

11. MONTREAL STREET – PROPOSED EXTENSION TO P5 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that an existing P5 Parking Restriction in front of the Chateau Blanc Apartment Hotel on Montreal Street be extended.

EXECUTIVE SUMMARY

2. Staff have received a request from Chateau Blanc Holdings Ltd, that the existing P5 Parking Restriction in front of the Chateau Blanc Apartment Hotel on the west side of Montreal Street be extended (refer **attached**).
3. This section of Montreal Street runs between Kilmore Street and Peterborough Street. It is a one way street (northbound) and is classified as a minor arterial with a 50 kilometres per hour speed limit. It lies within the Central City area of the Hagley/Ferrymead Ward, where parking restrictions must be resolved by the Council.
4. As well as the existing 12 metres of P5 parking restriction on the west side of the road in front of the Chateau Blanc Hotel's main entrance, there are also short lengths of No Stopping restrictions on both sides of the road at the Kilmore Street and Peterborough Street intersections. The majority of this section of Montreal Street is unrestricted kerb side parking.
5. Tour Coaches often exceed 12 metres in length. This results in them being unable to park in the existing 12 metre long P5 restricted parking area. Subsequently they often have no alternative than to double park in the left hand of the two one way traffic lanes to drop off or pick up passengers and their luggage. As this occurs close to the intersection with Kilmore Street, it can cause vehicles to back up into the intersection itself causing a potential traffic safety hazard.
6. While this does not happen often, extending the existing P5 restricted area from 12 metres to 21 metres will reduce the likelihood of double parking and be better able to accommodate the large modern tour buses while also allowing several "normal" sized vehicles to use the P5 area at the same time. People from these vehicles could be visiting or servicing Chateau Blanc or other nearby businesses or residences.
7. All the land on the west side of Montreal Street in this block is owned by Chateau Blanc Holdings Ltd and is zoned L5 – Travellers accommodation zone. A planned upgrade of the hotel is likely to increase the number of tour coaches attending the Chateau Blanc. While they are providing off-street parking for 28 vehicles as part of this upgrade, there is no suitable space available for the off-street parking and unloading of tour coaches. Although the hotel technically has a 4.5 metre access leg behind the existing building (accessed off Kilmore Street), this does not provide on-site turning or manoeuvring. If this access were to be used it would result in a tour coach having to turn right into the site across Kilmore Street from one of the through lanes, and then have to reverse back into those same busy lanes to exit. Given the location of the hotel main entrance there are also practicalities and preferences to load and unload in this location.
8. The proposed extension to the existing P5 parking restriction will not remove any more on street parking than would be lost if the proposed hotel upgrade included another nine metre wide vehicle entrance from Montreal Street, as it is entitled to do.
9. To maximise the kerb space available for unrestricted parking, the proposed P5 Loading Zone has been moved southwards to 1 metre from an existing fire hydrant on the west side of the road (refer **attached**).

10. As Chateau Blanc own all the land on the west side of Montreal Street between Kilmore Street and Peterborough Street, there are no residential properties affected on this side of the street. Consultation was carried out with the residents of the Cranmer Court apartments on the east side of the road between Kilmore Street and Peterborough Street and with the Inner City West Neighbourhood Association.
11. 31 Consultation forms were distributed to nearby properties with 16 being returned. Of these, four responses were in support of the proposed extension of the P5 restricted parking area and 11 in opposition. Several of those responses in opposition included comments relating to the proposed hotel upgrade. For further details of the consultation, including a summary of comments received, refer to paragraphs 22 to 25.
12. The comments noted above which relate to the proposed upgrade to Chateau Blanc Hotel will be dealt with as part of the Resource Consent application and copies of them will be sent to the Council Planner for inclusion in that process.

FINANCIAL IMPLICATIONS

13. The estimated cost of this proposal is approximately \$400.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

15. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
16. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

17. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. As above.

ALIGNMENT WITH STRATEGIES

20. The recommendations align with the Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

21. As above.

CONSULTATION FULFILMENT

22. 31 consultation letters were delivered to Cranmer Court residents and 16 responses received, four in support of the proposal, 11 against and one with no view on the matter.

23. The following is a summary of comments received, with staff comment in italics:

For/against proposal	Number of comments	Comment
For	1	Traffic safety issue as protruding vehicles cause accidents. <ul style="list-style-type: none"> • <i>Staff agree</i>
Against	7	Bus engine and people noise already a problem, especially early and late. <ul style="list-style-type: none"> • <i>Resource consent issue</i>
Against	5	Lack of parking already a problem. <ul style="list-style-type: none"> • <i>The Council's Parking Strategy 2003, for Commercial and Retail areas; prioritises the on street parking needs of commercial and retail outlets above that of Commuters/all day parkers in areas where demand exceeds supply, when allocating the provision of on street parking space.</i>
Against	5	Buses should be parked on site. <ul style="list-style-type: none"> • <i>There is a 3.5 metre wide x approximately 40 metres long service lane from Kilmore Street behind the hotel which is not suitable for the loading and unloading of large buses. Entry and exit into and from this service lane is across and into two lanes of one way traffic.</i>
Against	2	Will increase traffic congestion. <ul style="list-style-type: none"> • <i>The increased length of P5 will make access easier for large buses, reduce congestion, and allow the use of the area for other vehicles to park at the same time.</i>

24. The Inner City West Neighbourhood Association support this proposal.

25. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Board recommends that the Council approve:

- (a) That the time limited Loading Zone (maximum period of five minutes) currently installed on the west side of Montreal Street commencing at a point 43 metres north of Kilmore Street and extending in a northerly direction for a distance of 12 metres be revoked.
- (b) That a time limited Loading Zone (maximum period of five minutes) be installed on the west side of Montreal Street commencing at a point 30 metres north from its intersection with Kilmore Street and extending in a northerly direction for a distance of 21 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted