

5. ATHOL TERRACE/ WAIMAIRI ROAD PROPOSED NO STOPPING LINES

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| General Manager responsible: | Jane Parfitt, General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Michael Aitken, Transport and Greenspace Manager |
| Author: | Steve Dejong/Barry Cook |

PURPOSE OF REPORT

1. To seek the Board's approval for the installation of "No Stopping" lines on the corners of Athol Terrace at its intersection with Waimairi Road, and at the head of the cul-de-sac (refer attached).
2. To respond to the Board's request of 2 March 2007 for staff to investigate the feasibility of all-day parking restrictions on Waimairi Road and the small portion of Athol Terrace off Waimairi Road.

EXECUTIVE SUMMARY

3. Earlier this year Mrs Kathie Watson, a resident of Athol Terrace, appeared before the Committee to express her concerns, regarding the all day parking taking place in her street. In response the Board resolved: "To request a report from staff on the feasibility of all day parking restrictions, from Monday to Friday, on the west side of Waimairi Road in the vicinity of Athol Terrace, and on both sides of Athol Terrace".
4. After investigating the request and randomly choosing four residents of this portion of Athol Terrace to interview, and Mrs Watson, it was confirmed that the present all day parking problems were a direct result of the construction of the student units in Waimairi Road. This construction site has some 60 full time employees and all the associated trade's people, who park all day in the vicinity which is the cause of the present parking problems. The construction project, according to the senior site manager is running ahead of schedule and will be completed by mid October.
5. While investigating the Board's request it was identified that there were issues with vehicles parking around the head of the Athol Terrace cul-de-sac making it impossible to turn around without completing a three point turn and that vehicles were also parking close to and right up to the corner at the intersection of Athol Terrace and Waimairi Road on both frontages, making entry and exit of this portion of Athol Terrace difficult, this is exacerbated by the fact that this location is also a natural crossing point for pedestrians to and from the University. These two concerns were also individually voiced by three of the five residents interviewed.
6. The placement of the proposed "No Stopping" lines around the head of the cul-de-sac will make it possible to complete an unimpeded 180 degree turn and negate the need for road users to reverse into private driveways, It will also make it safer for pedestrians and cyclists entering the cul-de-sac from Peer Street through the cycle/pedestrian only access way. The placement of the proposed "No Stopping" lines around both corners at the intersection of Athol Terrace and Waimairi Road will provide greater visibility to both pedestrians crossing Waimairi Road and vehicles entering and exiting this portion of Athol Terrace.
7. With the completion of the student accommodation situated on the university land adjoining Waimairi Road so close, it is believed that the present parking issues will be resolved. If however, when the student accommodation is occupied it is found that the present parking problems return then the streets enduring parking problems at that time can be addressed as a whole and parking restrictions that address this specific issue can be imposed. Mrs Watson is happy with this proposal.

FINANCIAL IMPLICATIONS

8. The cost of the project is estimated to be \$500.00.

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

9. The installation of road markings is within the LTCCP Street and Transport operational budgets.

LEGAL CONSIDERATIONS

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

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Streets and Transport activities by contributing to the Council's community outcomes - safety.

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

13. This contributes to improve the level of service and safety.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Mrs Kathie Watson has been consulted and supports the installation of the proposed "No Stopping" lines and the deferment of any parking restrictions until problems arise at a later date. The residents whose properties front the proposed "No Stopping" lines are also in favour of their installation.

STAFF RECOMMENDATIONS

It is recommended that the Committee recommend that the Board:

- (a) Approve the installation of the proposed "No Stopping" lines at the head of the Athol Terrace cul-de-sac, starting from a point 95 metres west of the intersection of Waimairi Road and continuing around.
- (b) Approve the installation of "No Stopping" lines on the west side of Waimairi Road, starting at the intersection of Athol Terrace and extending in a southerly direction for 17 metres.
- (c) Approve the installation of "No Stopping" lines on the west side of Waimairi Road, starting at the intersection of Athol Terrace and extending in a northerly direction for 9.5 metres.
- (d) Approve the installation of "No Stopping" lines on the north side of Athol Terrace, starting at the intersection of Waimairi Road and extending around the corner in a westerly direction for 15.5 metres.
- (e) Approve the installation of "No Stopping" lines on the south side of Athol Terrace, starting at the intersection of Waimairi Road and extending in a westerly direction for 15.5 metres.
- (f) Defer any implementation of further parking restrictions within Athol Terrace and Waimairi Road vicinity until the student accommodation presently under construction along Waimairi Road is completed and fully occupied, when any specific student parking issues identified at that time can be addressed as a whole.