



FENDALTON/WAIMAIRI COMMUNITY BOARD

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE

AGENDA

MONDAY 26 FEBRUARY 2007

AT 8.00 AM

**BOARDROOM
CHRISTCHURCH CITY COUNCIL FENDALTON
CNR JEFFREYS AND CLYDE ROADS**

1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. REMBRANDT PLACE – MANAGEMENT OF ON-STREET CAR PARKING

General Manager responsible:	General Manager, City Environment
Officer responsible:	Manager, Transport & Greenspace
Author:	Paul Burden/Basil Pettigrew, DDI 941 - 8542

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the outcome of the consultation process regarding the management of on-street car parking in Rembrandt Place.

EXECUTIVE SUMMARY

2. The Council has received complaints regarding issues associated with Burnside High School students parking in Rembrandt Place. A petition signed by the residents of Rembrandt Place was presented to the Fendalton/Waimairi Community Board in June 2006 requesting the installation of parking restrictions in Rembrandt Place similar to those in Cottesmore Close.
3. Rembrandt Place is a cul de sac located off Grahams Road north-east of the Memorial Avenue intersection. There is a footpath on the east side of the street only and a pedestrian accessway at the north-east end of the cul de sac which is used by students accessing Burnside High School.
4. Two rounds of consultation have been carried out with residents of Rembrandt Place regarding the best way to address their concerns. The first questionnaire was delivered to residents in October 2006 asking for their views regarding the installation of a time limited parking restriction on one side of Rembrandt Place. Twenty eight questionnaires were delivered and sixteen were returned, twelve of those were in support of a restriction and four were opposed. The majority of those in support of a restriction requested the installation of a 120 minute parking restriction covering the whole of Rembrandt Place. Others however were strongly opposed to the installation of any type of restriction and clearly indicated that unrestricted on-street parking was highly valued (see attachment one for summary of comments).
5. A second questionnaire was delivered to residents in November 2006. Residents were informed that the option of installing a "P120, 9am - 4pm, School Days" parking restriction over the whole of Rembrandt Place was not an option that would be supported as the management of on-street car parking should ideally reflect a balance in the demands of residents and the demands of nearby commercial/educational activities therefore minimising the effects of displacing parking further into residential areas. A restriction covering the whole of Rembrandt Place would also prove inconvenient for residents, their visitors and tradespeople and was clearly opposed by some residents in the street. It is also worth noting that due to the location of Rembrandt Place unrestricted parking is not conveniently available elsewhere. As a result this questionnaire offered the following two options for comment:

Option 1:

6. The installation of a P120, 9am – 4pm, School Days" parking restriction on the east side of Rembrandt Place between the pedestrian accessway and #26 Rembrandt Place.

Option 2:

7. That the status quo remain.
8. Twenty eight questionnaires were delivered and eleven were returned, five of those in support of Option 1 and seven in support of Option 2 (see attachment two for summary of comments).
9. Observations of the level of on-street parking in Rembrandt Place at various times showed only a small number of parked vehicles. Discussions with residents revealed that during the first two school terms of 2006 Rembrandt Place was full with student cars, during terms three and four the number of student cars parked in Rembrandt Place fell to just a few. Residents indicated their concern that the number of student vehicles being parked in Rembrandt Place may rise again at the start of the school year hence the requests for a parking restriction covering the whole of Rembrandt Place. Residents also raised issues regarding the behaviour of some of the students including dangerous driving, littering and general anti social behaviour.
10. As there was no clear preference for either of the two options offered to residents of Rembrandt Place it is recommended that the status quo remain and that the level of on-street parking continues to be monitored during the school year.

STAFF RECOMMENDATION

That the information be received.

4. WAIRAKEI ROAD – PROPOSED FIVE MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager, City Environment
Officer responsible:	Manager Transport & Greenspace
Author:	Paul Burden / Basil Pettigrew

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to install a short length of 5 minute parking restriction on the north side of Wairakei Road, east of Roydvale Avenue intersection (refer attached).

