

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
AGENDA**

WEDNESDAY 4 MARCH 2009

AT 4.00PM

**IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Committee: Matt Morris (Chairperson), Ngaire Button, Pauline Cotter, Aaron Keown, Yvonne Palmer and Norm Withers.

Community Board Adviser
Peter Croucher
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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. **CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009**



The minutes of the Board's Committee meeting of Wednesday 4 February 2009 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Committee's ordinary meeting of 4 February 2009, be confirmed.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

3. **DEPUTATIONS BY APPOINTMENT**

Nil

4. **TRANSPORT AND GREENSPACE UPDATES**



The Consultation leader Greenspace will be present to update the Committee on a number of current traffic related issues.

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ATTACHMENT TO CLAUSE 2

4. 3. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
4 FEBRUARY 2009**

**Minutes of a meeting of the Greenspace Traffic Works Committee
held on Wednesday 4 February 2009 at 5.40pm
in the Boardroom, Papanui Service Centre, Corner Langdons Road and Restell Street**

PRESENT: Matt Morris (Chairperson), Ngaire Button, Pauline Cotter,
Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers

APOLOGIES: Nil.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS

Nil.

2. TRANSPORT AND GREENSPACE UPDATES

Mary Hay (Greenspace Consultation Leader) and Basil Pettigrew (Traffic Engineer – Community) updated the Committee on the following projects.

2.1 GRAHAM CONDON RECREATION AND SPORTS CENTRE

The requested traffic count and speed data for Sisson Drive has been received and circulated to members.

2.2 SAWYERS ARMS ROAD/MAIN NORTH ROAD

It was **agreed** that the Board's suggestion to purchase a property at the corner of this intersection for a left-turn slip-lane be included in the Board's submission to the LTCCP.

2.3 WOODCHESTER STREET/MEDWAY STREET

It was **agreed** that a submission be made to the LTCCP proposing remedial treatment of this wide intersection to reduce bad driving behaviour.

2.4 STYX BRIDGE

Members will be kept updated of progress on the recent lodgement of a Customer Service Request to deal with the weeds under the Styx Bridge.

2.5 GARDINERS ROAD SPEED LIMIT SIGN

The electronic speed limit sign has been installed and had proved effective.

2.6 **CLARIDGES ROAD**

A high friction surface has been laid by Nunweek Park to solve issues of speeding.

It was **agreed** that staff be requested to provide a cost breakdown for the various styles of electronic speed signs available, including installation costs.

2.7 **GRASSMERE STREET**

The Committee **agreed** that staff be requested to consider the effectiveness of the current street parking allowed adjacent to the Grassmere Street traffic island. Members believe there are problems with the area east of this traffic island, which is too narrow for buses if cars are parked nearby.

3. **COMMITTEE MEMBERS' INFORMATION EXCHANGE**

Specific mention was made of the following:

- **SAWYERS ARMS/GARDINERS ROAD INTERSECTION**
It was **agreed** that staff be requested to provide specific information relating to a car accident approximately two weeks ago at this intersection and further that the Police be requested to carry out enforcement in that area. A similar accident occurred at the general same time at the Harewood Road / Gardiners Road intersection.
- **GERALDINE STREET**
It was **agreed** that information be requested from staff regarding the recent painting of white traffic lines in Geraldine Street. The Committee had been concerned for some time that the current markings at the various Geraldine Street and other "Living Streets" intersections may cause driver confusion. Staff advice on that matter had already been requested.
- **SECURITY CAMERA**
It was **agreed** to request staff to provide details of the cost of a mobile security camera that could be used for the surveillance of graffiti-prone areas in the ward.
- **ARSON**
It was **agreed** that staff be requested to invite the New Zealand Fire Service to present a seminar to the Board on recent arson attacks in Christchurch.
- **EDGEWARE/COLOMBO STREET INTERSECTION**
The Board had previously received a report on this intersection from Council Traffic Engineers and agreed with the findings that there were no safety issues that required action. Recent local newsletter articles and correspondence within indicated this may not be the view of the general public. It was established that Safer Christchurch may be working with Council staff on related issues. It was **agreed** that staff be requested to provide information on this collaboration.

