

6. OFFICE ROAD – PROPOSED RELOCATION OF EXISTING MOBILITY PARK

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

1. The purpose of this report is to seek the Fendalton/Waimairi Works, Traffic and Environment Committee's recommendation that the Board approve the relocation of an existing Mobility Park on the southeast side of Office Road, near its intersection with Papanui Road.

EXECUTIVE SUMMARY

2. Staff have received a request from a member of the public, who is mobility impaired, for the existing Mobility Park on Office Road near its intersection with Papanui Road, to be relocated one parking space further along Office Road. Please refer to the **attached** plan TG103641.
3. Office Road is a local road, linking Papanui Road with Rossall Street, both of which are minor arterials.
4. Merivale Mall and its carpark are located on the northwest side of Office Road, in the block bounded by Papanui Road and Akela Street.
5. Between Papanui Road and Akela Street, Office Road narrows from 12 metres near Papanui Road, to 10.5 metres near the supermarket unloading bay vehicle entrance, to 7.8 metres near the Akela Street intersection.
6. The existing single Mobility Park is located on the southeast side of Office Road, occupying the first parking space from the Papanui Road intersection. This Mobility Park was approved by the Board in March 2007.
7. The remaining parking spaces on the southeast side of Office Road, from its intersection with Papanui Road to 134 Office Road, are standard parking spaces with a P60 parking restriction. This P60 parking restriction had existed prior to the above Mobility Park being installed.
8. Under the Papanui Road/Main North Road Bus Priority project implemented in 2009, a new splitter island had been constructed on Office Road, adjacent to the existing Mobility Park (refer to **attached** plan TG103641).
9. This splitter island had resulted in a reduction in the westbound lane width, between the Mobility Park and the island, from 3.8 metres to 3 metres.
10. The mobility impaired member of the public who had put in this request had explained that a mobility impaired person would take more time to get into or out of a parked vehicle, and is concerned about being run over by a vehicle turning left from Papanui Road into Office Road, given the reduced width of the westbound lane.
11. It would be safer for mobility impaired persons to get into or out of their vehicles if the Mobility Park was relocated away from the splitter island.
12. This request is for the existing Mobility Park to be relocated one parking space (to the second parking space from the Papanui Road intersection) further along Office Road. However, it could be difficult for mobility impaired drivers to manoeuvre their vehicle into and out of the second parking space, and all five adjoining parking spaces will have to be shortened to allow an accessway and cutdown kerb to be constructed either in front of or behind this second parking space, for wheelchair access onto/off the footpath.
13. It is proposed that the Mobility Park be relocated to the fifth parking space from the Office Road/Papanui Road intersection (refer attached plan TG103641), for the following reasons:
 - (a) mobility impaired drivers would find it easier to manoeuvre their vehicles into and out of this fifth parking space.
 - (b) mobility impaired drivers would be able to get onto the footpath using the existing cutdown kerb in front of this fifth parking space.

14. Six businesses located in the commercial building adjacent to these parking spaces on the southeast side of Office Road were consulted on the proposal. Of the six consultation letters sent out, five responses were received, and all five were in support of this proposal.

FINANCIAL IMPLICATIONS

15. The estimated cost of this proposal is approximately \$1,000.

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

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

LEGAL CONSIDERATIONS

17. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw provides Council with the authority to install parking restrictions by resolution.
18. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 10 December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
19. 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?

20. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. 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?

22. As above.

ALIGNMENT WITH STRATEGIES

23. 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?

24. As above.

CONSULTATION FULFILMENT

25. Consultation was carried out as detailed in paragraph 14.
26. Since this is a commercial area, and the proposed change in the parking will not affect nearby residents, it is considered not necessary to consult the local residents association, the Merivale Precinct Society.
27. The officer in charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board Works, Traffic and Environment Committee recommends that the Board:

- (a) revoke the following existing parking restrictions:
 - (i) the existing Mobility Park on the southeast side of Office Road, commencing at a point 11.5 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 6.5 metres
 - (ii) the existing P60 Parking Restrictions on the southeast side of Office Road, commencing at a point 18 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 26 metres

- (b) approve the following parking restrictions:
 - (i) that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Office Road commencing at a point 11.5 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 26.5 metres
 - (ii) that the parking of vehicles be reserved for disabled persons displaying the appropriate permit on their vehicle and restricted to a maximum period of 60 minutes on the southeast side of Office Road commencing at a point 38 metres southwest of its intersection with Papanui Road and extending in a south westerly direction for a distance of 6 metres.