EXECUTIVE SUMMARY

2. There is a dry-cleaning store and a small Post Shop (including two hundred private post boxes) located at 526 Wairakei Road. There is also a Post Box located on the grass berm area adjacent to the roadway and directly outside of 526 Wairakei Road.
3. The Manager of Master Valet, a dry-cleaning business requested that a 5 minute parking restriction be installed on Wairakei Road to service the customers of both businesses. Currently people often utilise the on-site drive-through parking area associated with the dry-cleaning business as an area to stop while accessing their mail box. A further request for a P5 has been made by a customer who frequents the dry cleaning business and finds it difficult to obtain parking.
4. It is noted that the Council's parking Strategy for "Business Areas" states that "short stay parking for retail needs" is a higher priority than "commuter parking".
5. The problems associated with the current situation can be overcome through the installation of a short term (five minute) parking restriction covering 2 - 3 spaces.
6. The dry-cleaning business and the Post Shop are the only directly affected party's and their support has been forthcoming. No other persons are considered to be affected by the proposal

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

- 7. Installation of signs and posts is within existing budgets

Legal

- 8. The Land Transport Rules provide for the installation of parking restrictions

STAFF RECOMMENDATION

It is recommended that the Board agree that the parking of vehicles is limited to a maximum of 5 minutes on the northern side of Wairakei Road commencing at a point 65 metres east of the Roydvale Avenue intersection and extending 15m in an easterly direction.

5. STREET TREE RENEWALS

General Manager responsible:	General Manager, City Environment
Officer responsible:	Manager Transport & Greenspace
Author:	Shane Moohan, DDI 941 8030

PURPOSE OF REPORT

- 1. The purpose of this report is to seek the Board’s approval for a proposed three year replacement planting programme to renew a number of cherry trees within the Fendalton/Waimairi Ward.

EXECUTIVE SUMMARY

- 2. The cherry trees in the Fendalton/Waimairi ward are in various stages of decline mainly due to the disease silver leaf. A survey conducted mid to late 2006 has identified, on a street by street basis, which trees are in the worst condition. A proposed plan has been developed to address the problem by removing and replacing on a like for like basis the cherry trees in what is considered to be the worst streets commencing in May/June 2007. This report does not cover species other than cherries and does not cover new street tree planting.

FINANCIAL AND LEGAL CONSIDERATIONS

- 3. Funding is available in the LTCCP for street tree renewals. Quotes yet to be received from contractors may alter the number of streets proposed for renewal over the next three years. The Transport and Greenspace Unit has the necessary resources to undertake and commence the replacement planting programme within the current financial year.
- 4. The Council has a legal obligation under the Health and Safety in Employment Act 1992 to provide a safe environment. As trees decline the structural integrity of the tree naturally diminishes.
- 5. 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.”

STAFF RECOMMENDATION

It is recommended that the Committee:

- 1. Approve the proposed three year replacement planting programme to remove and replace, on a like basis, those Cherry trees listed as category 4 and category 5 as outlined in section 9.
- 2. That the Transport and Greenspace Unit commence implementation of the replacement planting programme during the current planting season (May – September 2007).

BACKGROUND

6. The Council has been aware for some time that the cherry trees within the Fendalton/Waimairi ward have been in various stages of decline. This issue will be familiar to many Board members who will recall looking at this issue on previous tours of the Boards area. The decline of the trees can mainly be attributed to the fungal disease silver leaf.
7. Silver leaf is a fungal infection that enters trees through recently injured surfaces such as pruning cuts, broken branches, insect damage and frost cracks. The fungus produces threads which grows through the living wood killing tissues and produces a toxin which spreads upwards in the sap and causes the cells of the upper leaf surfaces to separate, giving them a silvery appearance. Other trees and plants that are affected by silver leaf include plums, other fruit trees (cherry, peach, apricot, pear and apple), many ornamentals, e.g. laburnum, poplar, Portuguese laurel, rhododendron and rose.
8. The cherry trees in Fendalton/Waimairi were planted in the 1950s with the idea of making that area the “cherry tree capital of Christchurch”. Over the years cherry trees have been removed and replaced and in a number of instances removed and not replaced. Not replacing the trees has left whole streets tree-less with little street amenity or environmental improvement.
9. In 2006 a survey was commissioned to discover the extent of the problem. Each individual tree was assessed for its condition and given one of the following ratings –

Category 1	Excellent
Category 2	Very Good
Category 3	Good
Category 4	Moderate
Category 5	Poor

10. As a result of the survey it is proposed to remove and replace on a like for like basis those cherry trees that have been given Category 4 and Category 5 ratings. The proposed replacement planting programme will run over the next 3 years in the following streets -

2007	2008	2009
Armitage Street	Aintree Street	Ambleside Drive
Bethel Crescent	Chedworth Avenue	Charlcott Street
Blairdon Place	Coniston Avenue	Clifford Avenue
Carruthers Street	Cotswold Avenue	Cranbrook Avenue
Grahams Road	Glenharrow Avenue	Dunster Street
Greendale Avenue	Normandy Street	Greers Road
Hounslow Street	Oakfield Street	Gregan Crescent
Teesdale Street	Powell Crescent	Jackson Road
	Shaftesbury Street	Kendal Avenue
		Longmuir Street
		Memorial Avenue
		Vauxhall Street
		Woodbury Street
		Yardley Street

Category 3 trees will be commenced in 2012 (or earlier if required).

