

10. KILMORE STREET – PROPOSED CHANGES TO PARKING

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer-Community

PURPOSE OF REPORT



1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that a Parking Restriction be installed on a section of the north side of Kilmore Street.

EXECUTIVE SUMMARY

2. Staff have received a request from Deaf Aotearoa that a P60 Mobility Parking Space be installed near their premises at 237 Kilmore Street. This is near the Barbadoes Street intersection (refer **attached**).
3. Kilmore Street is a Major Arterial Road running between Fitzgerald Avenue and Park Terrace. The section of Kilmore Street that this reports relates to is the two way section between Barbadoes Street and Fitzgerald Avenue. February 2009 figures show an average volume of 8960 vehicles use this section of Kilmore Street per day.
4. This section of Kilmore Street comes within the area in which the Hagley/Ferrymead Community Board has delegated authority as listed in the Councils Register of Delegations of 10 December 2009. Recently however changes to parking in this location were approved by the full Council as part of a Special Consultative Process used to install Cycle Lanes along Kilmore Street. Changes made by using the Special Consultative Process can only be approved by the Council, and not by a Community Board. Therefore any changes that are proposed to be made to these recent Council approved parking restrictions, have to be made by the full Council, as Community Boards do not have the authority to change the Council decisions.
5. As part of the Cycle Lane Project, a number of vehicle parking spaces were removed from outside the premises situated near the intersection with Barbadoes Street. The new parking configuration on the north side of Kilmore Street extending east from Barbadoes Street is:
 - (a) 25 metres of cycle lane.
 - (b) 10.5 metres of P10 parking.
 - (c) A commercial vehicle entrance.
 - (d) A five metre long P30 parking space.
 - (e) A residential vehicle entrance.
 - (f) A further 16.5 metres of P30 parking.
 - (g) Unrestricted parking to the intersection with Oxford Terrace.
6. Deaf Aotearoa moved into their premises at 237 Kilmore Street after the Special Consultative Process for the above changes was completed. They hold classes, events, and gatherings on weekdays, at night, and on weekends for hearing impaired people, their families, and associates. Some of these people have physical disabilities and therefore a disabled parking space that is available at any time close to their premises is desirable. There is no on street disabled parking space within 500 metres of this location, with the closest being near Oxford Terrace and Madras Street.

7. While it may appear that the existing five metre long P30 parking space between the two vehicle entrances would be the best location for the disabled parking space, there is a tree in the grass berm in the middle of this space that means that unloading wheelchairs or getting out the passenger side of vehicles could be difficult for disabled persons. This makes it unsuitable for a disabled parking space .
8. It is therefore proposed that the first six metres of the existing 16.5 metre length of P30 parking space extending east from the vehicle entrance into 241 Kilmore Street be changed to become a P60 disabled parking space that will apply at any time. This location is close to not only Deaf Aotearoa but also to the other shops, and also provides the space needed to unload wheelchairs and facilities for wheelchairs to access the footpath.
9. The proposed positioning of this single disabled P60 parking space in the existing P30 parking east of the second vehicle entrance means that to keep the parking configuration simple and consistent, the following further changes are proposed to the parking listed in paragraph 5:
 - (a) The existing 10.5 metres of P10 parking be increased to 15.5 metres by adding the five metre long P30 parking space (with the tree in the middle of the grass berm).
10. These proposed changes to the existing restricted parking area will result in a block of P10 parking spaces applying at any time, followed by one disabled parking space also applying at any time, followed by a block of P30 parking.
11. Consultation was carried out with businesses and residents nearby. Respondents were 50/50 in support or objection to this proposal. The Avon Loop Planning Association was contacted in regard to this proposal and support it. See paragraph 22 to 24 for full results of the consultation.

FINANCIAL IMPLICATIONS

12. The estimated cost of installing two new signs and re-arranging existing signs and road markings to show the changes is approximately \$500.

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 10 December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices in this section of the Hagley/Ferrymead Ward area. However as the decision to install the current parking restrictions in Kilmore Street was approved by the Council, the Hagley/Ferrymead Community Board can only recommend to the Council that these proposed changes be approved.
16. 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?

17. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. 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?

19. As above.

ALIGNMENT WITH STRATEGIES

20. The recommendations align with the Council Strategies including the Parking Strategy 2003 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

21. As above.

CONSULTATION FULFILMENT

22. Twenty consultation documents were distributed to residences and businesses nearby.

- (a) Four or 25 per cent were returned.
- (b) Two or 50 per cent of the respondents supported the proposal.
- (c) Two or 50 per cent of the respondents objected to the proposal.
- (d) A comment made by one objector was:

"The cycleway is making it difficult enough for the retailers. This would add to parking difficulties. Deaf Aotearoa was aware of the business nature of this area and they do have parking attached."

23. The Avon Loop Planning Association were consulted in relation to the proposed changes and support it.

24. The officer in Charge-Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend that the Council resolve:

- (a) That all existing parking restrictions on the northern side of Kilmore Street commencing 25 metres east from its intersection with Barbadoes Street and extending east for a further 48 metres be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Kilmore Street commencing at a point 25 metres east from its intersection with Barbadoes Street and extending in a easterly direction for 22.5 metres. This restriction is to apply at any time.

(Note: six metres of this P10 parking area is across a vehicle entrance where vehicles cannot park).

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- (c) 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, (at any time), on the north side of Kilmore Street commencing at a point 56.5 metres east from its intersection with Barbadoes Street and extending in a easterly direction for a distance of six metres.
- (d) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Kilmore Street commencing at a point 62.5 metres east from its intersection with Barbadoes Street and extending in a easterly direction for 10.5 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.