

**RICCARTON/WIGRAM COMMUNITY BOARD**  
**TRANSPORT AND GREENSPACE COMMITTEE**

**AGENDA**

**MONDAY 19 OCTOBER 2009**

**AT 9.30AM**

**AT SOCKBURN SERVICE CENTRE  
IN THE BOARDROOM,  
149 MAIN SOUTH ROAD, CHRISTCHURCH**

**Committee:** Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

**Community Board Adviser**

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1. **APOLOGIES**
2. **DEPUTATIONS BY APPOINTMENT**
3. **CORRESPONDENCE**
4. **BRIEFINGS**

## 5. RICCARTON HIGH SCHOOL CYCLE BUBBLE PROJECT - PHASE 2 (MAIN SOUTH ROAD SIGNALISED CROSSING)



<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Brian Boddy, Consultation Leader, Transport and Greenspace

### PURPOSE OF REPORT

1. The purpose of this report is to request that the Riccarton/Wigram Transport and Greenspace Committee recommends that the Board recommend to the Council to approve the proposed plan for the Riccarton High School Cycle Bubble Project - Phase 2, providing the installation of a signalised pedestrian crossing facility on the Main South Road as shown in **Attachment 2**.

### EXECUTIVE SUMMARY

2. The Riccarton High School Cycle Bubble Project is part of the Christchurch City Council's road safety programme for cyclists. A travel survey was carried out with the students and staff of Riccarton High School in late May 2007. There were 679 responses received (72 percent response rate), and the main area of concern identified was along the route from Corfe Street to English Street across Yaldhurst Road, Colman Avenue to Main South Road and the existing school pedestrian crossing on Main South Road. Phase 1 addressed the concerns along the route from Corfe Street to Main South Road. Phase 2 proposes to address the concern of the existing school pedestrian crossing on Main South Road.
3. Main South Road outside Riccarton High School is an arterial road with a 14 metre wide carriageway carrying an average of 14,500 vehicles per day and a posted speed limit of 50 kilometres per hour (km/hr). Near the school entrance on Main South Road there is an existing zebra pedestrian crossing located to the south of Colman Avenue. Due to the give way rules where a motorist must yield to a pedestrian at a zebra crossing, traffic queues are forming along Main South Road at the start and finish of each school day. These traffic queues extend south-west to the Sockburn roundabout and to English Street to the north-east. By replacing the existing zebra crossing with pedestrian signals the traffic on Main South Road will be stopped only when the signal is red. Pedestrians crossing at the signalised crossing will wait until their phase is active. Students will be grouped rather than being able to cross at will, which will improve traffic efficiency and safety. Approximately 20 kerb side car parking spaces will be lost due to the signals approach lanes.
4. Based on the identified areas of concern from the survey, the objectives for this stage of the project were set as follows:
  - (a) To remove the existing zebra crossing and replace with a signalised crossing/junction;
  - (b) To maintain or improve safety for all road users;
  - (c) To ensure the project is designed and implemented so that it complements the Bus Priority measures currently being schemed and designed;
  - (d) To complete the project within the allocated budget;
  - (e) To complete construction within the 2008/2009 financial year;
  - (f) To minimise the whole of life costs.

### FINANCIAL IMPLICATIONS

5. Funding for this project was initially provided in the 2006-16 LTCCP Streets and Transport – Improved Levels of Service, and has been carried forward to enable construction in the 2009/10 financial year. The Riccarton High School Cycle Bubble Project - Phase 2 has a budget of \$345,350 and will be constructed in the 2009/10 financial year.

## 5 Cont'd

6. Application will be made for New Zealand Transport Agency (NZTA) co-funding for the components of this project that qualify.
7. Based on current estimates, there is sufficient budget allocated to implement this project, which is programmed for construction in the 2009/10 financial year.
8. The recommendations of this report align with 2009-19 LTCCP and are covered by existing unit budgets.

## LEGAL CONSIDERATIONS

9. There are no property issues associated with this project. There are no notable or heritage trees, or heritage or historic buildings, places or objects shown in the City Plan affected by this project. No resource consents are required for the work proposed.
10. There appear to be no legal implications for this project. The Land Transport Rules provide for the installation of parking restrictions. The Council needs to approve the installation of the proposed signalised pedestrian crossing and associated parking restriction because the proposal has an impact on traffic flow on an arterial road.

## ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Safe Routes to School project of the Capital Works Programme, pages 243 to 247 of the 2009-19 LTCCP.
12. The recommendations of this report support this project in the 2009-19 LTCCP as stated above.