11. This is essentially an operational matter and considered part of routine asset management for managing and maintaining this resource. Consultation will be undertaken on a street by street basis through individual letter drops to each residence advising them which trees are to be removed and replaced and which trees will remain.
12. It is intended that this will take place in April 2007 for those streets identified for work in the current financial year and February 2008 for those streets identified for work in 07/08 financial year. A powerpoint presentation giving examples of the trees proposed to be removed will be shown at the meeting.

OPTIONS

13. a) Maintain status quo. Do not instigate a renewals plan to replace the cherry trees and improve street amenity.

This means that the cherry trees will be removed only when they die or are authorised for removal for other reasons (eg new driveways). Street amenity will continue to deteriorate as trees decline further.

- b) Instigate a renewals programme proposed in the 3 year plan to remove and replace, on a like for like basis, those cherry trees listed as Category 4 and Category 5 as outlined in number 9 of this report.

This means that over time the cherry tree asset in the Fendalton/Waimairi Ward will be improved as declining trees are replaced. Street amenity will improve.

- c) As in b) above but do not renew on a like for like basis. Use another species of tree other than cherry trees.

This means that the declining cherry trees will be replaced and street amenity will improve over time however the vegetative character that the cherry trees give to the area will change.

PREFERRED OPTION

14. Instigate a renewals programme proposed in the 3 year plan to remove and replace, on a like for like basis, those cherry trees listed as Category 4 and Category 5 as outlined in Section 9 of this report.

ASSESSMENT OF OPTIONS

The Preferred Option

	Benefits (current and future)	Costs (current and future)
Social	Street amenity improves over time.	Initial impact on street amenity as larger trees are removed and replaced with smaller trees.
Cultural	Cherry theme remains for the area. Garden City image is maintained and enhanced.	
Environmental	Mature healthy trees will provide benefits such as providing oxygen, reduced air pollutants, shade and shelter, wildlife habitats, colours, flowers,	Chance to increase native biodiversity in the area's streets is not taken.
Economic	Already provided for in the current LTCCP. Real estate values may increase.	Future maintenance requirements. If cherry trees are selected as the replacement species their life span is estimated at 15-20 years. This means that replacing these trees will be an ongoing cost.

Extent to which community outcomes are achieved:

Environment

"A City of people who value and protect the natural environment"

Council will be seen as protecting, enhancing and restoring the street environment

City Development

"An attractive and well designed City"

Council will be seen as providing attractive neighbourhoods with lifestyles enhanced by the urban environment

Governance

"A Well-Governed City"

Council will be seen as utilising LTCCP funds responsibly, responding to current needs and planning for future needs for the street environment.

Impact on Council's capacity and responsibilities:

Assists with delivering the LTCCP.

Effects on Maori:

None

Consistency with existing Council policies:

Consistent with Corporate Environmental Policy, Public Transport Policy, Traffic Calming Policy, Urban Renewal Policy

Views and preferences of persons affected or likely to have an interest:

Views of residents will be taken into consideration during the consultation phase in April.

Other relevant matters:

Some residents may resist Council's attempt to renew the tree asset by removing and replacing them.

Maintain The Status Quo (If Not Preferred Option)

	Benefits (current and future)	Costs (current and future)
Social		Street amenity will continue to decline as the trees decline and are removed on a case by case basis.
Cultural		Over time the cherry theme that currently exists in the area may be lost. Garden City image may be negatively affected.
Environmental		As the trees deteriorate they become less and less environmentally effective.
Economic		Existing LTCCP funding is not being utilised for its intended purpose. Declining trees still require maintenance. Council may be viewed as throwing good money into an asset not worthy of the expenditure. Real estate values may be affected.
<p>Extent to which community outcomes are achieved: No Community Outcomes are achieved.</p> <p>Impact on Council's capacity and responsibilities: Affects Council's ability to deliver the LTCCP and Community Outcomes.</p> <p>Effects on Maori: None</p> <p>Consistency with existing Council policies: Not consistent with any Council Policy.</p> <p>Views and preferences of persons affected or likely to have an interest: Views of residents will be taken into consideration during the consultation phase in April.</p> <p>Other relevant matters:</p>		

Option 3

	Benefits (current and future)	Costs (current and future)
Social	Street amenity improves over time.	Initial impact on street amenity as larger trees are removed and replaced with smaller trees.
Cultural	Garden City image is maintained and enhanced. Prospect of planting more natives into the street environment.	Area's cherry identity is lost.
Environmental	Mature healthy trees will provide benefits such as providing oxygen, reduced air pollutants, shade and shelter, wildlife habitats, colours, flowers. Increase in native biodiversity within the street environment.	
Economic	Already provided for in the current LTCCP. Real estate values may increase. Dependant on the replacement species chosen the life span of the trees will increase past 20 years therefore the trees will not require constant renewing.	Future maintenance requirements.