**PART C - REPORT ON DELEGATED DECISIONS
TAKEN BY THE BOARD**

4. **CONFIRMATION OF MEETING MINUTES – 15 DECEMBER 2009**

The Committee **resolved** to confirm the minutes of the Greenspace Traffic Works Committee meeting of 15 December 2009, subject to the following amendments to Clauses 3.7 and 9 as follows:

Clause 3.7

SAWYERS ARMS ROAD/MAIN NORTH ROAD

Clause 9

SAWYERS ARMS ROAD AT SOUTH ISLAND MAIN TRUCK RAILWAY – PROPOSED NO-STOPPING RESTRICTION

The Committee considered a report seeking approval for a no-stopping area on Sawyers Arms Road adjacent to the driveway of property number 97 near the *South Island Main Truck Railway*.

The Committee **resolved** that the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road commencing at a point 19 metres north from its intersection with the *South Island Main Truck Line* and extending in a northerly direction for a distance of 16.5 metres.

5. MAYFIELD AVENUE STREET RENEWAL

The Committee considered a report seeking approval that the proposed street renewal works in Mayfield Avenue proceed to detailed design, tender and construction.

The Committee **resolved**:

- (a) That the Mayfield Avenue Street Renewal Project proceed to detailed design, tender and construction as shown on the plan shown as Attachment 1 in the agenda for board approval.

Revocation of existing parking restrictions to take effect following completion of construction of the new kerb and channel in Mayfield Avenue:

- (b) That any existing parking restrictions at any time on both sides of Mayfield Avenue be revoked for its entire length.
- (c) That any existing parking restrictions at any time on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a north easterly direction for a distance of 20 metres be revoked.
- (d) That any existing parking restrictions on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a south westerly direction for a distance of 20 metres be revoked.
- (e) That any existing parking restrictions on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a north westerly direction for a distance of 20 metres be revoked.
- (f) That any existing parking restrictions on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a south easterly direction for a distance of 20 metres be revoked.

Proposed No Stopping Restrictions to take effect following completion of construction of the new kerb and channel in Mayfield Avenue:

- (g) That the stopping of vehicles be prohibited at any time on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a south westerly direction for a distance of 11 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south east side of Westminster Street commencing at its intersection with Mayfield Avenue and extending in a north easterly direction for a distance of 14 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south west side of Mayfield Avenue commencing at its intersection with Westminster Street and extending in a south easterly direction for a distance of 19 metres.

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ATTACHMENT TO CLAUSE 2

- (j) That the stopping of vehicles be prohibited at any time on the north east side of Mayfield Avenue commencing at its intersection with Westminster Street and extending in a south easterly direction for a distance of 19 metres.
- (k) That the stopping of vehicles be prohibited at any time on the north west side of Westminster Street commencing at a point 24 metres north east from its intersection with Thames Street and extending in a north easterly direction for a distance of 33 metres.
- (l) That the stopping of vehicles be prohibited at any time on the south west side of Mayfield Avenue commencing at a point 159 metres south east from its intersection with Westminster Street and extending in a south easterly direction for a distance of 16 metres.
- (m) That the stopping of vehicles be prohibited at any time on the north east side of Mayfield Avenue commencing at a point 159 metres south east from its intersection with Westminster Street and extending in a south easterly direction for a distance of 16 metres.
- (n) That the stopping of vehicles be prohibited at any time on the north west side of Mayfield Avenue commencing at a point 77 metres north east from its intersection with Forfar Street and extending in a north easterly then north westerly direction for a distance of 26 metres.
- (o) That the stopping of vehicles be prohibited at any time on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a north westerly direction for a distance of 9 metres.
- (p) That the stopping of vehicles be prohibited at any time on the north east side of Forfar Street commencing at its intersection with Mayfield Avenue and extending in a south easterly direction for a distance of 20 metres.
- (q) That the stopping of vehicles be prohibited at any time on the north west side of Mayfield Avenue commencing at its intersection with Forfar Street and extending in a north easterly direction for a distance of 15 metres.
- (r) That the stopping of vehicles be prohibited at any time on the south east side of Mayfield Avenue commencing at its intersection with Forfar Street and extending in a north easterly direction for a distance of 26 metres.

