

**9. HEBERDEN AVENUE, SCARBOROUGH ROAD AND WHITEWASH HEAD ROAD INTERSECTION
- PROPOSED P30 PARKING AND NO STOPPING RESTRICTIONS**

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 approval to install a P30 Parking Restriction and install new No Stopping Restrictions around the reconfigured hairpin bend at the intersection of Heberden Avenue, Whitewash Head Road and Scarborough Road.

EXECUTIVE SUMMARY

2. The previous building at 1 Whitewash Head Road, known as "The Rocks", was recently demolished and a new building constructed. As part of the development associated with the construction of the new building, the kerb, channel, footpath, and road surface around the outer perimeter of the intersection/hairpin bend has been improved and extended (refer **attached**).
3. Previously there was space on Heberden Avenue for two vehicles to park against the side of the old building in a 12 metre area from the edge of the bank above the Sumner Life Boat building to the intersection with Whitewash Head Road. The parking of vehicles in this location caused pedestrians walking up or down Scarborough Hill to move into the roadway to get to Whitewash Head Road or Flowers Track. The existing footpath on Heberden Avenue has now been extended along the side of the new building up to Whitewash Head Road, and the sharing of the road with vehicles by pedestrians is now not required up to this point. It is still required from Whitewash Head Road to Flowers Track.
4. As a result of the extending of the footpath, the space available for vehicle parking on the outside of this bend has been reduced and can now safely accommodate only one vehicle. If more than one vehicle was permitted to park in this location there would be insufficient room for some vehicles to get around the bend without having to cross the centreline.
5. As some of the houses on Flowers Track, Whitewash Head Road, or Scarborough Road have no vehicle access, a parking space within a reasonably close proximity for the purpose of daytime medium term parking of a vehicle while it is loaded or unloaded is desirable. There are parking spaces further away that are suitable for long term or overnight parking, including lock-up garages on land leased by residents from the Council.
6. There were no vehicle parking time limits in this location previously. However as there is now only one parking space, it is appropriate to limit the parking time in this location to a maximum of 30 minutes. This will allow time for residents to use the space to unload their vehicles, carry that load to their residences, then return to the vehicle to move it to a more appropriate long term parking space. Initially it was proposed that the 30 minute parking time limit apply 24 hours a day at any time, but after consultation with local residents it was decided that the restriction should apply from 8am to 6pm from Monday to Sunday, in accordance with the standard hours of operation of parking restrictions. Outside these times the parking space will revert to an unrestricted parking space that can be used by any vehicle for overnight parking. This should allow the best use of the parking space for residents.
7. When the new length of footpath up Heberden Avenue to Whitewash Head Road was installed, the configuration of the intersection and bend was changed. Therefore it is appropriate to not only paint in the parking space mentioned above, but also to re-align the existing no stopping restrictions in Whitewash Head Road and Heberden Avenue with this new parking space.
8. This proposal should provide a space where residents and other persons will have sufficient time to park a vehicle and load or unload it before moving it to a more suitable parking space so leaving it available for other residents or people to similarly use. It will also provide a safer route for pedestrians to Whitewash Head Road, and minimise the distance that pedestrians have to share the roadway to access Flowers Track.

9. Consultation forms were distributed to 16 properties on Whitewash Head Road, Flowers Track, and Scarborough Road outlining the proposed changes to the parking space. 73% of the respondents either supported, or conditionally supported the proposed changes. See paragraph 20 for full details.

FINANCIAL IMPLICATIONS

10. The estimated cost of painting in a parking space, installing P30 signs, and installing no stopping markings is \$400.

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

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

LEGAL CONSIDERATIONS

12. 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.
13. 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.
14. 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?

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. 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?

17. As above.

ALIGNMENT WITH STRATEGIES

18. 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?

19. As above.

CONSULTATION FULFILMENT

20. Consultation documents were distributed to 16 properties in Whitewash Head Road, Flowers Track, Scarborough Track and Scarborough Road.

15 or 94% documents were returned.

Eight or 53% of the respondents unconditionally supported the proposal.

Three or 30% supported with conditions: One respondent believed there should be a 60 minute time limit.
Two believed that there was also a need for more long term parking in the area.

Four or 37% objected to the proposal:

One respondent believed it solved a non-existent problem and that few if any residents needed short-term parking.

Three of the respondents believed more long-term rather than short-term parking was needed in the area.

21. The Sumner Residents Association support this proposal.
22. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions on the western (seaward) side of Heberden Avenue commencing at its intersection with Whitewash Head Road and extending generally in a southerly direction for a distance of approximately 133 metres to the vehicle entrance into the boat ramp by the Sumner Lifeboat Institution Incorporated Scarborough Lifeboat Station be revoked.
- (b) That any existing parking restrictions on the western (seaward) side of Whitewash Head Road commencing at its intersection with Heberden Avenue and extending in a northerly direction for a distance of 40 metres be revoked.

Approve the following parking restrictions on Heberden Avenue:

- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the Northern (seaward) side of Heberden Avenue commencing at a point 5 metres west from its intersection with Whitewash Head Road and extending in a westerly direction for a distance of 5.5 metres.
- (d) That the stopping of vehicles be prohibited at any time on the northern (seaward) side of Heberden Avenue commencing at its intersection with Whitewash Head Road and extending in a westerly direction for a distance of 5 metres.
- (e) That the stopping of vehicles be prohibited at any time commencing on the western (seaward) side of Heberden Avenue commencing at a point 10.5 metres west of its intersection with Whitewash Head Road and extending generally in a southerly direction for approximately 123 metres to the vehicle entrance into the boat ramp by the Sumner Lifeboat Institution Incorporated Scarborough Lifeboat Station.

Approve the following parking restrictions on Whitewash Head Road:

- (f) That the stopping of vehicles be prohibited at any time on the western (seaward) side of Whitewash Head Road commencing at its intersection with Heberden Avenue and extending in a northerly direction for a distance of 40 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.