## ALIGNMENT WITH STRATEGIES

13. This project is consistent with and aligns with key Council strategies including the Cycling Strategy, Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

## CONSULTATION FULFILMENT

14. A seminar was held with the Riccarton/Wigram Community Board on 17 April 2009, to advise the Board of the proposed consultation plan. The Community Board requested the first consultation plan to be revised to maintain existing access to Colman Avenue.
15. A seminar was held with the Riccarton/Wigram Community Board on 4 August 2009, prior to the revised consultation plan (**Attachment 1**) being distributed to the community and stakeholders for feedback. The Community Board supported the new plan. Community consultation was undertaken in August/September 2009 on this concept plan.
16. Approximately 700 consultation leaflets were distributed to stakeholder groups, residents and landowners in the community. Fifty four responses were received, of which 52 (96 percent) were generally in support of the project, one (2 percent) did not support the project, and one (2 percent) did not specify a preference.
17. The key issues raised related to:
  - (a) The loss of on-street parking on Main South Road;
  - (b) The number of pedestrian crossings along this section of Main South Road;
  - (c) Motorists not seeing cyclists using the cycle lanes;
  - (d) A request for yellow cross hatching at intersections that traffic is likely to queue across;
  - (e) A request for a pedestrian tunnel with security cameras.

## 5 Cont'd

18. As a result of the feedback received, the preferred option for the Riccarton High School Cycle Bubble Project - Phase 2 comprises the features outlined in paragraphs 28 to 30, and is shown in the plan for the Council approval, refer **Attachment 2**. It should be noted that cycle lanes already exist on Main South Road at the location of this project.

### STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Transport and Greenspace Committee recommends that the Board recommend to the Council that:

- (a) The proposed Riccarton High School Cycle Bubble Project - Phase 2 be approved as shown in **Attachment 2**.
- (b) Approve the following parking restrictions:

#### **Remove existing no stopping:**

- (i) That the existing stopping of vehicles at any time be removed on the north-west side of Main South Road commencing at its intersection with Colman Avenue and extending 25 metres in a south-westerly direction.
- (ii) That the existing stopping of vehicles at any time be removed on the north-west side of Main South Road commencing at a point 47 metres south-west of its intersection with Colman Avenue and extending 18 metres in a south-westerly direction.
- (iii) That the existing stopping of vehicles at any time be removed on the south-east side of Main South Road commencing at its intersection with Colman Avenue and extending 23 metres in a south-westerly direction.
- (iv) That the existing stopping of vehicles at any time be removed on the south-east side of Main South Road commencing at a point 45 metres south-west of its intersection with Colman Avenue and extending 58 metres in a south-westerly direction.
- (v) That the existing stopping of vehicles at any time be removed on the north-west side of Main South Road commencing at its intersection with Colman Avenue and extending 14 metres in a north-easterly direction.
- (vi) That the existing stopping of vehicles at any time be removed on the south-east side of Main South Road commencing at its intersection with Colman Avenue and extending four metres in a north-easterly direction.

#### **Remove existing zebra pedestrian crossing:**

- (vii) That the zebra pedestrian crossing on Main South Road located at a point 15 metres south-west from Colman Avenue be removed.

#### **Install new signalised pedestrian crossing:**

- (viii) That a pedestrian crossing, controlled by traffic signals be installed on Main South Road located at a point 15 metres south-west from Colman Avenue.

#### **New no stopping:**

- (ix) That the stopping of vehicles be prohibited at any time on the north-west side of Main South Road commencing at its intersection with Colman Avenue and extending 15 metres in a south-westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north-west side of Main South Road commencing at a point 20 metres south-west of its intersection with Colman Avenue and extending 45 metres in a south-westerly direction.

## 5 Cont'd

- (xi) That the stopping of vehicles be prohibited at any time on the south-east side of Main South Road commencing at its intersection with Colman Avenue and extending 15 metres in a south-westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south-east side of Main South Road commencing at a point 20 metres south-west of its intersection with Colman Avenue and extending 83 metres in a south-westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north-west side of Main South Road commencing at its intersection with Colman Avenue and extending 35 metres in a north-easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south-east side of Main South Road commencing at its intersection with Colman Avenue and extending 58 metres in a north-easterly direction.

