

4. AMYES ROAD/SHANDS ROAD/GOULDING AVENUE INTERSECTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & City Streets Manager
Author:	Lorraine Wilmshurst, Roading Projects Project Manager, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek approval to remove a tree at the intersection of Shands Road/Goulding Avenue Intersection.

EXECUTIVE SUMMARY

2. A tree on the road reserve at the north west corner of the intersection of Amyes Road/Shands Road/Goulding Avenue intersection is in very close proximity to the proposed new footpath area of the new road construction that is proposed for the upgrading of this intersection. The project team recommendation is that the northernmost tree be removed.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The upgrading of the intersection and the traffic signals at the Amyes Road/Shands Road/Goulding Avenue intersection forms part a larger Transit project to upgrade the Shands Road /Main South Road intersection and is part of the Transport and City Streets Unit capital works programme.

BACKGROUND

4. Following a safer routes to school project, concerns were raised by Branston Intermediate and South Hornby Schools about pupils crossing the approaches to the Amyes Road/Shands Road/Goulding Avenue intersection.
5. In 2001/02 funding was made available to purchase land and redesign the intersection.
6. The crossing distances are rather long, and the cycle lanes need to be continued through the intersection, with dedicated cycle lanes on all approaches.
7. During 2002 Council Officers worked with Transit NZ's consultants, Opus, on designs to upgrade the Shands Road/Main South Road intersection. This work involved four lanes in Shands Road between the Main South Road and Goulding Avenue and the south approach to the Amyes Road, Shands Road, Goulding Avenue intersection. The design work included the proposed work that Council had initiated at the Amyes Road, Shands Road, Goulding Avenue intersection.
8. Late in 2002 consultation was carried out with the community by Transit NZ.
9. Over the last two years Council Officers and Transit NZ staff and consultants have been finalising the designs and acquiring the necessary land for the work to proceed. The timeline for this work is to have all the land purchase and auxiliary works – moving fences, rebuilding – be complete for the road construction to commence in the 2005/06 financial year.
10. The final design to upgrade the Amyes Road/Shands Road/Goulding Avenue intersection requires the kerb line on the north western corner of the intersection to be realigned to the west and a new footpath constructed. There is one street tree (the northern most one) that is in the new footpath alignment.

OPTIONS

11. Any construction work to install the new footpath will have consequences for the street tree. The footpath alignment is very close to the northern tree .
12. Removal of the northern tree will allow a full width footpath to be installed in the most direct line of travel.

13. Leaving the tree and deviating the footpath around it, means that for the partially sighted the direction of travel is not straightforward. The tree is still likely to be damaged with the construction of the footpath past it and over the roots.
14. The “do nothing” option could result in damage to the trees by attempting to deviate the footpath or an under width footpath that for the disabled is difficult to negotiate.

STAFF RECOMMENDATION

It is recommended that the Board approve the removal of the northern most street tree on the north west corner of the intersection of Amyes Road/Shands Road/Goulding Avenue intersection.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be adopted.