

## 11. OXFORD STREET – PROPOSED PARKING CHANGES

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Alan Beuzenberg, Transport and Greenspace Manager, DDI 941-8096
<b>Author:</b>	Lorraine Wilmshurst / Mark Miller, Network Operations, DDI 941-5289

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that changes are made to the existing parking restrictions on both sides of Oxford Street between London Street and Norwich Quay, and on both sides of Sumner Road commencing at its intersection with Oxford Street. These changes include the installation of a P5 passenger service vehicle stop, relocation of an existing mobility park, replacing a P5 loading zone with a P10 parking restriction and extending or installing no stopping lines in front of an existing pedestrian crossing.

### EXECUTIVE SUMMARY

2. Staff have received a request to investigate the installation of several parking restrictions to meet the parking demands in Oxford Street between Norwich Quay and London Street. Please refer to the **attached** plan.
3. Oxford Street is a local road in Lyttelton, on the eastern edge of the town centre. It runs northwards, uphill from the port to Days Road.
4. Several community businesses and amenities, including the Medical Centre, Information Centre, public toilets and postal services, are located on Oxford Street between Norwich Quay and London Street. At present, there are several parking restrictions on both sides of Oxford Street near the London Street/Sumner Road intersection. Where possible, these have been retained.
5. During the cruise ship season between October to April, when a cruise ship is in port, the ship's passengers are picked up by small buses and set down in this section of Oxford Street. From here they can join organised expeditions around Canterbury and on conclusion of the activity, they are returned here prior to re-boarding their ship.
6. Currently on the east side of Oxford Street, south of Sumner Road, there is a P10 parking restriction followed by a vehicle entrance and then a mobility park and a P60 space in front of the Information Centre. The P10 parking restriction will be retained as it provides short term parking for the posting and collection of mail and access to the public toilets. The mobility park will be relocated a short distance to the south of the Medical Centre driveway to retain parking for Mobility card holders.
7. To accommodate the cruise ship shuttle buses, it is proposed to install a P5 passenger services vehicle park operating in the cruise ship season between October to April and a P60 parking restriction "at other times" on the east side of Oxford Street outside the Information Centre.
8. On the west side of Oxford Street, south of London Street, it is proposed to change the existing P5 loading zone to a P10 At Any Time parking restriction to provide short term parking for all types of vehicles.
9. During the site inspection carried out as part of this investigation, it was noticed that the no stopping restrictions prior to the pedestrian crossings at the Oxford Street / Sumner Road intersection are too short or missing altogether. Vehicles are currently able to park too close to the crossing, which restricts pedestrian and driver visibility. As part of this proposal, the No Stopping lines will be extended or installed to provide 6 metres of No Stopping restriction prior to the pedestrian crossing, in accordance with the NZTA Pedestrian Planning and Design Guide.
10. Oxford Street and Sumner Road form part of the oversize and hazardous goods vehicles route from the port to the city. Extending the No Stopping lines at the intersection will also make it easier to turn a large vehicle through the intersection.
11. A consultation letter and plan explaining the proposed changes was sent to the businesses affected by this proposal, the Lyttelton Businesses Association and the Lyttelton Residents Association. For details of the consultation, refer to paragraphs 22-25.

## **FINANCIAL IMPLICATIONS**

12. The estimated cost of this proposal is approximately \$1,150.

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

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

## **LEGAL CONSIDERATIONS**

14. 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.
15. 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.
16. The installation of any parking restriction signs and 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 (Parking) activities by contributing to the Council's Community Outcomes-Safety and Community – Pages 77 to 78 of the 2009/19 LTCCP.

### **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 following:

Parking Strategy 2003  
Pedestrian Strategy 2001  
Road Safety Strategy 2004  
Safer Christchurch Strategy 2005.

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

21. As above.

## **CONSULTATION FULFILMENT**

22. A consultation letter and plan was sent to the property owners and the seven (7) businesses that will be affected by the proposed changes.
23. Four replies were received and they support the proposed changes but raised concerns about the number of cruise passengers queuing on the footpath blocking access to their properties.
24. Copies of the letter and plan were also sent to the Lyttelton Residents Association and the Lyttelton Businesses Association. Neither has indicated that they have any concerns with the proposal.
25. The Officer in Charge - Parking Enforcement agrees with this recommendation.

## **STAFF RECOMMENDATION**

It is recommended that the Lyttelton/Mt Herbert Community Board:

Revoke the following parking restrictions:

### **Oxford Street**

- (a) That the existing P5 Loading Zone on the west side of Oxford Street commencing 11 metres south from its intersection with London Street and extending in a southerly direction for 11 metres be revoked.
- (b) That the existing Mobility Park on the east side of Oxford Street commencing 19 metres south from its intersection with Sumner Road and extending in a southerly direction for 9 metres be revoked.
- (c) That the existing P60 parking restriction on the east side of Oxford Street commencing 13 metres from its intersection with Norwich Quay and extending in a northerly direction for 67 metres be revoked.

### **Sumner Road**

- (d) That the P60 Parking restriction on the north side of Sumner Road commencing at the intersection of Oxford Street and extending in an easterly direction for 79 metres be revoked.

Approve the following parking restrictions:

### **Oxford Street**

- (e) That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Oxford Street commencing at a point 11 metres south from its intersection with London Street and extending in a southerly direction for a distance of 11 metres.
- (f) That the parking of vehicles is limited to Passenger Service Vehicles only and restricted to a maximum period of 5 minutes between October to April on the east side of Oxford Street commencing at a point 19 metres south from its intersection with Sumner Road and extending in a southerly direction for a distance of 15 metres.
- (g) That the parking of vehicles be restricted to a maximum of 60 minutes (May to September) on the east side of Oxford Street commencing at a point 19 metres south from its intersection with Sumner Road and extending in a southerly direction for a distance of 15 metres.
- (h) That a Mobility Park be installed on the east side of Oxford Street commencing at a point 38 metres south from its intersection with Sumner Road and extending in a southerly direction for a distance of 6 metres.
- (i) That the parking of vehicles be restricted to a maximum of 60 minutes on the east side of Oxford Street commencing at a point 13 metres north from its intersection with Norwich Quay and extending in a northerly direction for a distance of 50 metres.
- (j) That the stopping of vehicles be prohibited at any time on the east side of Oxford Street commencing at its intersection with Sumner Road and extending in an northerly direction for a distance of 10 metres.

### **Sumner Road**

- (k) That the stopping of vehicles be prohibited at any time on the north side of Sumner Road commencing at its intersection with Oxford Street and extending in an easterly direction for a distance of 10 metres.

- (l) That the stopping of vehicles be prohibited at any time on the south side of Sumner Road commencing at its intersection with Oxford Street and extending in an easterly direction for a distance of 10 metres.
  
- (m) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Sumner Road commencing at a point 10 metres east from its intersection with Oxford Street and extending in a easterly direction for a distance of 69 metres.