Give Way Sign

- (s) That a Give Way Sign be placed against Mayfield Avenue at its intersection with Westminster Street.

Stop Sign

- (t) That a Stop Sign be placed against Mayfield Avenue at its intersection with Forfar Street.

(Note: Aaron Keown and Pauline Cotter requested that their votes against the above decision be recorded and the reason being due to budget and that underground wiring was not being included in the project.)

6. BELLVUE AVENUE STREET RENEWAL

The Committee considered a report seeking approval that the proposed Bellvue Avenue Street Renewal project proceed to final design, tender and construction.

The Committee **resolved:**

- (a) That the Bellvue Avenue Street Renewal Project proceed to detailed design, tender and construction as shown on the plan shown as Attachment 1 in the agenda for board approval.

Revocation of existing parking restrictions to take effect following completion of construction of the new kerb and channel in Bellvue Avenue:

- (b) That any existing parking restrictions at any time on both sides of Bellvue Avenue be revoked.
- (c) That any existing parking restrictions at any time on the south west side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 40 metres be revoked.
- (d) That any existing parking restrictions at any time on the north east side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 25 metres be revoked.

Proposed No Stopping Restrictions to take effect following completion of construction of the new kerb and channel in Bellvue Avenue:

- (e) That the stopping of vehicles be prohibited at any time on the south west side of Papanui Road commencing at its intersection with Bellvue Avenue and extending in a north westerly direction for a distance of 12 metres.
- (f) That the stopping of vehicles be prohibited at any time on the north west side of Bellvue Avenue commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 10 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south west side of Papanui Road commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 10 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south east side of Bellvue Avenue commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 23 metres.
- (i) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Bellvue Avenue commencing on the south east side of Bellvue Avenue at a point 235 metres from its intersection with Papanui Road and extending in a clockwise direction around the head of the cul-de-sac for a distance of 40 metres finishing on the north west side of Bellvue Avenue.
- (j) That the stopping of vehicles be prohibited at any time on the north west side of Bellvue Avenue commencing at its intersection with St James Avenue and extending in an north easterly direction for a distance of 13 metres.
- (k) That the stopping of vehicles be prohibited at any time on south east sides of Bellvue Avenue commencing at its intersection with St James Avenue and extending in a north easterly direction for a distance of 13 metres
- (l) That the stopping of vehicles be prohibited at any time on the north east side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a north westerly direction for a distance of 14 metres.
- (m) That the stopping of vehicles be prohibited at any time on the north east side of St James Avenue commencing at its intersection with Bellvue Avenue and extending in a south easterly direction for a distance of 21 metres.
- (n) That the stopping of vehicles be prohibited at any time on the south west side of St James Avenue commencing at a point 93 metres south east from its intersection with Dalriada Street and extending in a south easterly direction for a distance of 51 metres.
- (o) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Bellvue Avenue commencing on the south east side of Bellvue Avenue at a point 110 metres from its intersection with St James Avenue and extending anti clockwise around the cul-de-sac for a distance of 12 metres finishing on the north west side of Bellvue Avenue.

Proposed Parking Restrictions to take effect following completion of construction of the new kerb and channel in Bellvue Avenue:

- (p) That the parking of vehicles be restricted to 90 degree angled parking for a maximum period of 30 minutes at anytime on the north west side of Bellvue Avenue commencing at a point 10 metres from its intersection with Papanui Road and extending in a south westerly direction for a distance of 45 metres.
- (q) That the parking of vehicles be restricted to a maximum period of 30 minutes at anytime on the north west side of Bellvue Avenue commencing at a point 60 metres from its intersection with Papanui Road and extending in a south westerly direction for a distance of 25 metres
- (r) That the parking of vehicles be restricted to a maximum period of 30 minutes at anytime on the south east side of Bellvue Avenue commencing at a point 35 metres from its intersection with Papanui Road and extending in a south westerly direction for a distance of 35 metres.