Extent to which community outcomes are achieved:

Environment

"A City of people who value and protect the natural environment"

Council will be seen as protecting, enhancing and restoring the street environment

City Development

"An attractive and well designed City"

Council will be seen as providing attractive neighbourhoods with lifestyles enhanced by the urban environment

Governance

"A Well-Governed City"

Council will be seen as utilising LTCCP funds responsibly, responding to current needs and planning for future needs for the street environment

Impact on Council's capacity and responsibilities:

Assists with delivering the LTCCP.

Effects on Maori:

Ability to plant more native trees into the area street environment.

Consistency with existing Council policies:

Consistent with Corporate Environmental Policy, Public Transport Policy, Traffic Calming Policy, Urban Renewal Policy

Views and preferences of persons affected or likely to have an interest:

Views of residents will be taken into consideration during the consultation phase in April.

Other relevant matters:

Some residents may resist Council's attempt to renew the tree asset by removing and replacing them. Council may face a protracted consultation phase as residents will differ over species of trees to be planted.

6. MANSFIELD AVENUE – KERB AND CHANNEL RENEWAL PROJECT

General Manager responsible:	City Environment, General Manager
Officer responsible:	Transport and Greenspace, Unit Manager
Author:	Kirsty Ferguson, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction for the Mansfield Avenue kerb and channel renewal project, as shown in the plan for Board approval at Attachment 1.

EXECUTIVE SUMMARY

2. Mansfield Avenue runs between Papanui Road and Browns Road, and is 430 metres long. The existing carriageway is approximately 14.3 metres wide, with kerb and deep dish channel.
3. The surrounding area is generally residential in nature, although Nurse Maude Hospital is located at 11-35 Mansfield Avenue, and Merivale Mall is in close proximity to the Papanui Road end of Mansfield Avenue. There is thus a high demand for on-street parking at the western end of Mansfield Avenue.
4. Initial consultation was undertaken with the community in September 2004. A survey was distributed to all residents of Mansfield Avenue, asking what they would like or not like to see in their street. The key issues arising from the 25 responses received included:

Would like in the street:

- More trees and grass berms.
- Enforcement of illegal parking.
- No narrowing.
- More car parking.
- Underground wiring.
- Speed humps to slow traffic.
- Reduced speed limit.

Would not like in the street:

- Parking meters or a reduction in parking.
- Trees or garden plots.
- Provision for cyclists.
- Speed humps.
- A narrowed street.
- Parking bays.

Other comments:

- Businesses to supply off-street parking.
- Please create more parking.
- Smooth level paths.
- Keep taxi stand.
- Take the safety of the elderly into account in the design.

5. In accordance with the aims and objectives of the project, three options were developed for comparison of the Mansfield Avenue/Papanui Road intersection, along with one option for the entire street. Consultation on the preferred initial scheme design was undertaken in September 2005, and there were 22 responses received. The primary issues raised related to parking, and the width of the street and intersection. A summary of the comments received is shown at Attachment 2.
6. From these responses, it was ascertained that the residents did not support the preferred initial scheme design, and a public meeting was held on 12 December 2005 to discuss the project. There were 28 residents, business representatives, and members of the Fendalton/Waimairi Community Board present at this meeting. Four key issues were identified for further consideration and development, i.e. street width, parking, general design, and landscaping.

