

## 15. REPORT OF THE ENVIRONMENT AND TRAFFIC COMMITTEE: 17 FEBRUARY 2004

<b>Officer responsible</b> Community Advocate	<b>Author</b> Gina Clarke, Community Secretary, DDI 941 6615
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The purpose of this report is to submit the following report and recommendations for the Board's consideration.

### **Report of the Environment and Traffic Committee meeting held on Tuesday, 17 February 2004 at 10.00am in the Boardroom, Linwood Service Centre.**

**Present:** Yani Johanson (Chair), Bob Todd and Linda Rutland.

**Apologies:** Apologies for late arrival were received and accepted from Yani Johanson and Rod Cameron.

Yani Johanson arrived at 10.20 am and was absent for 15.1 and 15.2.

#### **15.1 CHAIRPERSON**

Due to Yani Johanson's late arrival, Linda Rutland was elected Acting Chairperson of the Committee for the duration of Yani Johanson's absence.

#### **15.2 REQUEST FOR NO STOPPING RESTRICTIONS ON PARTS OF CAMBRIDGE TERRACE**

<b>Officer responsible</b> Network Operations Team Leader	<b>Author</b> Basil Pettigrew, Traffic Engineer – Community Streets Network Operations, DDI 941-8542
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The purpose of this report is to seek the Board's approval for the installation of a short section of 120 minute parking restriction on Cambridge Terrace west of Churchill Street. A letter from the MOA Neighbourhood Group is attached requesting this parking restriction, and identifying other parking issues in the area. Comments from the City Transport Unit are also attached.

The MOA Neighbourhood Group has established that this section of Cambridge Terrace is fully parked with commuter vehicles on weekdays leaving no spaces for short stay private vehicles.

#### **CONSULTATION**

The MOA Neighbourhood Group requested at a meeting of the Board that this parking restriction be established.

The City Transport Unit reviewed the request for this restriction on 11 February 2004 with the owner of the accommodation lodge located on the corner of Churchill Street and Cambridge Terrace. The owner has stated that there is often no space for visitors to park adjacent to his accommodation lodge during weekdays, and has requested that a parking restriction be imposed to discourage commuter parking.

#### **PARKING STRATEGY**

The Christchurch City Council's city wide Parking Strategy provides guidance for the allocation of parking.

For Residential Areas Policy 7A:

Residential On-Street is appropriate. The strategy suggests that kerbside parking be established in general accordance with the Residential Parking Priority Table below:

	<b>Residential Parking Priority*</b>
1	Bus stops
2	Residents parking
3	Parking for people with disabilities
4	Short-stay vehicle parking
5	Taxi, limousine and shuttle services
6	Commuter parking

**Committee**

- Recommendation:**
1. That the parking of vehicles be restricted to a maximum period of 120 minutes Monday – Friday 8.00am – 6.00pm on the northern side of Cambridge Terrace commencing at a point nine metres from its intersection with Churchill Street and extending in a westerly direction for 15 metres.
  2. To seek a report on the other issues raised in the attached MOA Neighbourhood Group letter.

**Chairperson's**

**Recommendation:** That the recommendations be adopted.

**15.3 PIN OAKS/POWER LINES IN BRIDLE PATH ROAD**

<b>Officer responsible:</b> Greenspace Manager	<b>Author</b> Walter Fielding Cotterell, City Arborist, DDI: 941 8630
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The purpose of this report is to advise the Board about the issues and options relating to the management of the pin oaks planted in Bridle Path Road and the conflict with the adjacent overhead power lines, and seek the Board's approval to remove two trees.

**BACKGROUND**

The trees to which this report refers are a line of pin oaks planted in the footpath on the west side of Bridle Path Road extending from Ferrymead Park some 680 metres south of the park entrance. The pin oaks which number twenty-seven (27) in all were planted in 1972 and have now grown to an average height of 10 metres, well above the height of the powerlines nearby. Also growing in the line of pin oaks is a large, mature English oak that could be over one hundred years old.

It appears that when the pin oaks were planted, no consideration was given as to the close proximity of the powerlines, how the future growth of the trees might affect them, or the safety factors involved.

As the trees have grown it has become necessary to prune the trees to maintain the regulatory safe clearances from the lines. The rather severe pruning required has given the pin oaks a misshapen, unbalanced appearance. This has drawn criticism from local residents and community groups who believe the Council has carried out insensitive, unskilled pruning work.