## BACKGROUND (THE ISSUES)

- 20. Along Main South Road there are two primary schools – Riccarton Primary to the north and Our Lady of Victories to the south. There are also two other high schools in the area – Villa Maria College is further east along Yaldhurst Road (with entrances off Brodie and Peer Streets) and St Thomas of Canterbury College (on Middlepark Road). The existing pedestrian crossing at the entrance to Riccarton High School is also an access point to the Upper Riccarton Community Library. There are other community organisations in the area that also use this facility. As Main South Road is part of the bus priority route from Hornby Mall to the Exchange, these needs were considered in this proposal.
- 21. The proposed signalised pedestrian crossing 12 metres south of Riccarton High School's Main South Road entrance has been referred to the Bus Priority project team to provide an integrated solution. This proposal is consistent with any bus priority measures that may be proposed along Main South Road.
- 22. The Land Transport Safety Crash Analysis System shows there have been five crashes recorded for the five year period between 2004 and 2008. Of the five crashes recorded there are none that relate directly to pedestrian/vehicle conflicts crossing on the zebra crossing. The majority (four) of the crashes were related to inattention of the driver failing to notice a vehicle slowing and resulting in a nose to tail crash. The remaining crash, a loss of control crash was alcohol related. All five crashes are recorded as non-injury.
- 23. Traffic modelling has been undertaken using the model being prepared for the Riccarton Bus Priority project. The modelling shows that existing queue lengths on Main South Road will be substantially reduced by installing traffic signals at this location.

## THE OBJECTIVES

- 24. The project's Terms of Reference requested the following objectives to be fulfilled:
  - (a) Remove the existing zebra crossing and replace with a signalised crossing/junction;
  - (b) Complete the project within the allocated budget (\$345,350);
  - (c) Complete the construction within the 2008/09 financial year;
  - (d) Minimise the whole of life costs;
  - (e) Maintain or improve safety for all road users;
  - (f) Ensure the project is designed and implemented so that it complements the Bus Priority measures currently being schemed and designed.

## 5 Cont'd

### THE OPTIONS

25. There were three options considered for comparison for this project:

- (a) Option One - Do Nothing;
- (b) Option Two – Ban the right hand turn out of Colman Avenue;
- (c) Option Three – Retain the existing Colman Avenue intersection as it is and provide a signalised crossing as close to the existing zebra pedestrian crossing position as possible.

### OPTION 1

26. Option One includes retaining the existing zebra pedestrian crossing in its current location. No extras ie. kerb build outs, landscaping, etc are proposed. The roadway will remain at its current width of 14 metres kerb to kerb. The footpaths and kerb side parking will remain as is currently as will all signage and the Give Way control on Colman Avenue. An analysis of the existing street lighting would need to be undertaken and improvements made, where necessary. Option One has not been selected as the preferred option as it does not meet all of the project's aims and objectives. Cyclists are not catered for with this option, and there is no improvement to travel times, with crossing times remaining the same.

### OPTION 2

27. Option Two involves replacing the existing zebra crossing with a signalised intersection at the entrance to Riccarton High School. Incorporated in the signals will be a signalised pedestrian crossing across Main South Road and Colman Avenue. Right turn traffic movements from Main South Road into Colman Avenue are maintained; however, right turning movements out of Colman Avenue are banned to protect the users of the pedestrian crossing. Colman Avenue is a local road and it is documented that signals installed on such roads attract short cutting through these roads. By banning right turns out of Colman Avenue this activity is mitigated. Option Two was not selected as the preferred option.

### OPTION 3 (THE PREFERRED OPTION)

28. The proposal involves replacing the existing zebra crossing located immediately south-west of Riccarton High School with a signalised pedestrian crossing. This will be installed five metres to the south-west of the existing zebra crossing, as shown in **Attachment 2**. The Colman Avenue intersection and the entrance to Riccarton High School will remain as is. The existing Main South Road road reserve is 25.0 metres to 30.0 metres wide, with the road's width, kerb to kerb being 14.0 metres. The proposed layout will increase the width of the roadway (kerb to kerb) to 14.4 metres. The existing kerb build outs will be removed. This is being carried out to future proof the signalised crossing installation to accommodate any possible future bus priority measures for Main South Road. Barrier fencing will be installed to discourage pedestrians and cyclists from jay walking, a hazardous practice. The existing driveway to the property owned by General Cables adjacent to the entrance to Riccarton High School will be relocated. Agreement has been reached with General Cables to relocate the driveway to the west side of the property and away from the entrance to Riccarton High School.

