

## 11. HAWKE STREET – TRAFFIC AND PARKING MANAGEMENT

<b>General Manager responsible:</b>	General Manager City Environment Group, 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 respond to the Board's resolution, following its meeting of 12 April 2010 seeking a further report on parking management in Hawke Street between Shaw Avenue and Marine Parade.

### EXECUTIVE SUMMARY

2. At its 12 April 2010 meeting, the Board resolved: *"That staff be requested to report back to the Board addressing the entranceways into the commercial car park on the south side of Hawke Street including the use of no stopping restrictions and parking limit lines."*
3. A traffic management review report was commissioned and is included as **Attachment 1**. This had been done as the parking, access and traffic issues are interrelated. The consultant's report provides an up-to-date safety history and traffic operation analysis of Hawke Street.

### FINANCIAL IMPLICATIONS

4. There are no cost implications relating to the staff recommendations.

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

5. Yes, as above.

### LEGAL CONSIDERATIONS

6. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw provides the Council with the authority to install parking restrictions by resolution.
7. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
8. 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?

9. As above.

### ALIGNMENT WITH LTP AND ACTIVITY MANAGEMENT PLANS

10. 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

11. As above.

### ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Council's Parking Strategy.

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

13. As above.

**CONSULTATION FULFILMENT**

14. As no changes have been recommended, there has been no consultation.

**STAFF RECOMMENDATION**

It is recommended that the Burwood /Pegasus Community Board:

(a) Receive and accept the recommendations in the attached consultant's Hawke Street Traffic Management Review Report, namely:

**(i) Speed**

Retain the status quo.

Note: The eastern end of Hawke Street is generally a low speed environment and there is not a speed problem.

**(ii) Land Use**

Retain the status quo.

Note: The current land use zoning along Hawke Street has been in place since the City Plan was first notified in 1995 and involved substantial community input. There are other forums available for residents to voice their concerns in relation to development and zoning complaints such as making submissions on resource consent applications and participating in variations and plan changes.

**(iii) Commercial Car Parking Area**

Retain the status quo.

Note: While a communal car parking area with a reduced number of vehicle crossings would be desirable, this is difficult to achieve given the number of titles and landowners involved. The Council does however have some control if and when redevelopment of the site occurs. Landowners (applicants) and planners can only be vigilant in any future redevelopment (resource consent) proposals by fully considering access widths (including relevant seal markings where necessary), on-site queuing space, parking layout and circulation.

**(iv) On Street car parking**

Retain the status quo.

Note: Removing on-street car parking could increase vehicle speeds by reducing "side friction" and would result in parking migration effects further afield. The underlying business zone in the surrounding area suggests that some kerbside parking will always be present. The vehicles that are choosing to park on the surrounding streets are not causing any undue concern in relation to safety, efficiency or visibility and this is confirmed by the lack of reported crashes along the road, particularly at each commercial crossing. The Road User Rules 2004 Section 6.9 prohibits vehicles from parking within one metre of a vehicle entrance. Although our casual observations do not reveal any obvious examples of illegal parking, targeted enforcement action is always an option where parked vehicles do not comply with this rule. The Christchurch City Council Policy for installing additional kerbside parking limit lines also does not support markings either side of individual crossings, especially where the kerbside parking resource has no time restriction and where it is not an arterial road.

**(v) Cycle facilities**

Retain the status quo.

Note: The slow speed environment, the lack of cycling demand and the lack of crash history suggests that dedicated cycle facilities are not warranted.

**(vi) Pedestrian Facilities**

Retain the status quo.

Note: However, when Hawke Street is due for kerb and channel renewal, consideration could be given to reducing the road width, providing pedestrian islands and creating indented parking bays.