**THE POWER LINES**

The powerlines consist of a double level span of conductors (wires), the lower span being 400 volts and the upper 11,000 volts. 240 to 650 volt lines have a plastic covering which provides some degree of protection for the wires and safety for the general public. The 11,000 volt lines are uncovered and at all times in all situations should be considered potentially very dangerous.

The lower level 240 to 650 volt wires are a minimum of 5.5 metres off the ground and the 11,000 volt wires a minimum of 6.5 metres.

**REGULATIONS**

The newly adopted Electricity (Hazards from Trees) Regulations 2003 (see summary attached) provide for the following with regard to the powerlines in question:

- 240 to 650 volt wires - a "Growth Limit Zone" of 0.5 metres radius clearance from any such wire, from which all tree growth encroaching on the wires will have to be cut back.
- 11,000 volt wires - a "Growth Limit Zone" of 1.6 metres from which all encroaching tree growth will have to be cut back.
- A "Notice Zone" extending a further metre from the above wire distances where the owner of the "works" (lines) becomes aware of branches encroaching into this zone and may give a "Hazard Warning Notice" to the tree owner.

It may be possible to obtain a dispensation from the power authority, Orion, to allow tree growth to extend closer than the above clearances. However, in the event of injury occurring to persons or property as a consequence, it is not certain who may be held legally responsible.

## **SAFETY CONSIDERATIONS**

The plastic covered 240 volt wires do provide a measure of safety for those working in the vicinity and some degree of protection for anyone or any object making accidental contact with the wires. However, the effectiveness of this protection becomes uncertain in wet or damp conditions or when the plastic covering may have been chafed by the tree to expose bare wires. Contact by persons can easily prove to be fatal and wires shorting against trees can cause fires. Household power supply may be disconnected.

In the case of the uncovered 11,000 volt wires, direct physical contact is not necessary to cause human injury, energise objects or cause fires, as the current can arc (jump) across gaps towards persons or objects such as trees that come within arcing distance. It is possible for a tree and the surrounding ground to be energised creating a hazard for pedestrians and road users in the vicinity. Ground vegetation may also catch fire. Wires may short and burn out. A lengthy power outage is likely to occur in all events.

Because of the close proximity of the pin oaks to the 11,000 volt powerlines in Bridle Path Road, and the high risk factors of operators working near such lines, contractors with specialized training and equipment are engaged by the power authority, Orion, for this work. Current practice is usually for the wires to remain energized (live) while the pruning work takes place. This is to avoid the domestic inconvenience, business stoppages and disruption to essential services that occur when power is cut.

The costs of carrying out pruning near high voltage lines are currently funded by Orion.

## **PROXIMITY OF PIN OAK TREES TO POWERLINES**

The Bridle Path Road pin oaks vary in the distance they are situated from the powerlines. The line of six (6) trees nearest Ferrymead Park is situated closest to the lines. The (outer) trunk offset distances, perpendicular to the nearest wire, vary from 0.1 to 1.0 metre in the case of four of the trees. However, two trees are situated directly underneath the centre of the full span of the wires. The latter two trees growing directly beneath the lines are in a completely impractical situation in terms of safety. They have been severely topped to keep them clear of the lines. They will never be able to grow and develop a reasonably attractive crown form, therefore it is recommended they be removed.

The remainder of the pin oaks (and one English oak) have outer trunk offsets from the nearest wires varying between 1.0 and 2.0 metres. The pruning work carried out on these trees to date, has managed to direct the growth of the trunk and branches of the trees sufficiently clear from the wires to comply with the 1.6 metre "growth limit zone" required in the new regulations.

## **POWERLINE CLEARANCE PRUNING METHODS**

The pruning methods/techniques used to train trees around powerlines are those recommended and implemented internationally.

As a tree grows, pruning cuts are made to clear the lines and direct the future growth of the trunk and branches around the side of the lines to the clearances stated above. As the trees grow taller, new branches may be allowed to grow over the top of the lines provided the 1.6 metre "growth limit zone" can still be maintained. The end result with the mature tree would be an aperture created in the crown branch system for the powerlines to pass through unobstructed.

About 50 percent of the Council's street trees are affected by overhead lines, and the technique described above has now been used successfully for many years without the natural, attractive appearance of the trees being unduly diminished.

However, the semi mature stage of growth, as currently reached by the trees in question, is the most difficult stage to deal with. In this interim period, the pruning will inevitably look one sided and unattractive until such time that they grow taller and can be allowed to form a canopy over the lines.

The fact that Bridle Path Road oaks are affected by two spans of lines, one span higher than the other, and one being high voltage, prolongs the period when the trees will have a one-sided unbalanced appearance. However, the pin oak species has the ability to grow fast and can reach a height 2.5 times their existing height. These pin oaks are currently pruned by Orion's contractors, at intervals of two years.

Continually topping the trees to keep all growth at a height below the level of the lowest wires, i.e. minus five (5) metres, is not considered to be a viable option as this would give the trees a permanently unsightly appearance. It would be preferable to remove the oaks altogether and plant a small growing species that would terminate in height below the lines.

#### **UNDERGROUNDING THE POWERLINES**

The prospect of the powerlines being installed underground along the 680 metre section where the pin oaks are growing, has been investigated and the costs estimated as follows:

Undergrounding lines \$270,000 plus G.S.T	\$303,750
New street lights (existing lights on existing power poles)	25,000
Easement for installation of new transformer power kiosk (survey and legal costs)	4,000
<b>TOTAL</b>	<b>332,750</b>

The cost of undergrounding on a per tree basis would be \$11,883.

#### **OPTIONS**

The range of options relating to the management of the pin oaks/powerlines are as follows:

1. Continue with the present maintenance pruning programme.
2. Remove the two trees growing directly beneath the powerlines.
3. Remove all the trees and do not replant.
4. Remove all the pin oaks and replant with a smaller growing tree/shrub species.
5. Underground the powerlines (with associated works).

#### **CONCLUSION**

Given time, it would be quite feasible to develop a crown structure on the pin oaks that would safely accommodate the powerlines yet still leave the trees with a reasonably attractive crown form. In the meantime however, it is unavoidable that the trees will continue to look unsightly. If this would not be acceptable to the community, there is still the option of removing all the pin oaks and replanting with a smaller growing species. The costs of felling the pin oaks and replanting could probably be done at a cost of \$20,000

It is the opinion of the Greenspace Unit that the cost of undergrounding the lines is prohibitive, and from discussions with Orion, they have no plans or funds to do this work. A great deal of valuable landscape work could be carried out in the community for the sort of costs involved.

#### **Committee**

**Recommendation:** That the Board:

1. Approve continuance of the present maintenance pruning programme.
2. Approve the removal of the two trees growing directly beneath the powerlines.
3. Approve the removed trees being replaced with smaller trees.
4. Consider making a deputation to Orion regarding undergrounding the lines.

#### **Chairperson's**

**Recommendation:** That the recommendations be adopted.

#### 15.4 BEVERIDGE STREET/CONFERENCE STREET/PEACOCK STREET: PROPOSED PARKING LIMIT LINES

<b>Officer responsible</b> Network Operations Team Leader	<b>Author</b> Basil Pettigrew, Traffic Engineer – Community Streets Network Operations, DDI 941 8542
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The purpose of this report is to request that the Board consider recommending to the Sustainable Transport and Utilities Committee the installation of parking limit lines on both sides of Beveridge Street, Conference Street, and Peacock Street.

#### INTRODUCTION

The Board requested a report be prepared by the City Transport Unit, following the receipt of a written submission and a verbal presentation during its Board meeting on February 4<sup>th</sup> 2004 from the Victoria Neighbourhood Group.

#### EXISTING SITUATION

Conference, Beveridge and Peacock Streets have P60 parking on their south sides. The northern sides of these streets are fully parked with commuter vehicles during normal work hours. The roadway widths are between eight and 8.5 metres. Two way traffic is difficult when the streets are fully parked and very little short cutting of vehicles was observed.

All three streets have a mix of architectural styles. The older style bungalows are still a feature but these are slowly being replaced by flats or townhouses.

The south side of Conference Street is dominated by the Council flat units.

The parking situation is summarised below:

<i>Street</i>	<i>Driveways</i>	<i>P60 Parks</i>	<i>Unrestricted Parks</i>
Conference	19	28	18
Beveridge	34	16	12
Peacock	31	20	17

#### PARKING OVER DRIVEWAYS

The Parking Unit issued the following infringement notices for this offence for the 22 month period April 2002 – January 2004.

<i>Street</i>	<i>P60 Side</i>	<i>Unrestricted Side</i>	<i>Total</i>
Conference	17*	10	27
Beveridge	9**	6	15
Peacock	-	2	2

\*\*9 blocked vehicle entrances at No 10

\*16 blocked vehicle entrances at No 10

It was observed that the distance between driveways was generally favourable for achieving a good economic use of available kerbspace.

