



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD
WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE
AGENDA

WEDNESDAY 25 FEBRUARY 2009

AT 8.00AM

IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon.

Community Board Adviser
Graham Sutherland
Phone 941 6728 DDI
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PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
PART C - DELEGATED DECISIONS

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1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 76 GLANDOVEY ROAD, FENDALTON – TREE REMOVAL REQUEST

Mr Murray Connor will be in attendance to discuss the “76 Glandovey Road, Fendalton - Tree Removal Request” report (agenda item 6).

3. CORRESPONDENCE

3.1 KEVIN BROWN, DERBY STREET RENEWAL PROJECT

Correspondence has been received from Kevin Brown, a resident of Derby Street, identifying concerns regarding the Derby Street renewal project. The letter is **attached** and the supporting information provided has been separately circulated to Board members.

4. BRIEFINGS

4.1 ILAM STREAM UPDATE

Lorraine Correia, Greenspace Consultation Leader will be in attendance to update the Committee on information requested regarding Ilam Stream and issues raised at the 10 February 2009 Board meeting with respect to upgrading the stream in Crosbie Park.

4.2 CHERRY TREE REPLACEMENT STRATEGY – STAGE 3

Jonathan Hansen, Arborist, will provide a brief update to the Committee regarding stage 3 of the Cherry Tree Replacement Strategy.

25. 2. 2009

- 3 -

ATTACHMENT TO CLAUSE 3.1

Kevin Brown

73B Derby Street
Merivale 8014
Christchurch

Telephone: (03) 371 9464
Mobile: 021 371946
email: k.brown@pacifictristar.com

9 February 2009

The Councillors and Members
Fendalton/Waimairi Community Board
Cnr Jeffreys & Clyde Roads (PO Box 29-183)
Fendalton.

Dear Councillors and Members

Re: Derby Cluster Street Renewal Project.

This project has been 'completed' for almost six months and I am concerned that the quality of the project delivered is sub standard and despite ongoing amicable communications with Council Officers about the project, I am yet to receive satisfaction that the project was handed over as per the specifications.

I can summarise my observations as follows:

- The Derby St road surface and grass berms were in better condition prior the upgrade.
- The kerb/flat channel and hotmix pathway are big improvements.
- Traffic flow has not slowed between Springfield and Papanui Roads.

The issues revolve around the following:

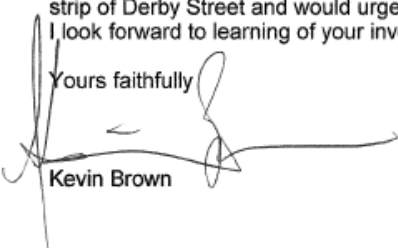
- The road surface was expected to be hotmix (similar to Mansfield Avenue I was advised by Kirsten Ferguson). It was delivered as chip seal with numerous holes developing within a month of it being surfaced, tar concentrations at various places over the roadway and still loose chip that has not been swept adequately. The holes have been repaired but the loose chip has created a problem for me in that it is carried to the garage on the motor vehicle tyres and this has scratched and ruined part of the epoxy floor coating I have on the garage floor. Further, tar has been carried into the house on shoes.
- The grass berms – I struggle to find grass, and the cover is quite patchy. In January I attempted to improve the berm in front of #73 by digging the ground (which by the way has set like concrete, I don't believe there is a lot of soil included) and oversewed with grass seed. This failed. The weeds retained their prominence.
- Several neighbours were interested in having the Power located underground during the kerb and footpath renewal. We did express this interest to Council in submissions and I can understand why it was overlooked in the scheme of things. Can you imagine my amazement when just weeks after the new drive and path ways were completed with hotmix, Orion moved in and destroyed a section of the new driveway between #73 and #77 and moved the telegraph pole. The resulting patch is not only ugly but was not finished at the same level as the remaining drive with the result there is a 'rectangular' hill in the driveway.
- The Council has not tendered or mown any of the grass berms despite intention to do so (Ref page 5 Summary of Consultation process- Derby Street)

The fact that the Contractor (in this case the Council's own, City Care) is obliged to make good any faults, it doesn't address the reality held by some residents that the project was delivered sub standard. Our request of the Board is to establish in fact whether the project did meet the specifications presented by the Council and approved by the Board. I have been unable to view Attachment 1 of the Board report for Derby Street but have noticed an anomaly that I don't understand. The estimated cost for the Derby Street upgrade was \$738,800 (of a total of \$1,621,800 for the three streets) yet the amount indicated to us in a City Care notice was \$383,328.65.

