

7. OTARA STREET - PROPOSED 120 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager, City Environment
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burden/Barry Cook, DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the concerns raised by some residents within Otara Street regarding car parking, to detail the examination and investigation of these matters by Council Officers and to seek the approval of the Board for the installation of a 120 minute parking restriction

EXECUTIVE SUMMARY

2. Due to its close proximity to the Fendalton Mall the southern section of Otara Street between Memorial Avenue and Hamilton Avenue is experiencing a high demand for on-street car parking. This demand is directly attributed to over flow staff parking generated by the Fendalton Mall.
3. Local residents have expressed concern over road safety issues and the loss of residential amenity due to current levels of long term on-street parking. Issues include the lack of available on-street parking for residents and visitors to the street, restricted access (particularly for emergency vehicles) due to parked vehicles on both sides of the street, restricted ingress and egress to private property and vehicles parking too close to intersections and in other inappropriate locations. As such residents have requested that the Council install a two hour parking restriction, 8am – 5pm, Monday to Friday on both sides of Otara Street between Memorial Avenue and Hamilton Avenue.
4. Council staff agreed to examine the possibility of a parking restriction being installed in Otara Street to address the issues. It is noted that consistently the Council, when considering the installation of parking restrictions, has tried to achieve a balance between the conflicting demands for on-street parking in residential areas experiencing overflow parking from major commercial or educational generators. Generally this has comprised a parking restriction on one side of the road only and not both sides of the road as requested in this instance. The former is considered to provide parking opportunities for both residential purposes and for staff from adjacent generators and minimises migration of parking. The latter excludes almost all staff parking and provides for resident related parking only (which is generally very scant) and merely transfers all the overflow staff parking to the closest unrestricted areas. Also of note is that the road safety concerns raised by residents would be alleviated through a parking restriction. However if such a restriction was implemented on both sides of the road, vehicle speeds are likely to increase. A parking restriction on one side only (or fluctuating from one side to the other) generally results in intermittent parking which tempers vehicle speeds.
5. Consultation was carried out with affected residents both within this section of Otara Street and the wider area that may be likely to experience parking should migration occur. Residents were given three options to consider; for a P120 parking restriction on either the east side or the west side of Otara Street from Memorial Avenue to Hamilton Avenue or to retain the “*Status Quo*”. A parking restriction on both sides, as requested, was not considered a viable option and was not presented to residents for the reasons outlined above.
6. The results of this consultation were inconclusive and are described in detail in Attachment 1 to this report. In summary the findings were that there was no clear view from respondents as to how on-street parking should be managed in terms of the three options presented.
7. Throughout the process of residents raising their concerns relating to overflow staff parking in Otara Street the associated issue of enforcement of parking related conditions of the Mall’s Resource Consents have been examined. A review of these consents has been undertaken by Tim Harris (Manager Resource Management) of the Environmental Policy and Approvals Unit. The details of this review form Attachment 2 of this report. In summary the Mall is required to provide 26 staff car parking spaces. Nineteen of these are located within the loading and associated access areas at the eastern side of the site, the balance were to be located within the main customer car park. The staff car parks that are located in the public car parking area were not marked and signposted. The Council’s enforcement team formally requested that the staff car parks be marked. The Mall has recently complied with this request.

8. Mr Harris concludes that *“The focus of the resource consent [for the Mall expansion] was not so much on parking issues but more to do with the impact of the extension on residential amenity. This focus has resulted in the preservation of residential activity and the provision of landscaping, in some measure, to the detriment of the provision of on-site staff car-parking. Nevertheless on the whole the provision for car parking both for staff and visitors is largely consistent with the City Plan”*.
9. A further matter that is likely to be influencing the pattern of on street parking in this area is the renewal of Hamilton Avenue. These works have disrupted the *“typical”* parking patterns and until the works are complete it is not possible to gain an accurate appreciation of the extent of the on-street parking that occurs.
10. In addition to the investigation concerning parking issues in Otara Street, road safety issues along the Memorial Avenue frontage to the Fendalton Mall are also being investigated. Concerns have been raised regarding visibility when exiting the Mall car park as well as other road safety issues including congestion associated with merging and manoeuvring traffic, pedestrian and cycle safety. This investigation is ongoing and Board members will be kept informed of any remedial action that is recommended.