### THE PREFERRED OPTION

29. As a result of the positive support received during consultation, only minor changes were made to the consultation plan presented in the newsletter distributed in August 2010. The changes made are as follows:

- (a) Removal of the No Stopping lines shown on the Consultation Plan (**Attachment 1**) outside 74 and 78 Main South Road;
- (b) Removal of the footpath shown on the eastern side of Bowman Place;

**5 Cont'd**

- (c) Ensure the tactile pavers are designed to ensure they are where the pedestrian must stand on them to activate them, and ensure that they are doubled across parallel to the road.
- 30. The key features of the preferred option are:
  - (a) Replacing the existing zebra crossing located immediately south-west of Riccarton High School with a signalised pedestrian crossing;
  - (b) The Colman Avenue intersection and the entrance to Riccarton High School will remain as they are;
  - (c) The existing kerb build outs will be removed;
  - (d) Barrier fencing will be installed to channel pedestrians and cyclists to the crossing facility;
  - (e) The existing driveway to the property adjacent to the entrance to Riccarton High School will be relocated to the west side of the property to avoid the need for vehicles to access the property at the limit line of the signalised crossing.
- 31. The preferred option meets the project objectives by providing a signalised pedestrian crossing for cyclists and pedestrians, and enhancing pedestrian usage across the Main South Road just south of Colman Avenue in close proximity to the Main South Road entrance of Riccarton High School and the Upper Riccarton Public Library.

**6. TREE REMOVALS OF POPLAR TREES WITHIN MATANGI RESERVE**

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Tara Smith, Consultation Leader – Greenspace Tony Armstrong, Parks Arborist

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Committee's recommendation to the Board on the removal of three large Poplar trees located along the western boundary of Matangi Reserve in Hei Hei (refer **Attachments 1 and 2**).

**EXECUTIVE SUMMARY**

2. The Council has received a request in relation to the three large Poplar trees located within Matangi Reserve. The issues raised being falling branches, debris and seasonal problem with seed. Concern regarding the proximity of the trees to the boundary having the potential to cause problems with the fence and neighbouring driveway was also raised.
3. Matangi Reserve is a small, well landscaped local reserve with playground. The three Poplar trees are the largest (trees) within this reserve and immediate area; hence they make a contribution to the local landscape of the reserve and neighbouring streets. They also offer some shelter and shade for park users and neighbouring, mostly residential property.
4. An arboricultural assessment has recently been carried out on these trees. There are currently no apparent or major health and safety concerns that warrant the Council staff to initiate their immediate removal. The trees appear to have sound root and trunk and appear healthy. There is evidence of branch failure in the mid and upper canopy which is known to be typical of the species. The trees are not fully mature and are expected to continue to grow in height, canopy spread and trunk increment.
5. However, the location of these trees (against the boundary fence) is not ideal, ie not where the Council (staff) would consider planting a tree of this species today. Therefore, given issues presently raised, there are a number of management issues in relation to these Poplar trees. These include, but may not be limited to, potential costs for pruning, damages and repairs to fence, driveway and neighbouring property. The potential for a major branch failure also exists along with potential for personal injury. It is anticipated that the removal of the trees will be an inevitable issue at some stage in the future.

**FINANCIAL IMPLICATIONS**

6. The cost to remove and replace the existing three trees with pb 95 (or equivalent) grade trees is estimated at \$5,000 (including watering and aftercare maintenance for one year).
7. The STEM evaluation for the three trees is 114 points each and a total valuation of \$65,700.
  - (a) STEM (A Standard Tree Evaluation Method) is the New Zealand national arboricultural industry standard for evaluating and valuing amenity trees by assessing their condition and contribution to amenity along with other distinguishable attributes such as stature, historic or scientific significance).

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

8. Removing and replacing the trees without obtaining reimbursement is inconsistent with the current LTCCP as funding has not been allocated in the Transport and Greenspace Unit tree maintenance budget for the removal of structurally sound and healthy trees that are not causing health and safety problems or infrastructure problems.
9. Obtaining reimbursement from the applicant to remove and replace structurally sound and healthy trees is consistent with the current LTCCP.

6 Cont'd

**LEGAL CONSIDERATIONS**

10. The Greenspace Manager has the following delegation with respect to trees:  
"In consultation with any other units affected and the relevant Community Board, authorise the planting or removal of trees from any reserve or other property under the Manager's control".
11. While the Transport and Greenspace Manager has the delegation to remove the Poplar trees, current practice is that in most cases requests to remove healthy and structurally sound trees are placed before the appropriate Community Board for a decision.
12. Under the delegations to Community Boards, the Board has the authority to "plant, maintain and remove trees on reserves, parks and roads" under the control of the Council within the policy set by the Council.
13. Protected trees can only be removed by a successful application under the Resource Management Act. These trees are not listed as protected under the provision of the Christchurch City Plan.
14. The following City Plan Policies may be of some benefit when considering the options:

**Volume 2: Section 4 City Identity**

4.2.1 Policy: Tree Cover

**To promote amenity values in the urban area by maintaining and enhancing the tree cover present in the City.**

Tree cover and vegetation make an important contribution to amenity values in the City. Through the redevelopment of sites, existing vegetation is often lost and not replaced. The City Plan protects those trees identified as "heritage" or "notable" and the subdivision process protects other trees which are considered to be "significant". The highest degree of protection applies to heritage trees.