I have included communications I've had with Council Officers and recent photographs of the western strip of Derby Street and would urge a visit to inspect yourselves.

I look forward to learning of your investigations meantime may I thank you in anticipation for your time.

Yours faithfully


Kevin Brown

5. HARAKEKE STREET HEAVY VEHICLE MANAGEMENT

General Manager responsible:	General Manager City Environment, DDI 941 8656
Officer responsible:	Transport and Greenspace Manager
Author:	Philippa Upton, Consultation Leader - Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation for Board approval to modify the Harakeke/Rochdale Street pedestrian island in order to allow limited legitimate heavy vehicle access from Straven Road via Rochdale Street into Harakeke Street, in particular bus access to Christchurch Boys' High School hostel Adams House. (See **Attachment One**: Plan of Modified Island.)

EXECUTIVE SUMMARY

2. Following community consultation for the renewal of Harakeke Street from Daresbury Lane, project objectives were developed to reduce speed and rat-running. The aim was also to discourage tour bus operators and heavy vehicles from using Rochdale and Harakeke Streets as a short-cut to avoid the Straven Road/Kilmarnock Street intersection. The installation of an island in Harakeke Street adjacent to the Rochdale Street corner was considered an appropriate solution to these issues.
3. Since the island has been built it has been recognised that Christchurch Boys' High School boarding hostel, Adams House, requires that up to 200 buses per year use this route to deliver students and other non-Boys' High hostel hire users to its property on Harakeke Street. Existing rights of access (longer than 75 years) to the hostel are reinforced by the fact that it is frequently used by community groups out of school terms.
4. Currently the Christchurch City Council has an unacceptable situation where vehicles are driving over the kerb and the island to round the corner. Buses cannot safely or easily turn at the end of Harakeke Street or Daresbury Lane, or turn at Adams House. Entering from Rochdale Street and dropping passengers on the left-hand side of the road is seen as a practical and safe option for Adams House (no need for passengers to cross the road). This route can be travelled in one simple operation.
5. Of 57 replies by residents and stakeholders to the question asking whether the Rochdale/Harakeke Street island should be removed, 25 indicated Yes, 25 indicated No. Of the remaining seven, six qualified their response by indicating they would accept removal of the island if speed and/or heavy vehicles were effectively dealt with in other ways. One indicated no preference. The key tour operator did not consider they would be 'affected too much either way'. (See Consultation Fulfilment section below.)
6. The main concerns from residents about removal of the island were that it is needed to slow traffic, to prevent heavy vehicles and to reduce rat-running. It is also considered to help create a safer street environment for children, as well as cyclists and those crossing the road. A number of respondents thought buses should use other routes, and one suggested they park elsewhere.
7. As well as the installation of the traffic island, the following improvements have been made to street layout as part of the Harakeke Street renewal project:
 - Narrowed intersections at the entrance to Rochdale Street at Straven Road and Harakeke Street; narrowing of Harakeke Street in the vicinity of Daresbury Street and Rochdale Street and at the bridge over the Avon River.
 - Narrowing and a four-way stop sign at the Matai Street /Harakeke Street intersection.
 - Narrowing at each end of Harakeke Street between Matai and Kilmarnock Streets.

5. Cont'd

8. In addition, the Straven Road/Kilmarnock Street intersection, previously considered too tight for negotiation by tour buses, now has an improved turning radius. Tour operators are aware and use this route.
9. These changes reinforce project objectives of limiting traffic speed, discouraging through traffic, including large tour buses, and improving safety for all road users.
10. After considering all feedback, issues and changes, the project team recommends that the pedestrian island is modified to allow school buses to use the Rochdale Street/Harakeke Street intersection without crossing the berm, while still providing significant obstruction to large tour buses using the route. This will be achieved by cutting a portion of the island down to 80mm high which will be mountable by buses but still a significant obstacle. The island will remain in place, continuing to provide traffic calming and pedestrian refuge benefits.

FINANCIAL IMPLICATIONS

11. This work is expected to cost around \$5,000 and will be met from the existing project budget.

Do the recommendations of this Report align with 2006-16 LTCCP budgets?

12. As above.

Legal considerations

13. There are no property implications for this improvement. No consents are required for the work proposed.

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

14. There are no legal implications for this improvement. No traffic resolutions are required or will be revoked.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The project aligns with the Transport and Greenspace Unit's Asset Management Plan.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. This improvement is consistent with key Council strategies including the Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

Do the recommendations align with the Council's strategies?

18. In particular, this proposal aligns with the Transport Strategy which plans for a safe city, enabling access to goods and services, work and leisure activities.

5. Cont'd

CONSULTATION FULFILMENT

19. A letter was sent in September 2008 to approximately 150 residents and stakeholders including bus and tour companies, outlining issues for Adams House and describing problems resulting from the installation of the island. The letter also described improvements to the Harakeke Street layout and for buses turning left at the Straven/Kilmarnock corner, which could mitigate the loss of an island, and outlined the hostel's case for safe, easy and legitimate bus access.
20. Of 57 replies to the question asking whether the Rochdale/Harakeke island should be removed, 25 indicated Yes, 25 indicated No. Of the remaining seven, six qualified their approval or disapproval by indicating they would accept removal of the island if speed and/or heavy vehicles were effectively dealt with in other ways. One indicated no preference
21. The main concerns from residents about removal of the island were that it is needed to slow traffic, to prevent heavy vehicles, and reduce rat-running. It is also considered to help create a safer street environment for children, as well as cyclists and those crossing the road. A number of respondents thought buses should use other routes, and one suggested they park elsewhere.
22. Suggested ways to deal with the above issues included:
 - a sign prohibiting through heavy vehicles to match the one already installed at the southern end of Matai Street (several expressed concern about how effectively this could be enforced),
 - reshaping the berm to allow turning at the island
 - replacement with another traffic calming measure such as judder bars,
 - stop sign or give way
 - moving or modifying the island
23. There was also a suggestion that a kerb extension in Straven Road would discourage drivers from using the cycle lane as a short cut to access Rochdale.
24. A key tour bus operator indicated that they would not be 'affected too much' either way by removal of the island. Drivers do not usually use this route, and when they do they use smaller buses on their way back from Mona Vale to add scenic value eg. Maori street names, Avon River, Fendalton properties and views of Christchurch Boys' High school as well as the university. Large buses are not used on this route because of the extra time needed to cover the tour. Two other bus/tour companies responded. One supported removal of the island, one did not.

STAFF RECOMMENDATION

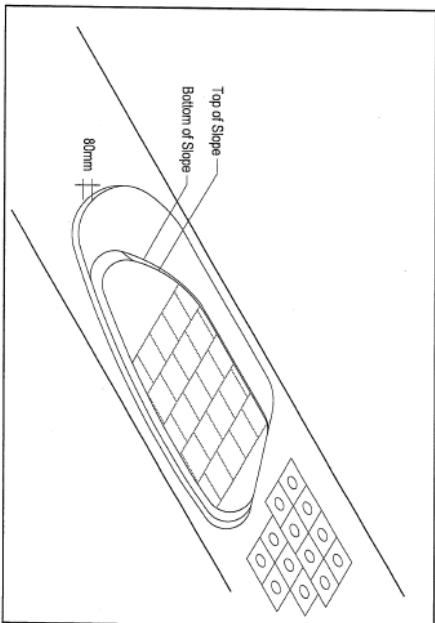
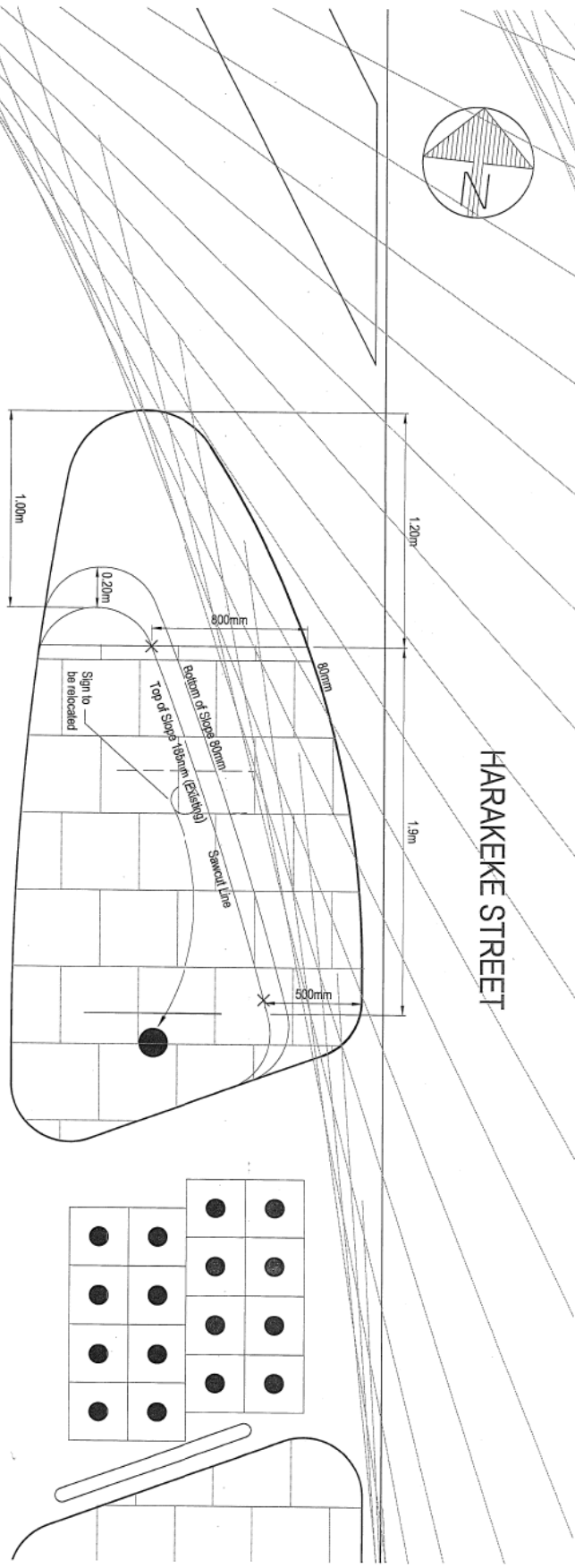
That the Fendalton/Waimairi Works, Traffic and Environment Committee recommend that the Board approve the modification of the Rochdale/Harakeke Streets pedestrian island to allow limited legitimate heavy vehicle access along Harakeke Street from Straven Road via Rochdale Street.

ROCHDALE STREET

#1> LTNZ2007 Tour Coach 12.5m max R
Sim-Path V1.9 Network version.



Note:
Engineer to mark sawcut line prior to cutting.



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6. 76 GLANDOVEY ROAD, FENDALTON - TREE REMOVAL REQUEST

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Jonathan Hansen, Street Tree Arborist

PURPOSE OF REPORT

1. To obtain a decision on the removal or retention of one large Gum tree (*Eucalyptus* sp) outside the address at 76 Glandovey Road, Fendalton.