Give Way Sign:

- (s) That a Give Way Sign be placed against Bellvue Avenue at its intersection with Papanui Road.

(Note: Aaron Keown requested that his vote against the above decision be recorded and the reason being due to budget and that underground wiring was not being included in the project.)

7. PRESTONS ROAD – PROPOSED P5 PARKING RESTRICTION

The Committee considered a report seeking approval that a Parking Restriction be installed on the north side of Prestons Road outside Marshland Primary School.

The Committee **resolved:**

Revocation of existing parking restrictions:

- (a) That any existing parking restrictions on both the north and south side of Prestons Road commencing at its intersection with Marshland Road extending in a westerly direction to its intersection with Quads Road be revoked.

Proposed No Stopping Restrictions:

- (b) That the stopping of vehicles be prohibited at any time on the north side of Prestons Road commencing at a point 72 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 18 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Prestons Road commencing at a point 142 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 35 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Prestons Road commencing at a point 133 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 26 metres.

Proposed Parking Restrictions:

- (e) That the parking of vehicles be restricted to a maximum period of five minutes on the north side of Prestons Road commencing at a point 113 metres west of its intersection with Marshland Road and extending in a westerly direction for a distance of 22 metres. This restriction is to apply from 8.30am to 9.00am and 2.30pm to 3.30pm, School Days Only.

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ATTACHMENT TO CLAUSE 2

8. LAKE ROTO KOHATU – LICENCE TO OCCUPY TO CANTERBURY SCHOOLS SAILING TRUST

The Committee considered a report seeking approval to grant an extension for a further 12 months by way of a variation to the Licence to Occupy granted to the Canterbury Schools Sailing Trust over that area of reserve land forming Lake Roto Kohatu North East of Sawyers Arms Road from 1 October 2007 expiring now on 31 March 2010.

The Committee **resolved**:

- a) That the Shirley/Papanui Greenspace Traffic Works Committee approve the granting of an extension by way of a variation for an additional 12 months to the Licence to Occupy granted to the Canterbury Schools Sailing Trust over the areas of reserve land forming Lake Roto Kohatu North East of Sawyers Arms Road from 1 April 2009 to the 31 March 2010 and that the rental be set in line with the Council's standard policy.

- b) That Greenspace staff provide a memorandum to the Committee advising of proposals for the installation of toilet blocks at Lake Roto Kohatu, to include costs including installation, by 1 April 2009.

The meeting concluded at 7.22pm.

CONSIDERED THIS 4TH DAY OF MARCH 2009

**MATT MORRIS
CHAIRPERSON**



5. EMMETT STREET - TREE PRUNING

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Shane Moohan, City Arborist

PURPOSE OF REPORT

1. To recommend that the Greenspace Traffic Works Committee requests the Board to recommend to Council that the request to undertake height reduction pruning (topping) of the protected scarlet oak trees in Emmett Street be declined.

EXECUTIVE SUMMARY

2. On 17 September 2008 a petition (**attached**) was received by the Board from residents in Emmett Street and Praem Place requesting that the scarlet oak trees in Emmett Street be topped by one quarter.
3. The reason given is that the trees are too high.
4. The petition also mentions Allison Street and Praem Place, however it is unclear what the request is for these two streets.
5. Topping trees is not a recommended arboricultural management practice.
6. Council only tops trees for statutory purposes when they are under electrical conductors or the top of the tree is dead/declining and it is desirable to retain the tree rather than remove it.
7. The trees in Emmett Street are protected through the Christchurch City Plan for their landscape value under Volume 3: Part 8 Special Purpose Zone 4.5.4 Removal or major pruning of any tree in Road Zone as category B trees.
8. Reducing the height of the trees in Emmett Street would have an adverse effect on their quality as a landscape feature.
9. For these reasons it is recommended that the petition be declined and that the trees continue to be maintained to internationally recognised and accepted arboricultural standards and practices.

