

#### 4. HEATON STREET – PROPOSED TRAFFIC AND PARKING MANAGEMENT



<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 seek the Works, Traffic and Environment Committee's recommendation that the Board recommends that the Council approve the Traffic and Parking Management Plan as detailed in the "preferred option" in the Consultant's report (**separately circulated**), noting that related capital works will need to go to the 2012-22 LTCCP for consideration, but the parking recommendations should be progressed by the Board.

##### EXECUTIVE SUMMARY

2. In 2002, the Council responded to concerns raised by the Police and Heaton Intermediate School regarding the safety of children crossing at the school patrolled crossing facility on Heaton Street. The outcome was that the Council approved the installation of two central islands on Heaton Street with an associated school patrol at Heaton Intermediate School and right turn facilities into St George's Hospital. This work resolved safety issues whereby some motorists were illegally using the central flush (painted) median to overtake queuing traffic that was extending back from the intersection with Papanui Road.
3. During consultation at that time, Environment Canterbury (ECan) requested additional bus stops on Heaton Street. Residents also raised concerns about all day (commuter) and short term drop off/pick up parking on Heaton Street. These parking concerns related to St George's Hospital and Heaton Intermediate School. The lack of cycling facilities on this arterial road was also of concern.
4. While the immediate concern regarding pedestrian safety was addressed in 2002, the additional concerns were deferred as they required further investigation. There are a number of reasons for the delay in submitting this proposal to the Council via the Board. These include available resources, redevelopment of St. George's Hospital parking and access, and the development of the Proposed Merivale Parking Plan (PMPP).
5. At the 24 November 2008 meeting of the Board's Works, Traffic and Environment Committee, when considering the PMPP, it was resolved:  
  
*"To leave the Proposed Merivale Parking Plan report to lie on the table at the Committee so the additional tabled schedule can be considered and the issues raised regarding Heaton Street and Church Lane in particular, can be addressed by staff prior to the Committee reconsidering the report in early 2009"*
6. At its 10 February 2009 meeting the Fendalton/Waimairi Community Board, when considering the PMPP from the Works, Traffic and Environment Committee of 2 February 2009, resolved:  
  
*"That a separate detailed study be undertaken on Heaton Street between Allister Avenue and Papanui Road, to include Allister Avenue and Circuit Street. This study should consider changes to parking restrictions and general traffic management including possible introduction of cycle lanes and changes to nearby bus stop locations. The study should focus on school safety, parking demand and changing parking demands due to surrounding activities, support of the Proposed Merivale Parking Plan, and any changing parking demands on Allister Avenue and Circuit Street."*
7. The separately circulated report (Abley Transportation Consultants) is in response to that 10 February 2009 Board resolution.
8. This report provides a detailed assessment as to the different options, their positives and negatives and the refinement of a preferred option.

9. The information contained in the circulated report is comprehensive and therefore should be read in conjunction with this report. Reference is made to the following parts:

(a) **Consultation** (pages 4 and 5 of report)

(b) **Options considered:**

(i) Common points to all options (page 15 of report)

(ii) Option 1 – Parking Restrictions (page 17 of report)

(iii) Option 1 Concept Plan (page 18 of report)

(iv) Option 2 – Install Cycle Lanes – Remove Flush Median (page 21 of report)

(v) Option 2 Concept Plan (page 23 of report)

(vi) Option 3 – Install Cycle Lanes – Remove On-Street Parking (page 25 of report)

(vii) Option 3 Concept Plan (page 27 of report)

(c) **Recommended Preferred Option**

(i) Option 4 – Preferred Option (page 30 of report) as shown in the following table:

Road Network	Key Changes	Issue Addressed
Heaton Street	Removal of kerb extensions at the Heaton Intermediate School entrance to provide road space for cycle lanes.	This will provide road space to accommodate cycle lanes.
	Install 1.8m wide cycle lanes on both sides adjacent parking and 1.5m wide cycle lanes adjacent kerb.	This will assign specific road space for cyclists.
	Removal of the flush median west of the pedestrian island outside of the Heaton Intermediate School entrance to the Heaton Street / Allister Avenue intersection.	This will provide road space to accommodate cycle lanes.
Parking	Key Changes	Issue Addressed
Circuit Street	Introduce a 120 minute (11am to 3pm) parking restriction on west side of Circuit Street.	This will reduce the existing on-street parking demand for long-term parking.
Heaton Street	Introduce a 120 minute (11am to 3pm) parking restriction: <ul style="list-style-type: none"> <li>Section 4 i.e. between the entry of Heaton Intermediate School to Circuit Street;</li> <li>Section 5 i.e. between the entry and exit of Heaton Intermediate School; and</li> <li>Section 10 i.e. opposite the exit of Heaton Intermediate School to opposite Circuit Street.</li> </ul>	This will reduce the existing on-street parking demand for long-term parking.

Allister Avenue	Introduce a 120 minute (11am to 3pm) parking restriction on east side of Allister Avenue.	This will reduce the existing on-street parking demand for long-term parking.
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- (ii) Option 4 Concept Plan (page 32 of report)
- (iii) Option 4 Detailed Plan (Appendix C)

### **FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$80,000. This cost includes removal and remarking of over 500 metres of roadway, kerb realignment at the Heaton/Papanui intersection, associated reinstatement of signal detection and software, and installations of signs and posts associated with the parking management.

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

10. No, the cost of this preferred option has not been budgeted in the 2009-19 LTCCP and will require an identified capital works project and budget in the next LTCCP.

### **LEGAL CONSIDERATIONS**

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
12. 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?**

13. As above.

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

14. 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?**

15. As above.

### **ALIGNMENT WITH STRATEGIES**

16. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

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

17. As above.

### **CONSULTATION FULFILMENT**

18. Consultation details are outlined in the circulated Consultant's report. In addition to the consultation carried out in that report, further consultation in the form of an SCP (special consultative procedure) will be required if the Council approves the preferred option for inclusion in the 2012-22 LTCCP which includes special vehicle lanes (cycle lanes).

## STAFF RECOMMENDATION

It is recommended the Works, Traffic and Environment Committee recommends to the Fendalton/Waimairi Community Board to further recommend to the Council to:

- (a) Approve the preferred option identified in the circulated report which is:

Road Network	Key Changes	Issue Addressed
Heaton Street	Removal of kerb extensions at the Heaton Intermediate School entrance to provide road space for cycle lanes.	This will provide road space to accommodate cycle lanes.
	Install 1.8 metre wide cycle lanes on both sides adjacent parking and 1.5 metre wide cycle lanes adjacent kerb.	This will assign specific road space for cyclists.
	Removal of the flush median west of the pedestrian island outside of the Heaton Intermediate School entrance to the Heaton Street / Allister Avenue intersection.	This will provide road space to accommodate cycle lanes.
Parking	Key Changes	Issue Addressed
Circuit Street	Introduce a 120 minute (11am to 3pm) parking restriction on west side of Circuit Street.	This will reduce the existing on-street parking demand for long-term parking.
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Allister Avenue	Introduce a 120 minute (11am to 3pm) parking restriction on east side of Allister Avenue.	This will reduce the existing on-street parking demand for long-term parking.

- (b) Request that related capital works be put into the 2012-22 LTCCP planning process for consideration.