CONCLUSION

11. Residents in Otara Street have raised some valid concerns regarding some of the adverse effects arising from on-street parking. The Fendalton Mall is required to provide 26 marked staff car parking spaces and Council Officers have ensured these spaces are all provided for. However, the full provision of these spaces is unlikely to result in any significant reduction in the level of parking in Otara Street. Council Officers support the installation of a P120 parking restriction on one side of the street to create a balance in the conflicting demand and mitigate some of the road safety concerns associated with congestion and access for emergency vehicles. While some residents would like to see a P120 restriction on both sides this is not supported due to the likely migration of parking into other streets, the imbalance in parking it would create and the likely increase in vehicle speeds. An accurate appreciation of the extent of on-street parking cannot be gauged until the Hamilton Avenue renewal works are substantially complete.
12. Residents will be advised of the progress that the Environmental Policy and Approvals Unit have made with respect to the enforcement of staff parking requirements for the Mall and that the Council cannot require the Mall to provide staff parking over and above the 26 spaces.
13. Although there was no clear preference for any of the options put forward by the Council for managing on-street car parking in Otara Street, staff are of the view that this issue needs to be resolved. It is considered that the most suitable outcome for Otara Street, once the Hamilton Avenue construction is complete, is the installation of a 120 minute parking restriction in the following locations: the west side of Otara Street between the Hamilton Avenue intersection and number 9 Otara Street and the east side of Otara Street between the Memorial Avenue intersection and number 10 Otara Street (see Attachment 3).

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

15. The installation of road markings is within operational budgets.

Legal

16. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATIONS

It is recommended that the Board agree that:

- (a) The parking of vehicles be limited to 120 minutes maximum on the west side of Otara Street commencing at a point 15 meters from Hamilton Avenue and extending 81 metres in a northerly direction.
- (b) The parking of vehicles be limited to 120 minutes maximum on the east side of Otara Street commencing at a point 9 meters from Memorial Avenue and extending 93 metres in a southerly direction.
- (c) These parking restrictions are installed after the completion of the work being carried out in Hamilton Avenue.

BACKGROUND ON OTARA STREET - PROPOSED PARKING RESTRICTION

17. Otara Street is a local residential street. South of the intersection with Memorial Avenue the street runs parallel to the Fendalton Mall car park (separated by one row of properties). Residents of this section of the street (Memorial Avenue to Hamilton Avenue) have expressed concerns, which in the main, relate to the adverse effects of overflow car parking generated primarily by the Mall.
18. Essentially residents are of the view that the Mall is not providing sufficient off-street parking for staff vehicles. Also that the Mall has not met its obligations under its Resource Consent for the provision of staff parking. Residents are of the opinion that the alleged inadequate staff parking provision has generated adverse effects within Otara Street. These effects include:
 - Vehicles parked within the street all day leaving no space for residents vehicles, trade vehicles and visitor vehicles;
 - Road safety issues associated with vehicles parked both sides of the street restricting access, particularly for emergency vehicles and parked vehicles restricting visibility forcing motorists exiting private driveways to encroach into the traffic lane;
 - Vehicles parked too close to intersections and in other inappropriate locations;
 - A loss of residential amenity and reduction in property values.
19. Council Officers have had a number of email and telephone discussions concerning these issues with Mr Piers Seed who resides at 17 Otara Street. It is understood that the residents of Otara Street held a meeting in August this year and agreed that the Council be requested to install a two hour parking restriction on both sides of the street (Hamilton Avenue to Memorial Avenue) operative 8am to 5pm, Monday through Friday.

OPTIONS

20. Three options were considered:
 - (a) A P120 parking restriction on the east side of Otara Street from Memorial Avenue to Hamilton Avenue;
 - (b) A P120 parking restriction on the west side of Otara Street from Memorial Avenue to Hamilton Avenue;
 - (c) To retain the "status quo".
21. A consultant was engaged to seek the views of residents from both within this section of Otara Street and in the wider area that may be likely to experience parking should migration occur. The brief to the consultant prescribed the above three options for residents to consider. A parking restriction on both sides, as requested, was not considered a viable option and was not presented to residents. However, residents were asked for "any other suggestions or comments", concerning how they would like to see parking in the area managed over and above the prescribed options.
22. The results of this consultation were that there was no clear view from respondents as to how on-street parking should be managed in terms of the three options presented. However, it was noted that Mr Seed assembled a joint submission representing the views of 10 residences in Otara Street requesting a P120 restriction on both sides. Based on the number of submissions received, this formed the "majority" view. Further to this Mr Seed (writing on behalf of residents in Otara Street, 9 October) has since stated that "residents do not in fact want any parking restrictions" and that the Mall should "make sure all staff are parked within the Mall property".

PREFERRED OPTION

23. Residents should be advised of the progress that Environmental Policy and Approvals Unit have made with respect to the enforcement of staff parking requirements for the Mall and that the Council cannot require the Mall to provide staff parking over and above the 26 spaces.
24. Residents should also be advised that there was no clear preference for any of the options put forward by the Council for managing on-street car parking in Otara Street. However, staff are of the view that this issue needs to be resolved and it is considered that the most suitable outcome for Otara Street, once the Hamilton Avenue construction is complete, is the installation of a 120 minute parking restriction in the following locations: the west side of Otara Street between the Hamilton Avenue intersection and number 9 Otara Street and the east side of Otara Street between the Memorial Avenue intersection and number 10 Otara Street.