FINANCIAL IMPLICATIONS

10. The cost to top the trees is estimated at \$66,000 (not including cost of traffic management). Topping these trees would become an annual exercise with similar costs involved.

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

11. The recommendation aligns with the current LTCCP budgets.

LEGAL CONSIDERATIONS

12. The rules for pruning trees protected under Part 8 Special Purpose Zones are :

"In addition to any relevant rules applicable to listed protected trees in Appendix 4, part 10 of the Plan, within any of the streets listed in the SP (Road) Zone listed below:

- (a) No tree shall be removed
- (b) Pruning of any tree shall only be permitted above a height which is two-thirds of the total height of the tree measured from ground level
- (c) Below the height specified in (b), only those branches less than 50mm in diameter may be pruned

5. Cont'd

13. This rule shall not apply if removal or pruning is required for any of the following reasons:
 - the tree is dead, dying or diseased;
 - the tree presents an immediate hazard due to structural weakness or root instability;
 - the tree is causing serious damage to essential public or private services or property”
14. This means that topping the trees by as much as one third of their height is a permitted activity therefore no Resource Consent is required to gain approval for this work.
15. 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.”

Therefore the delegated authority to approve or decline this request lies with the Transport and Greenspace Manager or the Community Board.
16. Although this pruning request is a permitted activity consideration of the following City Plan Policies may be of some benefit –

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 the following:

- tree-lined streets and avenues
- 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

5. Cont'd

Volume 3: Part 8 Special Purpose Zone

14.3.5 Street Trees

Nearly half the length of streets within the city contains street trees, but the presence of very high quality street trees which add considerable presence to streets and neighbourhoods is confined to a relatively small proportion of the road network. These streets add particular character and amenity of the city, either in the form of avenues which form points into the city, or an important part of the local character of particular streets.

- 17 Council as landowner has the legal right to approve or decline the request to prune the trees.
18. An application to prune or remove the trees 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?

19. Council has the legal right to approve or decline the application to prune the trees.
20. The District Court can order the pruning of the trees under The Property Law Amendment Act 1975.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. Pruning the trees without obtaining reimbursement from the applicant is inconsistent with the current LTCCP as funding has not been allocated in the Transport & Greenspace Unit tree maintenance budget for the topping of structurally sound and healthy trees other than those requiring clearance from electrical conductors.
22. Obtaining reimbursement from the petitioners to prune the trees is consistent with the current LTCCP (however this will have to be an annual cost which will also be required to be passed on).

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

23. The recommendation aligns with the level of service for street tree maintenance and provision.

ALIGNMENT WITH STRATEGIES

24. Retaining the trees in their present condition and form would be consistent with the Living Streets Strategy and the Biodiversity Strategy.
25. Retaining the trees in their present condition and form 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.
28. Retaining the trees in their present condition and form would be in keeping with the Garden City Image.
29. Topping the trees would not be in keeping with the Garden City image.

CONSULTATION FULFILMENT

30. There has been no public consultation by Council on this matter.

5. Cont'd

STAFF RECOMMENDATION

It is recommended that the Greenspace Traffic Works Committee asks the Board to recommend that the Council:

- (a) declines the request to reduce the height of the trees in Emmett Street; and
- (b) that the trees in Emmett Street be maintained to internationally recognised and accepted arboricultural standards and practices.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

5. Cont'd

BACKGROUND (THE ISSUES)

31. The scarlet oak trees in Emmett Street were planted in 1950 and 1970. There are 115 trees.
32. They are significant to Christchurch City as a landscape feature for size, form and age.
33. It is possible that they also have significance to Christchurch for commemorative purposes as it has been suggested that they were planted to commemorate soldiers in World War II. This has not been confirmed.
34. Topping the trees would have a negative effect on them as a landscape feature and would negate the reason why they were protected.
35. A conservative value of \$2.7 million (using STEM Standard Tree Evaluation Method, which is the national arboricultural industry standard for evaluating and valuing amenity trees) has recently been placed on them. Topping them would reduce the value by approximately \$900,000.
36. Approving the request may lead to residents with similar requests (e.g. Massey Crescent, Severn Street, Dudley Street etc) expecting the same result. This would have serious consequences for the Garden City image.
37. Council has declined similar requests from residents in other streets with significant trees.
38. Topping trees is not a recommended management practice because –
 - topping leads to decay within the remaining stem which can make the tree structurally unsound
 - the resultant new growth is weakly attached to the remaining stem which means it breaks off easily and is therefore hazardous
 - severe topping of trees can make them unstable as a comparable amount of roots will die to compensate for the sudden loss of photosynthetic material
 - topping trees can inhibit root growth by denying the roots access to chemicals critical to their development
 - removing the upper canopy can open up the remaining canopy to wind forces that the tree is not geared to take. This can lead to branches breaking off in winds
 - the tree will, within 1 year of pruning, put on growth up to 10 times the amount of foliage removed. This means that any “benefits” from topping are quickly reversed.
 - removal of the outer foliage can cause sun scald to the inner canopy and branches not used to exposure to the sun
 - topped trees are generally unsightly and can detract from the landscape character that the trees create or contribute to
 - maintenance costs are high as trees will require topping annually which will involve specialist equipment such as elevated platform trucks
39. A combined Community Board and staff site visit was conducted on 3 December 2008 where one of the petitioners Mr Rogers of 2 Praem Place stated that the reason he would like the trees topped is to increase their stability.
40. Residents usually request trees be topped because of shade, leaf fall, views or encroachment purposes.
41. The trees in Allison Street are Fraxinus ornus (flowering ash) and because of their small stature at maturity are highly unlikely to cause shade or encroachment problems. There may be some concerns with leaf fall in autumn.
42. There are no street trees in Praem Place.
43. There will be some encroachment pruning undertaken for Emmett Street when a general maintenance round is scheduled for May and June of this year.

5. Cont'd

THE OBJECTIVES

44. The objectives of this report are to provide the Board with sufficient information to enable Board Members to make a decision on the future maintenance of the trees in Emmett Street.

THE OPTIONS

Option 1: Maintain the status quo

45. (a) decline the request to reduce the height of the trees in Emmett Street; and
(b) that the trees in Emmett Street be maintained to internationally recognised and accepted arboricultural standards and practices.

Option 2

46. Top the trees.
(a) Do not charge the petitioners for pruning.
(b) Charge the petitioners the cost of pruning (including cost of traffic management). Cost of pruning is estimated at \$66,000 (excluding cost of traffic management). Topping these trees would become an annual exercise with similar costs involved.

THE PREFERRED OPTION

47. (a) decline the request to reduce the height of the trees in Emmett Street; and
(b) that the trees in Emmett Street be maintained to internationally recognised and accepted arboricultural standards and practices.

9/5/2008

No 2

Pray Information - alongside a petition:

'We the undersigned, wish to draw to the Council's attention the concerns of local residents regarding (the subject).....and request that action be taken to.....' or ~~that~~ ~~the~~ ~~tree~~ ~~tops~~ ~~must~~ ~~be~~ ~~topped~~ ~~now~~
'We the undersigned, wish to advise the Council of our strong support of/opposition to.....and ask that the Council.....
Re too High Oak trees in 7th of Peoples Sections.

R.A. Roberts - R.A. Roberts 31 Emmett Street owner
G.S. Roberts

SRINIVASAN 29 EMMETT STREET SHIRLEY [Signature]
OWNER

W. Avenell 23 Emmett Street Shirley [Signature]
Rental

E. S. Smitharum 21 Emmett street n n [Signature]
Rental

G+S. Trotter 19 Emmett St Rental

(17) R. McDonald 15 Emmett St Rental

A. Herd 18 Emmett St Owner

B. Keeler 11 Emmett St Rental

J. McKenzie 9 Emmett St Rental

S. M. Harrison 23 Shirley Rd Owner

Tie Bai 8 Emmett St. Shirley [Signature]
Owner

N. Keriti 10 Emmett St, Shirley [Signature]
Natakeriti

(12) H. O'Connor 14 Emmett, St, Shirley [Signature]
Owner

23. P. Scott 16 Emmett St. [Signature]
Owner
P. Scott.

Mahalia McGregor 24 Emmett St [Signature]
Owner

Reg & Rogers 2 Praem Place ~~104 Emmett St~~ ^{16 Regent} ^{Neighbourhood Watch} 9-5-2008