7. From the feedback received at this public meeting, two scheme options were developed, which were presented at a second public meeting on 13 March 2006. Approximately 28 residents, business representatives, and members of the Fendalton / Waimairi Community Board attended this second public meeting, and from the comments received, a preferred scheme design was developed.
8. The key issues raised at the second public meeting related to street narrowing, parking, footpaths, and taxi parking. A summary of the issues raised and the project team's solutions to address these issues is outlined in Attachment 2. Based on the feedback received, the following changes were made to the scheme design:
 - The proposed road width was narrowed from 13.5 metres to 10 metres between Papanui Road and the kerb build-outs at 43 Mansfield Avenue. The road width between the kerb build-outs at 43 Mansfield Avenue and Browns Road was widened from 9 metres to 10 metres.
 - All proposed time restricted angle parking and parallel parking were removed, and only existing time restricted parking is to remain.
 - The build-outs now narrow the road to 6 metres rather than being of inconsistent widths.
 - Two build-outs were removed to retain car parking space. The footpath on the south side of the street was moved to the boundary.
9. The key aspects of the preferred scheme design are outlined in paragraph 40 below, and are shown on the plan for Board approval at Attachment 1.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The kerb and channel renewal works are recommended in the Transport & Greenspace Unit's capital programme for implementation in the 2007-2008 financial year. The estimated cost of this project is \$774,016.
11. There are two land ownership issues associated with this project. At 204 and 206 Papanui Road, the footpath/berm occupies private land. However, should the property owners wish to reclaim these areas in the future, there would be no consequence to the project, so it is recommended that no action be taken on this matter.
12. There is a notable tree shown in the City Plan and on Webmap2 on the intranet. A Tasmanian Black Wood is located approximately three metres from the road boundary at Nurse Maude Hospital. A resource consent is required for any construction works that occur within 10 metres of this tree.
13. There is no heritage or historic buildings, places or objects shown in the City Plan or on Webmap2 on the intranet.
14. The City Plan defines minimum roadway widths for different road classifications. Mansfield Avenue will have a roadway width of 10 metres, which meets the permitted minimum of 9 metres for a local road. Therefore no resource consent is required for the roadway width. There appear to be no other legal implications for this project.
15. Community Board resolutions are required to approve the new traffic restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Committee:

- (a) Approve the Mansfield Avenue kerb and channel renewal project to proceed to final design, tender and construction, as shown in the plan for Board approval at Attachment 1.
- (b) Approve the following traffic restrictions:

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road commencing at its intersection with Mansfield Avenue and extending 22 metres in a northerly direction.

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Mansfield Avenue commencing at its intersection with Papanui Road and extending 13 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Mansfield Avenue commencing at a point 94 metres from its intersection with Papanui Road and extending 21 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Mansfield Avenue commencing at a point 207 metres from its intersection with Papanui Road and extending 28.5 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Mansfield Avenue commencing at a point 283 metres from its intersection with Papanui Road and extending 20 metres in an easterly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Mansfield Avenue commencing at its intersection with Browns Road and extending 13 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Mansfield Avenue commencing at a point 89 metres from its intersection with Papanui Road and extending in an easterly direction for a distance of 26 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Mansfield Avenue commencing at a point 215 metres from its intersection with Papanui Road and extending in an easterly direction for a distance of 20 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Mansfield Avenue commencing at a point 307 metres from its intersection with Papanui Road and extending in an easterly direction for a distance of 26 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Mansfield Avenue commencing at its intersection with Browns Road and extending in a westerly direction for a distance of 13 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Browns Road commencing at its intersection with Mansfield Avenue and extending 14 metres in a north-westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Browns Road commencing at its intersection with Mansfield Avenue and extending 15 metres in a south-easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Browns Road commencing at a point 15 metres southeast of its intersection with Mansfield Avenue and extending 22 metres in a north-westerly direction.

Remove existing No Stopping

- (xiv) That the existing no stopping restriction on the east side of Papanui Road commencing at its intersection with Mansfield Avenue and extending in a northerly direction for a distance of 18 metres be revoked.
- (xv) That the existing no stopping restriction on the north side of Mansfield Avenue commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 5.5 metres be revoked.