“The Road Code” specifies that:

“You must not stop, or park a vehicle in front of a vehicle entrance or closer than 1 metre to the vehicle entrance.”

#### CONTENTS OF SUBMISSION

The submission was presented to the Board by the Victoria Neighbourhood Group which represents the residents of Peacock, Conference, and Beveridge Streets.

The problems caused by vehicles parking across, and within 1 metre of a vehicle entrance were detailed. A summary of responses from 14 residents to an emailed questionnaire was included. An extensive selection of photographic evidence was also supplied.

The submission concluded by requesting that “the Victoria Neighbourhood Group favours the placement of a ‘parking tick’ 1 metre either side of each driveway. While this may not guarantee trouble-free access to properties it is believed the present situation will be greatly improved”.

#### **PARKING LIMIT LINE POLICY**

The Council's policy register gives the following relevant guidelines for the installation of on-street parking limit lines:

“As a matter of practice driveways are not to be individually marked with parking limit lines either side.”

“Community Boards may make a recommendation to the City Services Committee (Sustainable Transport and Utilities Committee) for the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside the Council Policy.”

#### **CONCLUSION**

The narrowness of the usable carriageway of these streets when vehicles are parked on both sides, reduces the manoeuvring area for entering or exiting a driveway, causing residents difficulty in gaining access. The turning space is further reduced when parked vehicles encroach upon the driveway and the required 1 metre clearance either side.

To aid motorists in parking their vehicles clear of entranceways, residents have suggested that parking limit lines be installed on Beveridge Street, Conference Street, and Peacock Street.

#### **Committee**

**Recommendation:** That the Board recommend to the Sustainable Transport and Utilities Committee that parking limit lines be installed at vehicle entrances on both sides of Beveridge Street, Conference Street and Peacock Street.

#### **Chairperson's**

**Recommendation:** That the recommendation be adopted.

#### **15.5 BUCKLEYS ROAD: PEDESTRIAN FACILITY**

The Committee considered a report informing of the current pedestrian activities in Buckleys Road adjacent to Eastgate Mall.

The Committee **received** the information and **decided** to request that the Environmental Services Unit provide a copy of the resource consent for the Eastgate Mall development together with information on what monitoring of the resource consent is being carried out.

#### **Committee**

**Recommendation:** That the information be received.

#### **Chairperson's**

**Recommendation:** **That the recommendation be adopted.**

#### **15.6 KINSEY TERRACE**

Lorraine Wilsmhurst (Consultation Leader) and Alix Newman (Capital Programme Team Leader) briefed the Committee on the progress to date with the proposed upgrade of Kinsey Terrace.

The Committee **received** the information and **decided** to request that the Kinsey Terrace residents elect a representative group of six people to meet with staff and the Committee to progress issues, with the Community Advocate to act as Facilitator.

#### **Committee**

**Recommendation:** That the information be received.

#### **Chairperson's**

**Recommendation:** That the recommendation be adopted.

**15.7 SUPPLEMENTARY REPORT: BEVERIDGE STREET/CONFERENCE STREET/PEACOCK STREET PROPOSED PARKING LIMIT LINES**

The Chairperson sought approval to introduce a supplementary report on Beveridge Street/Conference Street/Peacock Street: Proposed Parking Limit Lines.

The reasons why the report was not on the agenda and why the report could not wait until the next meeting were explained to the Committee.

The Committee **resolved** that the report be received and considered at the present meeting.

**Committee**

**Recommendation:** That the information be received.

**Chairperson's**

**Recommendation:** That the recommendation be adopted.

**15.8 HEATHCOTE VALLEY PARK: WORKS PROGRAMME UPDATE**

Darren Moses (Project Manager – Heathcote Valley Park) and various Council staff and consultants accompanied the Committee members on a site visit to Heathcote Valley Park to view the area and be briefed on stage one of the works programme. The Committee was briefed by: Andrew Crossland (ornithologist – Greenspace Unit), birdlife and habitat changes in the area; Dr Trevor Partridge (Canterbury Ecology Consultancy Services), vegetation and a plan for its management; Roy Eastman (Water Environment – City Solutions), trapping sediment and wet areas; Jocelyn Mahoney (Landscape Architect – City Solutions) refurbishment and planting of the areas. The Committee was advised that work in the area is to start within a month.

Committee members requested that Darren Moses provide them with copies of the respective reports from Andrew Crossland, Roy Eastman and Trevor Partridge.

**Committee**

**Recommendation:** That the information be received.

**Chairperson's**

**Recommendation:** That the recommendation be adopted.