EXECUTIVE SUMMARY

2. The resident at this address, Mr Murray Connor, has written to the Council to request that the large Gum tree outside his property be removed.
3. In early February 2008, Mr Connor wrote a letter to the Council with regard to tree roots damaging the footpath, low branches hanging over his property and the possibility that tree roots may have damaged his block fence. The Council responded to this letter by inspecting the tree and the other issues Mr Connor raised. Because the tree was in a good condition and in a high profile location, Council staff were enthusiastic about retaining the tree in its current form. City Care Limited were employed to reinstate the footpath around the tree roots and prune the lower branches which were mentioned by Mr Connor. Trenching holes were dug around Mr Connor's fence, however no significant tree roots were located under the fence area.
4. A second letter was received by the Council from Mr Connor on 12 October 2008, which requested that the Council consider removing the tree due to shading issues and leaf drop.
5. The tree in question is in a healthy condition. At this time the Gum tree does not present a health and safety concern to road users, pedestrians or Mr Connor. Therefore any request to remove this tree would rest with the Fendalton/Waimairi Community Board as part of its delegated authority.

FINANCIAL IMPLICATIONS

6. The cost to remove the tree would be approximately \$2,335 (this includes traffic management costs). The cost to replant the tree with a pb95 grade tree is approximately \$230.
7. The valuation for the tree using STEM is: \$16,800.
8. 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. STEM is used as a valuation tool by other Councils such as Auckland, Tauranga, Lower Hutt and Wellington.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The recommendations align with the current LTCCP budgets.

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 Gum tree 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.

6. Cont'd

12. Protected street trees can only be removed by a successful application under the Resource Management Act. This tree is not listed as protected under the provisions of the Christchurch City Plan.
13. City Plan Volume 2 Section 14.3.2 Policy: "Garden City" Image Identity states –
"To acknowledge and promote the "Garden City" identity of the City by protecting, maintaining and extending planting which compliments this image"
14. An application to prune or remove the tree may be made to the District Court under The Property Law Amendment Act 1975.

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

15. Council has the legal right to approve or decline the application to remove the tree.
16. The District Court can order the pruning or removal of the tree under The Property Law Amendment Act 1975.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Removing and replacing the tree without obtaining reimbursement from the applicant 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.
18. Obtaining reimbursement from the applicant to remove and replace a structurally sound and healthy tree is consistent with the current LTCCP.
19. Funding is available in the Transport and Greenspace Unit Street 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.
20. Retention of the tree is consistent with the Activity Management Plan provided the tree is structurally sound and healthy.
21. Removal and replacement of the tree is consistent with the Activity Management Plan.
22. Removing and not replacing the tree is not consistent with the Activity Management Plan.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

23. Removing and replacing the tree would support the Street Tree Renewals capital programme.

ALIGNMENT WITH STRATEGIES

24. Removing and replacing the tree would be consistent with the Living Streets Strategy and the Biodiversity Strategy.
25. Removing and replacing the tree would be consistent with the Christchurch Urban Design Vision.
26. There is currently no overarching city wide strategy for vegetation management.
27. There is currently no policy for the pruning or removing of trees in public spaces. A Draft Tree Policy is being worked on.

6. Cont'd

- 28. Removing and replacing the tree would be in keeping with the Garden City Image.
- 29. Removing and not replacing the tree would not be in keeping with the Garden City image.

CONSULTATION FULFILMENT

- 30. No consultation has been carried out with other residents in Glandovey Road.

STAFF RECOMMENDATION

That the Fendalton/Waimairi Works, Traffic & Environment Committee recommend that the Board:

- (a) Decline the request to remove the Gum tree outside the property of 76 Glandovey Road.
- (b) Request that the Gum tree and other Council owned trees along Glandovey Road, be maintained to internationally accepted arboriculture practices and standards.