SECTION ONE - BACKGROUND ON MANSFIELD AVENUE KERB AND CHANNEL RENEWAL PROJECT

16. Mansfield Avenue runs between Papanui Road and Browns Road, and is 430 metres long. The existing carriageway is approximately 14.3 metres wide, with kerb and deep dish channel.
17. Mansfield Avenue is located in the Fendalton Ward, which falls within the jurisdiction of the Fendalton/Waimairi Community Board. It is classified as a Local Road in the Council's roading hierarchy. A traffic count was undertaken on 27/11/05 and returned a combined average daily volume of 1489.
18. The surrounding area is generally residential in nature, although Nurse Maude Hospital is located at 11-35 Mansfield Avenue, and Merivale Mall is in close proximity to the Papanui Road end of Mansfield Avenue. There is thus a high demand for on-street parking at the western end of Mansfield Avenue.
19. The Land Transport New Zealand Crash Analysis System shows that there have been two crashes recorded for Mansfield Avenue for the 5-year period up to January 2007.. One crash occurred as a vehicle failed to give way while performing a u-turn on Mansfield Avenue and was struck by a vehicle travelling along Mansfield Avenue. The remaining crash took place at the Mansfield Avenue and Browns Road intersection. This involved a vehicle failing to give way while turning into Mansfield Road and striking a cyclist who then hit a post to their severe injury.
20. Initial consultation was carried out with internal stakeholders in September 2004, which resulted in the following issues being raised:
 - **Urban Design & Heritage** – This is a Living 2 zoned area, but there is not a huge amount of residential development potential available at present. The area is slowly being eroded by business activity from the Papanui Road end. It would be good to be consistent with the works carried out along Murray Place.
 - **Transport Planning (Cycling & Pedestrians)** – Consider road crossing upgrades at the Browns Road or Papanui Road intersections.
 - **Enforcement** – The enforcement team attend numerous complaints along this street. Many of the complaints are due to people parking over vehicle entrances; however, a number of the complaints are also due to vehicles parking beside the street trees, which force the vehicles further out into the street. Consequently, the residents complain about incorrect kerb parking (i.e. more than 1 metre from the kerb).
21. Initial consultation was undertaken with the community in September 2004. A survey was distributed to all residents of Mansfield Avenue, asking what they would like or not like to see in their street. The key issues arising from the 25 responses received included:

Would like in the street:

 - More trees and grass berms.
 - Enforcement of illegal parking.
 - No narrowing.
 - More car parking.
 - Underground wiring.
 - Speed humps to slow traffic.
 - Reduced speed limit.

Would not like in the street:

 - Parking metres or a reduction in parking.
 - Trees or garden plots.
 - Provision for cyclists.
 - Speed humps.
 - A narrowed street.
 - Parking bays.

Other comments:

 - Businesses to supply off-street parking.
 - Please create more parking.
 - Smooth level paths.
 - Keep taxi stand.
 - Take the safety of the elderly into account in the design.

22. Based on the feedback received, the initiating aim of the project was confirmed as the renewal of the existing kerb and dish channel with kerb and flat channel, with the following objectives:
- To replace the existing kerb and dish channel with kerb and flat channel.
 - To highlight the change in hierarchy from Minor Arterial to Local Road at the Papanui Road intersection.
 - To develop a scheme that is consistent with work already completed in Murray Place and reflects *The Merivale Plan* for this area.
 - To provide additional parking for Nurse Maude Hospital and Merivale Mall, within a zone that does not extend beyond Nurse Maude Hospital. Beyond this zone clearly identify the transition from commercial to residential.
 - To ensure the speed environment is appropriate for a local road.
 - To improve safety for pedestrians and cyclists.
 - To develop appropriate landscaping, i.e. berms, planting and street trees.
23. In accordance with the aims and objectives of the project, three options were developed for comparison of the Mansfield Avenue/Papanui Road intersection, along with one option for the entire street. Consultation on the preferred initial scheme design was undertaken in September 2005, and there were 22 responses received. The primary issues raised related to parking, and the width of the street and intersection. A summary of the comments received is shown at Attachment 2.
24. From these responses, it was ascertained that the residents did not support the preferred initial scheme design, and a public meeting was held on 12 December 2005 to discuss the project. There were 28 residents, business representatives, and members of the Fendalton/Waimairi Community Board present at this meeting. Four key issues were identified for further consideration and development, i.e. street width, parking, general design, and landscaping.
25. From the feedback received at this public meeting, two scheme options were developed, which were presented at a second public meeting on 13 March 2006. Approximately 28 residents, business representatives, and members of the Fendalton/Waimairi Community Board attended this second public meeting, and from the comments received, a preferred scheme design was developed.
26. The key issues raised at the second public meeting related to street narrowing, parking, footpaths, and taxi parking. A summary of the issues raised and the project team's solution to address these issues is outlined in Attachment 2. Based on the feedback received, the following changes were made to the scheme design:
- The proposed road width was narrowed from 13.5 metres to 10 metres between Papanui Road and the kerb build-outs at 43 Mansfield Avenue. The road width between the kerb build-outs at 43 Mansfield Avenue and Browns Road was widened from 9 metres to 10 metres.
 - All proposed time restricted angle parking and parallel parking was removed, and only existing time restricted parking is to remain.
 - The build-outs now narrow the road width to 6 metres rather than being of inconsistent widths.
 - Two build-outs were removed to retain car parking space. The footpath on the south side of the street was moved to the boundary.
27. The key aspects of the preferred scheme design are outlined in paragraph 40 below, and are shown on the plan for Board approval at Attachment 1.