102 Emmett St G.M. Robinson Glenn Robinson

~~141~~ 160 Emmett Street ~~141~~ Stuart Bradley

~~141~~ 98 Emmett St Stuart Bradley Stuart Bond

Stu 96 Emmett St Shirley Deans Harie Maw

Street 94 Emmett St Shirley Karen owner

86 Emmett St ~~86~~ Caroline Andrew Fardowsa

Miss Treena Tate 92 Emmett St, I.M. Tate 9-5-08

Mr. Lynn & Pat Rhodes 90 Emmett St 9-5-08

Mrs D Hobbo 88 Emmett St 9-5-08

83) Shawn Fox 86 Emmett St

C Hawon 82 Emmett St

L. Panatene 3 - Orion St ^{Stuart Bond} 9-5-08

45 Emmett JERVIS FAMILY ^{CRMA} P.C. Jenning 9/5/08

Belcher family 76 Emmett St Stuart Bond 9-5-08

Bromwynn Lynch 64 Emmett St

52) S.E. Choat 54 Emmett St 9-5-08

60) Karl Savage 48 Emmett St 9-5-08

58) Tracy Kearns

36) Tana Jason 42 Emmett St T. Stevenson 9-5-08

46) Lynda Leaux 40 Emmett St Deaux 9-5-08

Scott Fowler 37 Emmett St Scott Fowler 9-5-08 ^{owner}

84) Keran Seymour Praem Place Shirley 9-5-08

3 149) P. Roberts 6 Praem Pl Shirley 9/5/08

M. Gallagher 4 Praem Place Shirley 9/5/08 owner

6. PACKE STREET – PROPOSED ANGLED PARKING

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Basil Pettigrew/Sonia Pollard –Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Greenspace Traffic Works Committees' approval that Angle Parking be installed on the east side of Packe Street outside number 8 and 10 Packe Street and number 273 Bealey Avenue.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a resident of Packe Street that Angle Parking be installed. Please refer to the **attached** plan.
3. Packe Street is a local road in a residential area, with little through traffic due to the road environment. Vehicles can access Packe Street from Bealey Avenue but there is no exit available from Packe Street to Bealey Avenue. There are currently no parking restrictions at the southern end of Packe Street.
4. Packe Street is situated close to the Speight's Ale Bar on Bealey Avenue. On Friday and Saturday nights, the car park for this bar is often full and customers park along Bealey Avenue and Packe Street, reducing the kerbside parking available to residents of Packe Street.
5. Due to the road configuration at the southern end of Packe Street, vehicles are able to be parked at a 90 degree angle to the eastern kerb. However, angle parking is not currently marked or resolved. This means that when vehicles parallel park, the available space is not utilised efficiently, and when vehicle angle park, they do so illegally.
6. The proposed installation of the eleven Angle Parks will increase the number of parking spaces available in this area by six and this will help alleviate issues with resident parking along Packe Street. It will also legalise the unofficial parking practice that is currently in operation. A centre line will also be installed at this end of Packe Street to improve road safety.
7. All the affected residents/property owners and the local residents committee have been consulted and all parties that responded support the proposal.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$250.

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

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
12. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

