees be removed, the footpath follows the alignment shown on the design plans and that a suitable size and species tree is planted.

Recommend remove both trees and replant a suitable size/species tree in dedicated planting site.

There are three options which retain the status quo - ie keep the trees as they are. Each option relates to how the footpath or kerblines might be engineered to accommodate the trees.

	Loss of established trees	Footpath will not allow unrestricted access for all users, or kerbline will limit on-street parking
	Nil	Nil
	Nil	Loss of established trees
	Nil	Nil

Primary alignment with community outcome - a liveable city

Will not allow adherence to design standards

Nil

Will not allow adherence to design standards

Will run counter to those who wish to retain on-street parking

See below.

- One of the status-quo options is that if the trees remain in the present position it will be in the middle of the proposed footpath. This would prohibit a suitable width footpath from being constructed. It would need to be raised across the root systems of the trees and concern was expressed that this work could damage the root system. There would be a significant height difference in this section of footpath and the adjoining driveway that would need to be addressed

- A further option to keep the tree is one where placing the footpath between the trees will reduce the footpath width to below the minimum design standard width of a path of 1.2 metres. It would need to be a raised wooden footpath across the root systems of the trees and concern was expressed that this work could damage the root system. There would be a significant height difference in this section of footpath and the adjoining driveway that would need to be addressed.

- Alternatively, it is possible to move the alignment of the new kerb and channel further into the carriageway. There is a bus stop to the north of the trees and a pedestrian refuge facility with associated kerb build outs to the south of the driveway. The road width is already at a minimum with the bus stop and to continue the kerb build out north would reduce the parking in the vicinity of the property.