SECTION TWO - OPTIONS

28. There were three options considered for comparison for Mansfield Avenue – do nothing, a 14.3 / 9 metre wide carriageway with a mid-block single lane narrowing, and a 10-metre wide carriageway with three kerb build-outs along the street.

Option 1 – Do Nothing

29. Option 1 involves making no changes to the existing street arrangement. The existing street width is 14.3 metres with kerb and deep dish channel. Street trees are currently within the carriageway between the kerbs.

Option 2 – Nine-metre wide carriageway with single lane narrowing

30. Option 2 included three intersection arrangements put forward as part of the initial scheme development, which were incorporated into this option.
31. The first intersection option (A) had a proposed seven-metre kerb to kerb alignment to form a single lane exit onto Papanui Road. With the proximity to the Aikmans Road/Papanui Road traffic signals, turning right out of Mansfield Avenue is sometimes very difficult. The second intersection option (B) had a different kerb alignment, which created a two-lane exit. The kerb alignment in the north-eastern quadrant of the intersection is unconventional, and the project team tried to overcome the conflict with a major manhole cover. The third intersection option (C) created another kerb alignment with a five-metre wide two-lane exit to Papanui Road and a more satisfactory kerb alignment in the north-eastern quadrant of the intersection.
32. The scheme design initially planned to have a major traffic calming device located at one of the exits of Nurse Maude Hospital outside 21 Mansfield Avenue. St Albans Stream crosses the road underneath this traffic calming device and the kerb alignment provided opportunities for day lighting of the stream.
33. Option 2 incorporated the preferred alignment at the Papanui Road/Mansfield Avenue intersection, and the traffic calming devices outside Nurse Maude Hospital that do not interfere with mobile surgical truck.
34. The street had a 13.2-metre wide carriageway at the western end that allowed for angle parking along the frontage of Nurse Maude Hospital. A single-lane threshold outside 43 Mansfield Avenue marked the transition between the commercial and residential part of the street. The carriageway in the residential section was nine metres wide. Intermediate kerb extensions in the commercial zone allowed for tree planting opportunities and provided some traffic calming measures during times when parking demand is low.
35. The threshold at the Papanui Road end of the street was nine metres wide, with a five-metre wide departure lane allowing motorists to form separate queues for left and right turns. The proposed alignment tied into the existing 80-metre threshold at the Browns Road end of the street.
36. The single lane threshold had bypasses for cyclists on both sides of the street, while all other thresholds provided for two-way traffic. It was therefore not considered necessary to provide specific facilities for cyclists there.
37. It was proposed to implement time parking restrictions in the commercial part of the street following the outcome of public consultation. It was also proposed to remove all existing trees that are currently placed in the carriageway. An independent report was obtained by an external arborist (i.e. Arborlab Auckland), which recommended that all existing trees that are placed within the existing carriageway be removed due to “sustained damage and ... average or below average vitality”. The arborist advised that it is likely that newly planted specimens would establish quicker and grow faster than any of these existing trees if they were transplanted.

Option 3 – Ten-metre wide carriageway with kerb build-outs

38. Option 3 was developed from the feedback received on initial scheme designs, and following two public meetings with residents, business representatives and members of the Fendalton/Waimairi Community Board on 12 December 2005 and 13 March 2006.
39. Option 3 was chosen as the preferred option, which is described in detail in paragraph 40 below, and is shown in the plan for Board approval at Attachment 1.

PREFERRED OPTION

40. The preferred option incorporates the following features:

- Full pavement reconstruction of Mansfield Avenue and the replacement of the existing kerb and deep dish channel with kerb and flat channel. There is a short length of existing kerb and flat channel at the Browns Road end that will be replaced to tie the proposed kerb line into the existing kerb.
- Relocation of three existing fire hydrants into driveways to gain additional car parking spaces.
- A ten-metre wide carriageway along the entire length of the street, except at the kerb build-outs and intersections.
- A nine-metre wide threshold at the intersection of Mansfield Avenue with Papanui Road, and an eight-metre wide threshold at the intersection of Mansfield Avenue with Browns Road.
- Three six-metre wide kerb build-outs along the street.
- Removal of all the existing trees that are placed within the existing carriageway due to “sustained damage and ... average or below average vitality”. The arborist advised that newly planted specimens would establish quicker and grow faster than any of the existing trees if they were transplanted.
- Planting of street trees in the grass berm along both sides of the street, and a mixture of tree planting and landscaping planting or grass berm in the kerb extensions. The tree species to be planted are *Acer Rubrum* (Red Maple) and *Magnolia Kobus*.
- Installation of a new footpath along both sides of the carriageway at 1.65 metres width.
- Implementation of tactile pavers at the Mansfield Avenue/Papanui Road intersection.
- “No Stopping” restrictions at the locations detailed above.

