

7. NGAIO STREET – KERB AND CHANNEL RENEWAL

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The purpose of this report is to seek approval from the Board for the design, tender and construction of the Ngaio Street kerb and channel renewal project. The Board gave its approval to consult on 10 February 2004, and were then advised on 4 May 2004 of a further survey being undertaken.

BACKGROUND

The project is a total kerb and channel renewal and renewal of carriageway, berm, footpath and planting. The new road will be lowered to enhance the drainage of the surrounding area. The original plan included the progressive removal of the Ash trees.

The plan being requested for approval (TP165704) is attached to this report, which was distributed for consultation; however, the removal and succession planting plans have altered from further investigations. Also, the cul-de-sac end of Ngaio Street has had an additional design to cater for car parking demand at the end of the street. This car parking concept plan (TP165705) is attached to this report.

CONSULTATION RESULTS

Three rounds of consultation have been carried out including:

1. Initial information letter and general questions, June 2003.
2. Detailed consultation with leaflet and concept plan, May 2004.
3. Ngaio Street survey, June 2004

The second round of consultation (leaflet and concept) raised a number of issues that are summarised in Appendix 1. The primary issues were then taken through to the survey questions (third round of consultation).

The third round of consultation (survey) was to achieve a democratic decision from the residents and owners of properties from Ngaio Street, because from earlier consultation there was no clear message what the preferred design should be.

From that survey a 78% response rate (42 replies) was received, which provided the following indicators:

- 76% of the responses were not willing to contribute towards the cost of placing overhead services underground.
- 95% of the responses accepted that some of the existing Ash trees must be removed.

When asked what the preference for street trees was, the following replies were received:

- 53% of the responses chose the progressive removal of the Ash trees and replacement planting.
- 39% of the responses chose all Ash trees to be removed and re-planting of the entire street with one species.
- 9% of the responses chose that removal of all trees and no replacement planting whatsoever.

When asked the type of trees to be replanted, the following replies were received:

- 43% chose a species of Ash tree
- 38% chose Liquidamber
- 2% chose another species.

When asked whether car parks were wanted, the following replies were received:

- 90% chose yes, parks were wanted.
- 10% chose no, none were wanted.

Those who chose yes in the above question then answered the following in relation to the type of parking:

- 43% chose parallel parking within the proposed carriageway.
- 38% chose parallel parking within 'parking bays' around the proposed trees.
- 2% chose parallel on one side of Ngaio Street only.

The residents were provided with detailed information on the poor condition of the Ash trees and life expectancy, potential replacement trees and possibility of car parking. They were also provided information in regard to the cost and Council Policy on underground services.

EVALUATION

From the survey the design and plans for the improvements include:

- Retaining the overhead lines.
- Removal of all existing Ash trees.
- Preference for a species of Ash tree as replacements.
- Retention of the on-street parallel parking and specific car parking design for the cul-de-sac end of Ngaio Street.

The design planned has been well consulted on and the majority of the street's residents support the plans that are now provided to the Board for approval.

One aspect that was not directly considered as part of the survey was whether residents opposed the removal of all the Ash trees at the outset of construction. This was subsequently put to the residents in a response letter on 11 August 2004 (Appendix 2), and asked if any residents had any concerns to contact the project manager either in writing, phone or email as soon as possible, pending this scheduled Community Board meeting.

The rationale behind the removal of all existing Ash trees and succession planting was outlined to the residents in the response letter that explained:

"While this option was not surveyed, the project staff have investigated and weighed-up the response from the survey and considered this option along with the design. It is concluded the benefits of removing all of the existing Ash trees outweigh the cost and implications of progressive removal of the Ash trees. Other benefits of removing all trees include:

- *Avoids the need for higher levels of maintenance and subsequent works as the remaining Ash trees die off, removal and the replacements. Removing trees after the construction works will damage the new carriageway.*
- *Construction works will substantially reduce the life expectancy of the existing trees.*
- *Allows the Council to plan for and obtain mature stock of Ash trees, which will be of a size and age that will help reduce the visual impact on the avenue by removing all the existing trees.*
- *Enables a landscape architect to design appropriate spacing and layout, thereby creating a consistent avenue and clean lines of planting. The Christchurch City Council viewpoint is the design will work with the existing street lighting to achieve a safer (well-lit) street.*
- *Enables all replanting to have root guards and structure soil to avoid roots in the future being affected by the surface and services.*
- *The footpath will not initially be shaded which has caused moss and algae to create a slippery surface.*
- *Less construction costs and ease of the contractor to carry out the work.*
- *Removal of all Ash trees will assist to reduce surface flooding in conjunction with the lowered carriageway.*
- *Avoids a street with trees of various heights."*

Since sending out the 11 August 2004 letter advising residents of the Council's plans, feedback has been received from two residents. One resident has expressed opposition to the removal of all Ash trees, rather than progressive removal, and one resident has asked questions about the size and growth rate of "mature tree stock".

This feedback has been discussed or responded to with general understanding by those concerned.

This project requires the Board's approval to proceed to final design, tender and construction. A stock of Ash trees, which will be 3-4 years old in the first planting season after the planned construction, has been secured through the Council's nursery. At this time it is planned that after construction (2005) the Ash trees will be planted in the winter of 2006. The Ash trees will be 3-4 years old, 3-4 metres in height and brought on through the Council's nursery allowing for maturity.

The planned improvements have been sought to ensure that once the work is complete the asset is sustainable for the long-term, and other than periodic maintenance and upkeep of the street, this asset is a long-term solution with minimal disturbances to residents.

Staff

Recommendation: That the Board approve the Ngaio Street project to proceed to design, tender and construction, subject to:

- i. The Board revoking the existing no stopping restrictions on the south-east and south-west corners of Ngaio Street and Gamblins Road, as covered by the proposed Ngaio Street improvements.
- ii. The Board revoking the existing no stopping restrictions on the north-east, north-west, south-east and south-west corners of Ngaio Street and Koromiko Street, as covered by the proposed Ngaio Street improvements.
- iii. The stopping of vehicles being prohibited at any time on the south-east and south-west corners of Gamblins Street and Ngaio Street; and the no stopping lines extending 35 metres on the east and west sides of Ngaio Street in a north-east and north-west direction respectively.
- iv. The stopping of vehicles being prohibited at any time on both the north-east and north-west corners of Ngaio Street and Koromiko Street; and the no stopping lines extending 28.8 metres on both the east and west sides of Ngaio Street in a easterly and westerly direction (along Koromiko Street), respectively.
- v. The stopping of vehicles being prohibited at any time on the south-east and south-west corners of Ngaio Street and Koromiko Street; and the no stopping lines extending 28.8 metres on both the east and west sides of Ngaio Street in a easterly and westerly direction (along Koromiko Street) respectively.
- vi. The stopping of vehicles being prohibited at any time on the Ngaio Street cul-de-sac head; and the no stopping lines extending 47 metres, commencing 9 metres south from the common boundary of 55 and 57 Ngaio Street, in a south-westerly direction, through to 12 metres south from the common boundary of 56 and 58 Ngaio Street.

Chairperson's

Recommendation: That the officer's recommendation be supported.