Because Christchurch is largely built on a flat plain, trees and shrubs play an important role in creating relief, contributing to visual amenity and attracting native birds.

The amount of private open space available for new planting and to retain existing trees is influenced by rules concerning building density and setback from boundaries. The rules do not require new planting for residential development but landscaping is required in business zones.

4.2.2 Policy: Garden City

**To recognise and promote the "Garden City" identity, heritage and character of Christchurch.**

A key aspect of achieving this policy will be maintaining and extending environments and vegetation types which compliment this image. A broad range of matters influence and contribute to this image, including parks and developed areas of open space.

14.3.2 Policy: "Garden City" image identity

**To acknowledge and promote the "Garden City" identity of the City by protecting, maintaining and extending planting which compliments this image.**

15. An application to prune or remove the tree may be made to the District Court under The Property Law Amendment Act 1975.
16. The District Court can order the pruning or removal of a tree under the Property Law Amendment Act 1975.

**6 Cont'd**

17. Any work carried out in relation to these Poplar trees is to be completed by a Council approved contractor.

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

18. Yes, as per above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

19. LTCCP 2009-19:

**Parks, Open Spaces and Waterways – Pg. 117**

- (a) Governance – By involving people in decision-making about parks, open spaces and waterways.
  - (b) City Development – By providing an inviting, pleasant and well cared-for environment.
20. Funding is available in the Transport and Greenspace Unit Park Tree Capital Renewals budget for the removal and replacement of trees which are no longer appropriate species or no longer appropriate in their current position.
21. Retention of the trees is consistent with the Activity Management Plan provided the trees are structurally sound and healthy.
22. Removal and replacement of the trees is consistent with the Activity Management Plan.
23. Removing and not replacing the trees is not consistent with the Activity Management Plan.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

24. Yes, as per above.

**ALIGNMENT WITH STRATEGIES**

25. Removing and replacing the trees would be consistent with the following strategies:
- (a) Biodiversity Strategy.
  - (b) Christchurch Urban Design Vision.
  - (c) Garden City Image as per the City Plan.
26. There is currently no policy for the pruning or removing of trees in public places. A draft Tree Policy is being worked on.

**Do the recommendations align with the Council's strategies?**

27. Yes, as per above.

**CONSULTATION FULFILMENT**

28. The consultation on the potential removal of these trees was carried out in August 2009. A letter and a questionnaire were sent to 29 residents surrounding Matangi Reserve in Hei Hei (refer **Attachment 3**).
29. Residents were asked whether they support or do not support the removal of the three Poplar trees.

**6 Cont'd**

30. Ten submissions were received in reply. Seven (70 percent) did support the removal of the three Poplar trees, three (30 percent) did NOT support the removal of the three Poplar trees (refer **Attachment 4**).
31. In summary those who did support the removal of the trees had issues with the size of the trees, their location to nearby houses, debris created by the trees and the risk of children being tempted to climb these trees and harm themselves. Those who did NOT support the tree removals had concerns over the loss of the only large trees within the reserve.
35. Those who responded to the questionnaire were also advised of the decision making process and how they could be involved (refer **Attachment 5**).

**OPTIONS**

36. (a) Decline the request to remove the three (3) poplar trees from Matangi Reserve;  
and  
(b) Continue to maintain the trees to internationally accepted arboricultural standards, practices and procedures, and, continue to monitor the trees for ongoing health and safety.
37. (a) Approve the request to remove the three poplar trees from Matangi Reserve to be commenced 2013 (dependant on available funding);  
and  
(b) Continue to maintain the trees to internationally accepted arboricultural standards, practices and procedures, and, continue to monitor the trees for ongoing health and safety in the interim.
38. Approve the request to remove the three poplar trees from Matangi Reserve and charge the applicants \$5,000 for the cost of removal and replacement. All work is to be undertaken by the Council's park tree contractor.

**STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board:

- (a) Approve the request to remove the three poplar trees from Matangi Reserve to be commenced 2013 (dependant on available funding);  
and  
(b) Continue to maintain the trees to internationally accepted arboricultural standards, practices and procedures, and, continue to monitor the trees for ongoing health and safety in the interim.

**19. 10. 2009**

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**7. ELECTED MEMBERS' INFORMATION EXCHANGE**