SECTION THREE - ASSESSMENT OF OPTIONS

Maintain the Status Quo

41. The option to maintain the status quo essentially means to undertake no capital works along Mansfield Avenue. This would retain the street and road environment in its existing condition, including deep-dish kerb and channel.
42. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, including the pedestrian strategy, cycling strategy, road safety strategy and parking strategy, as well as the Council’s asset management plan.
43. Therefore, it is considered inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

The Preferred Option

44. Option 3 is the preferred option and satisfies most of the project objectives as follows. The preferred option also takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.

To replace the existing kerb and dish channel with kerb and flat channel

45. The existing kerb and dish channel will be replaced with kerb and flat channel, along the entire length of Mansfield Avenue, between Papanui Road and Browns Road.

To highlight the change in hierarchy from minor arterial to local road at the Papanui Road intersection

46. The nine-metre narrowing at the Papanui Road end of Mansfield Avenue only partially meets this objective, as it does not indicate the change in hierarchy from minor arterial to local road. However, a two lane exit is considered necessary to provide an appropriate level of service for the amount of existing intersection usage. It is proposed to retain the existing threshold at the Browns Road intersection and tie into the existing eight-metre narrowing.

To develop a scheme that is consistent with work already completed in Murray Place and reflects *The Merivale Plan* for this area

47. The commercial section of Mansfield Avenue is not consistent with Murray Place, which means that this project objective can only be partially met at the same time as meeting the objective of providing additional parking. The residential section is consistent with Murray Place. *The*

Merivale Plan has been found to be outdated, and accommodated the previously proposed northern arterial. Therefore this part of the objective has not been considered.

To provide additional parking for Nurse Maude Hospital and Merivale Mall, within a zone that does not extend beyond Nurse Maude Hospital. Beyond this zone clearly identify the transition from commercial to residential

48. An option was presented to the public in September 2005 for consultation. This option provided additional parking facilities for Nurse Maude Hospital and Merivale Mall staff and visitors. The additional parking facilities were in the form of P120 90° angled spaces, P120 and P30 parallel spaces. This option was strongly opposed by residents and therefore omitted from further consideration.

To ensure the speed environment is appropriate for a local road

49. The kerb build-outs will achieve a reduced speed environment compared to the existing situation even during times of low parking demand. The narrowed ten-metre wide carriageway will also help to reduce speed.

To improve safety for pedestrians and cyclists

50. The reduced speed environment will improve safety for cyclists and pedestrians. Formal pedestrian crossing points will be established at the Papanui Road end of Mansfield Avenue, including the implementation of tactile paving. A pedestrian crossing point is also provided at the kerb build-out outside the Fitzroy Retirement Village, which will aid the many elderly people walking across the road in this area.

To develop appropriate landscaping, i.e. berms, planting and street trees

51. An independent arborist report on the existing street trees was obtained and recommended that all existing trees that are placed within the existing carriageway be removed due to "sustained damage and ... average or below average vitality". The arborist advised that "it is likely newly planted specimens would establish quicker and grow faster than any of these existing trees if they were transplanted".
52. New street trees (i.e. red maple and magnolia kobus) will be planted in the grass berm along both sides of the street. No trees will be planted underneath the power lines, and all well tended planting in the berm between the existing footpath and the boundary will be retained.

Option 2

53. The initial alignment for Option 2 was rejected when feedback was received from Nurse Maude Hospital that the mobile surgical unit (a truck and trailer unit) backs into this driveway when they come to this site. It would be difficult to manoeuvre such a large truck into this driveway when it is located within the road narrowing.
54. With the heavy usage of Mansfield Avenue by residents, hospital traffic and others, it was considered that a single lane exit combined with few opportunities for right turners, (i.e. intersection option (A)) is inappropriate for the Papanui Road / Mansfield Avenue intersection. Intersection option (B) was rejected as not ideal, due to the unconventional kerb alignment of the intersection, which tried to overcome the conflict with a major manhole cover. Intersection option (C) was also rejected because of the angled kerb alignment on the north side of the road.

7. "DISC GOLF" PROPOSAL

Grant MacLeod, Recreation Planner, Greenspace Unit will be in attendance to present a proposal on "disc golf" which is going to be trailed at Jellie Park.

8. JELLIE PARK DEVELOPMENT

John Filsell, Unit Manager, Recreation and Sports will be in attendance to update the Committee on the Jellie Park redevelopment.