6. Cont'd

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

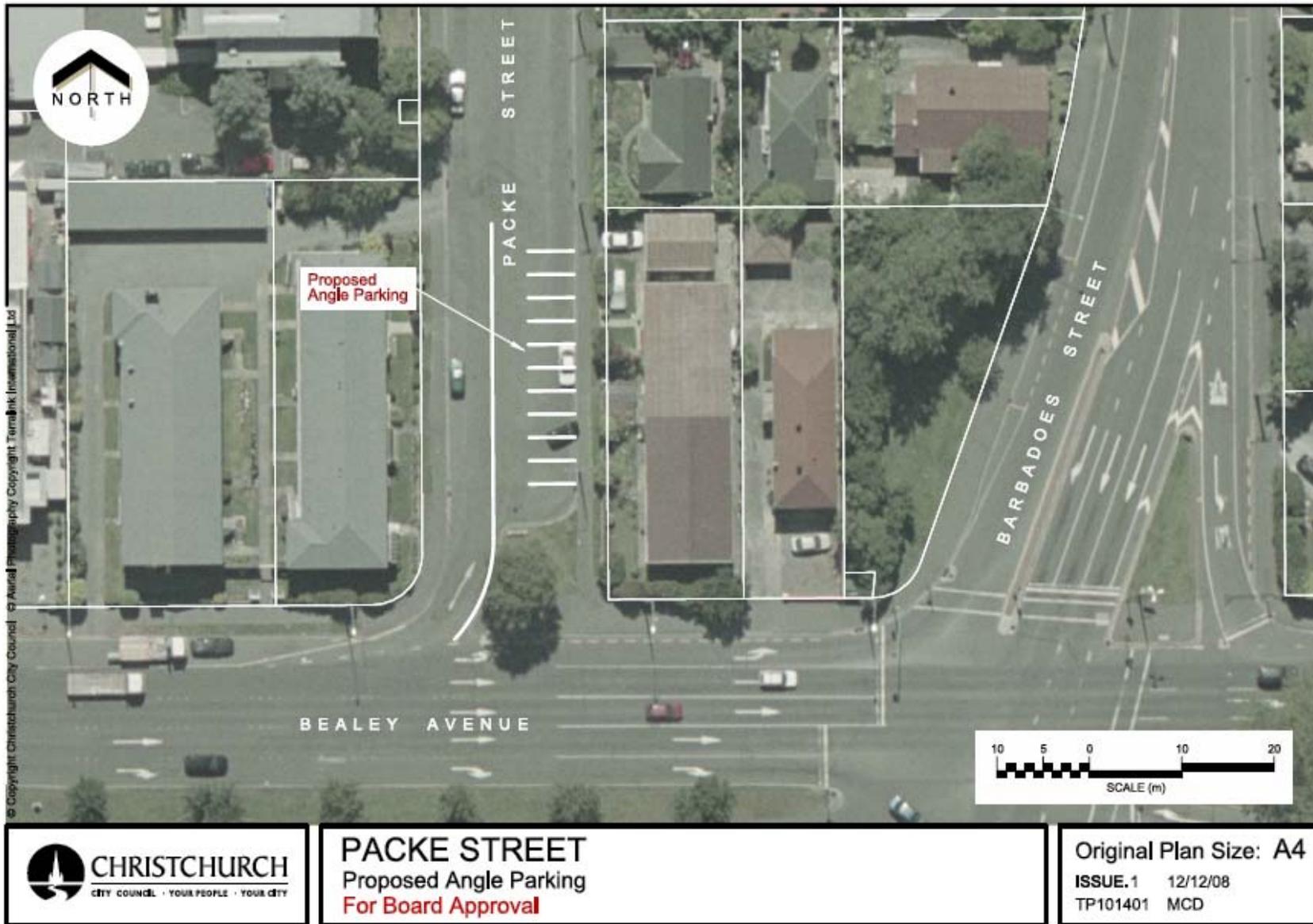
18. Consultation was carried out with the residents/property owners of those houses situated adjacent to and opposite the proposed angled parking. Nine out of 11 residents/property owners responded outlining their support for the proposal. Support has also been offered by the Speight's Ale house.
19. St Albans Residents' Association have also offered their support for the proposal.
20. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Greenspace Traffic and Works Committee approve that the parking of vehicles be restricted to 90 degree angle parking on the east side of Packe Street commencing at a point 13 metres in a northerly direction from its intersection with Bealey Avenue and extending in a northerly direction for a distance of 27 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



7. COMMITTEE MEMBERS INFORMATION EXCHANGE

The purpose of this exchange is to brief other members on activities that have been attended or to provide information in general that is beneficial to all members