

6. EUREKA STREET BROKEN YELLOW LINES

Officer responsible City Streets Manager	Author Lee Kelly - Consultation Leader (Community), DDI 941-8355
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The purpose of this report is to inform the Board of the outcome of a request from residents at 118, 120 and 122 Eureka Street, Wainoni to have broken yellow lines installed outside their properties to ban parking.

BACKGROUND

The Board will be aware that Mrs Maude Boyd, 120 Eureka Street made a submission to the Annual Plan hearings with several concerns relating to the closure of Eureka Street, which is proceeding as part of the construction of Stage 2 of the Woolston/Burwood Expressway.

In her submission Mrs Boyd expressed her concern at the driving behaviour of some parents of children attending the adjacent Wainoni Primary School and the verbal abuse directed at her by one parent. Her submission included a request from her and her neighbours at 118 and 122 Eureka Street to have the eastern end of Eureka Street become a private right of way for residents alone, thereby preventing any school traffic from driving past or parking outside their properties.

DISCUSSION

The City Streets Unit considered the request. However, investigations by staff, primarily of driving behaviour, ascertained that the requested action was not warranted. It would essentially remove a safe, slow drop off and pick up area for the pupils of Wainoni School once the north eastern end of Eureka Street is stopped.

The residents were informed of the Unit's decision at a meeting at the Aranui Housing and Information Centre, 34 Marlow Road on Monday 29 July 2002. The residents accepted this decision but they then requested that a parking ban be installed outside their properties instead.

Another meeting was held on Tuesday 6 August 2002 at 4.00 pm attended by Councillor Alister James, Project Manager Jeanette Ward, Consultation Leader Lee Kelly and Mrs Boyd, Mrs Turton and Mr and Mrs McKay. This meeting was held to discuss the residents' request to ban parking and also a request to have the power poles removed and the aerial wiring installed underground.

Councillor James suggested that a report on the parking ban be prepared and submitted to the September meeting of the Community Board. Costings for the aerial undergrounding were also to be sought, separate to the report on the parking ban, and Councillor James undertook to investigate the funding issue.

CONCLUSION

The City Streets Unit discussed the parking ban request at a meeting on Wednesday 21 August 2002 and a decision was made not to support the request. This decision was made because the Unit believes a ban would negatively impact on the safety of pupils by forcing parents to park further west along Eureka Street where the traffic volume will increase. Traffic flow at this time is along Eureka Street and out onto Bexley Road and vice versa. However, once the north eastern end of Eureka Street is closed off traffic will be diverted from Eureka Street, opposite Wainoni School, to south along Meon Street.

The Unit considers that the concerns of the residents can be and should be addressed by the Council's Parking Unit and if necessary, the Police, and therefore does not support the measures requested by the residents.

The physical closure of Eureka Street is due to occur in February 2003. The use of the cul-de-sac will then be monitored and the parking issue could be readdressed if considered necessary.

Staff

Recommendation: That the Board take no action on the residents' request for a parking ban outside 118, 120 and 122 Eureka Street until the effects of the closure are determined.

Chairperson's

Recommendation: That the abovementioned recommendation be adopted.