

## 11. RICCARTON AREA PROPOSED PARKING PLAN PROPOSED CONSULTATION OPTIONS

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Board consult on the “Balanced Approach” parking option to address the parking problems which have been identified in central Riccarton.

### EXECUTIVE SUMMARY

2. After a deputation from the Central Riccarton Residents’ Association to the Board’s Transport and Roading Committee on the 21 November 2008 the Committee requested staff advice on the restriction options suggested by the Central Riccarton Residents’ Association within the vicinity of Westfield’s Mall Riccarton.
3. During the investigation of existing parking issues within the vicinity of Westfield’s Mall staff identified that there were problems with the demand for kerb side parking exceeding supply in residential streets on the southern side of Riccarton Road. However, on the northern side of Riccarton Road staff identified that over restriction within residential streets forced the majority of all day commuter parking to the southern side of Westfield’s Riccarton Mall compounding the problem.
4. Staff further identified that the restrictions as requested by the Central Riccarton Residents’ Association were not a viable option. This would only split and shift the existing all day commuter parking problem on the southern side of Riccarton Road into adjoining residential streets thus transferring the problem without addressing the issue.
5. It is not a requirement for staff to seek formal approval from the Board prior to initiating consultation, but staff believed that a workshop presenting the findings of the investigation would help and inform the Board of the issue. This workshop was held on the 29 September 2009 at 8am. The Board further requested a seminar which was held on the 6 October 2009 at 4pm. Following this seminar the Board requested another seminar presenting consultation options which was held on the 3 November 2009 at 8.30am. To date the Board has not reached consensus with regard to a preferred consultation plan.
6. This report has been prepared at the request of the Board to present the same four options to assist the Board to vote formally on a preferred option.

### CONSULTATION PLAN OPTIONS

7. **OPTION 1: Present Situation.** This option is to do nothing and accept the all day commuter parking as part of the issues related to residing within the L3 zone of Central Riccarton.

**Outcomes:** This option is unsustainable and only benefits all day commuter parking, as it will adversely affect the quality of life for residents living within the vicinity of Westfield’s Riccarton Mall. This option will prevent residents and their visitors from finding any day time kerb side parking within close proximity of their dwellings. By default it will unfairly allocate all kerbside parking, on streets nearest the mall and shopping area to all day commuter parking.

8. **OPTION 2: Requested Restrictions.** This option is to implement the parking restrictions as requested by the Central Riccarton Residents’ Association.

**Outcomes:** This option is also considered unsustainable and only benefits those residents residing on streets covered by the requested restrictions. It will prevent all, all day commuter parking from some streets consequently pushing the effects of the commuter parking further into the neighbouring residential streets. The streets covered by the restrictions will be under utilised with regard to kerbside parking.

9. **OPTION 3: Balanced Approach.** This option is to install portions (half the length of each side of each residential street) of P120 parking restrictions on all streets affected or likely to be effected by all day commuter parking. This option was recommended by staff as it shared the demand for all day parking while minimising the effect of just moving the problem into adjacent residential streets.

**Outcomes:** This is a sustainable option and benefits both residents and all day commuter parking equally. It is a holistic approach containing and balancing the spread of all day commuter parking. This option shares the problem of all day commuter parking rather than moving it around. Some residents may not have exactly what they would prefer and some commuters will have to walk further than they would prefer, however, every resident would have some day time kerb side parking within their street.

10. **OPTION 4: Compromise Option.** This option is to address the issue relating to all day parking solely on the south side of Riccarton Road and maintain the status-quo on the north side of Riccarton Road but includes the residents on the north side of Riccarton Road in the consultation. This is because the Board have previously approved time restrictions on both sides of residential streets on the north of Riccarton Road over their full length.

**Outcomes:** This option does not share the demands for parking evenly throughout the area and will result in all day parking being pushed further into residential streets to the south while there are streets underutilised in the north with very few parked vehicles.

#### **FINANCIAL IMPLICATIONS**

11. This report is to decide on an option for consultation.

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

12. The consultation will be undertaken within the LTCCP Streets and Transport Operational Budgets. Depending on the outcome of the consultation the installation of road marking and signs will have to be managed within existing Operational Budgets.

#### **LEGAL CONSIDERATIONS**

13. 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.
14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
15. 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?**

16. As above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

17. 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 2006-16 LTCCP?**

18. As above.

### **ALIGNMENT WITH STRATEGIES**

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

### **Do the recommendations align with the Council's Strategies?**

20. As above.

### **CONSULTATION FULFILMENT**

21. This report is seeking that the Board identify the preferred option for consultation. Consultation will follow the Board's decision.

### **STAFF RECOMMENDATIONS**

It is recommended that the Riccarton/Wigram Community Board:

- (a) Approve the "Balanced Approach" parking option to install portions (half of the length of each side of each residential street) of P120 parking restrictions on all streets affected, or likely to be affected, by all day commuters parking for consultation.
- (b) Note that the Plan reflecting "Option 3" will be distributed to residents, tenants and stake holders within all streets and neighbouring streets affected by, and likely to be affected by, and all streets contributing to the all day commuter parking issues within the vicinity of Westfield's Riccarton Mall.
- (c) Request staff to report back on a preferred plan for parking in central Riccarton taking into account the consultation feedback.