6. Cont'd

BACKGROUND (THE ISSUES)

31. The first recorded contact with Mr Connor regarding this tree and the damage to the footpath was in early February 2008.
32. Council staff visited the site and inspected the tree for any health and safety concerns. The tree roots had significantly lifted the footpath area which presented a danger to pedestrians. This was dealt with by City Care Limited, who excavated the asphalt area and placed PVC piping over the roots to protect them before reinstating the footpath and planting a small row of grasses between the road and footpath. The lower branches which were hanging over Mr Connor's property were removed to reduce leaf litter and help minimise any shading issues. The areas of concern with regard to roots lifting Mr Connor's block fence were excavated to determine if the Gum tree roots were responsible. As a result no significant roots were found and this issue was resolved.
33. The next correspondence with Mr Connor occurred with the receipt of his letter dated on 12 October 2008. In the letter, Mr Connor has asked if the Council would consider removing the tree due to shading issues and leaf litter. The tree was inspected by Council staff and it was determined that the trees condition had not changed since the last inspection was conducted. Mr Connor was then informed that because the tree was healthy and did not present a health and safety concern, any decision to remove the tree would rest with the Fendalton/Waimairi Community Board.
34. In regards to the concerns which may be associated with this tree, the following information may assist in addressing these issues.
 - (a) Inspect the tree for health and safety concerns. The Gum tree is in a healthy condition and show no signs of immediate failure which would warrant its removal for tree health and safety concerns. Gum trees are not considered the ideal street tree because of their large size however they do provide a distinctive feature in the roadside landscape. The tree has a strong central trunk which reduces the chances of large limb failure.
 - (b) Inspect the damage to the footpath and kerb and channel. The footpath around the base of the tree was fully reinstated in early 2008. PVC piping was placed over the tree roots to allow them to expand and prevent any damage due to the new seal. The footpath has been slightly raised to accommodate future root growth. There are no current issues with regard to the condition of the footpath or kerb and channel.
 - (c) Assess the amount of nuisance that the tree is causing and attempt to alleviate the concerns. The Gum tree is located to the north of the property and this can create shading issues. Typically shading issues arise when trees are to the north of a particular property as the sun rises in the east, moves to the north and sets to the west. This can be a common problem in Christchurch as sunlight is restricted in the winter months, however the tree does provide a cooling effect from the sun over the hotter summer period. The issue with leaf litter is also a common problem in the city, however debris from trees is an accepted part of the tree's lifecycle and where it does prove to be a problem, it can be addressed by maintenance of both the tree and property. Currently this onus is placed on the property owner as it is not Council practice to maintain private property due to debris from adjacent Council owned trees.
35. The estimated age of this particular Gum tree is 25 years old.

THE OBJECTIVES

36. The objectives of this report are to -
 - (a) Place Mr Connor's concerns about the Gum tree in front of the Fendalton/Waimairi Community Board for its consideration.
 - (b) Provide the Community Board with sufficient information to enable Board Members to make a decision on the future of this particular tree.

6. Cont'd

THE OPTIONS

Option 1: Maintain the status quo

37. Decline the request to remove the Gum tree and continue to maintain the tree to internationally recognised and accepted arboriculture practices and standards. Continue to monitor the tree for ongoing health and structural integrity.

Option 2

38. Remove the tree and do not replace it
- (a) Do not charge the applicant for removal.
 - (b) Charge the applicant the cost of removal only. Cost of removal only is approximately \$2,335.

Option 3

39. Remove the tree and replace it with another species.
- (a) Do not charge the applicant the cost of removal or replacement.
 - (b) Charge the applicant the cost for removal and replacement. Cost for removal and replacement of the two trees is approximately \$2,565.
 - (c) Charge the applicant the STEM value of the tree. Use the funds received from the removal of these two trees to finance new street tree plantings in Glandovey Road.

THE PREFERRED OPTION

40. Decline the request to remove the Gum tree and continue to maintain the tree to internationally recognised and accepted arboriculture practices and standards. Continue to monitor the tree for ongoing health and structural integrity.

Attachment 1

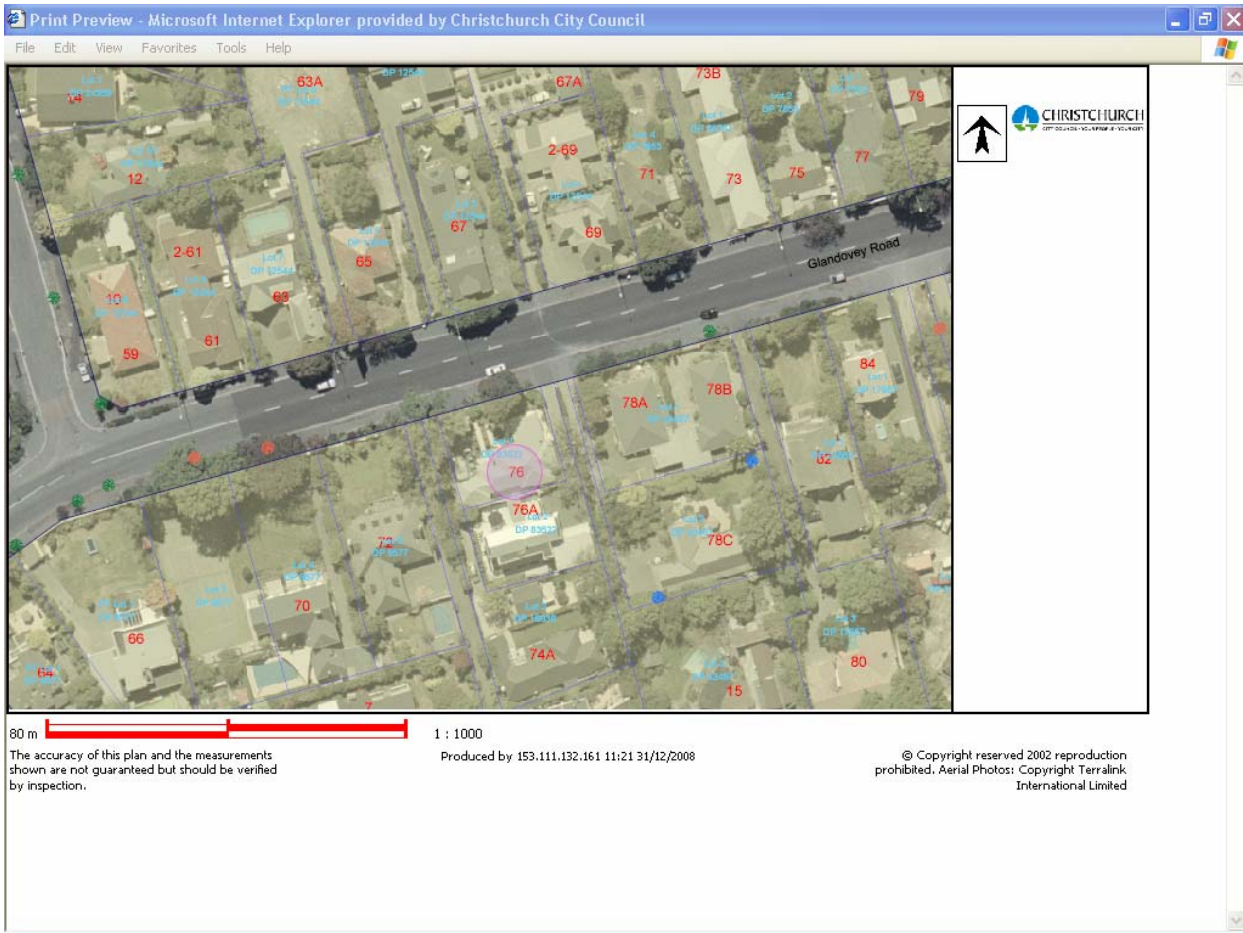


Image 1.1: This photo illustrates the Gum tree in relation to other trees in the area.



Image 1.2: This photo illustrates the Gum tree along the roadside when approaching from the east on Glandovey Road.

Attachment 2



Arial Photo 2.1: Christchurch City Council Webmap image illustrating the Gum tree's location outside number 76 Glandovey Road.