

11. MARRINER STREET AND WAKEFIELD AVENUE – PROPOSED PARKING AND 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 approval to install new and relocate existing parking at the intersection of Wakefield Avenue and Marriner Street.

EXECUTIVE SUMMARY

2. Staff received a request from the owner of the Sumner Retreat Luxury Apartments on the corner of Marriner Street and Wakefield Avenue to install a 10 minute parking restriction on Marriner Street.
3. In the course of investigating this request it was discovered that there was a need to make other changes to parking in the area due to the removal of a vehicle entrance by the recent development of this corner site. It was also discovered that the defining of the footpath from the roadway could be improved at the intersection to improve the safety for pedestrians (refer **attached** for proposed changes).

P10 in Marriner Street

4. Marriner Street runs between Nayland Street and The Esplanade intersecting with Wakefield Avenue in the middle of the Sumner Shopping Centre. It is the section of Marriner Street east of Wakefield Avenue that this report relates to.
5. Sumner Retreat Luxury Apartments is a new building on an old service station site on the corner of Marriner Street and Wakefield Avenue. The ground floor is for retail activities with the upper floors for private car parking and for apartments. The service station used to have vehicle access from both streets, but the apartment's access to its car parking is from Marriner Street.
6. In this section of Marriner Street there are currently six P30 spaces, and approximately 40 plus unrestricted parking spaces. It has been requested that one P10 parking space be installed outside the apartments to provide short term parking for vehicles attending this and other nearby buildings.
7. It is therefore proposed that one 5.5 metre long P10 parking space be installed west of the vehicle entrance into the building. This location provides a short term parking space that can be used by visitors to both Marriner Street and to Wakefield Avenue.
8. Local residents and business owners were consulted in relation to this request. 61.5 per cent of the respondents supported this request, with 38.5 per cent objecting to it. The Sumner Residents Association was consulted and supports the proposal. Further details of the consultation can be found in paragraphs 26 to 28.

No Stopping Restrictions in Marriner Street

9. The intersection of Marriner Street with Wakefield Avenue is poorly defined. The sealed footpath along Wakefield Avenue actually extends across the front of Marriner Street. This apparent continuing of the footpath across the intersection can give pedestrians the impression that they have priority over vehicles entering or exiting from Marriner Street. However, as the pedestrians are crossing a roadway, the vehicles actually have priority over the pedestrians.

10. It is an appropriate time to install broken yellow “no stopping lines” from the apex of the intersection, over the footpath and along both sides of Marriner Street. This will not only prevent the approaches to the intersection being restricted by parked vehicles, but also more clearly indicate to pedestrians that they are approaching a roadway and have to give way to vehicles.
11. No further consultation was done with nearby residents or businesses as this irregularity was discovered after consultation was done on the other matters. As the installation of no stopping lines at this location is a safety matter of some significance, it is believed that further consultation is unnecessary and that the no stopping markings should be installed for safety reasons alone.

Disabled, P60 and No Stopping Restrictions in Wakefield Avenue.

12. The existing mobility parking space on Wakefield Avenue south of the Marriner Street corner commences 1.5 metres from the corner. This is closer than the six metres that is accepted as being the minimum distance a vehicle should park from an intersection. A road controlling authority can however authorise closer parking by installing signs or markings as has happened in this instance. The removal of the vehicle access off Wakefield Avenue into this corner site allows space to move the mobility parking space so it is six metres away from the intersection. This six metre gap should have no stopping lines installed to make it clear it is a no stopping/parking area.
13. To prevent this mobility parking space being parked in all day by one vehicle, thereby rendering it unavailable for the greatest possible number of users, it should be given a similar P60 time limit to the “normal” parking spaces in the area. In accordance with recent policy, this P60 time limit for the mobility parking space should be made to apply at any time.
14. The remaining 4.5 metres of the removed vehicle entrance can be added to the existing 5.5 metre long P60 parking space that was situated between the old vehicle entrance and the pedestrian crossing to the south making a 10 metre long P60 parking area in total.
15. Local residents and business owners were consulted in relation to the relocation of the mobility parking space and the adding of the redundant vehicle entrance space to the existing P60 parking area. One hundred per cent of the respondents supported the proposal. The Sumner Residents Association was consulted and supports this proposal. Further details of the consultation can be found in paragraph 26 to 28.

FINANCIAL IMPLICATIONS

16. The estimated cost of this proposal is approximately \$750.

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

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

LEGAL CONSIDERATIONS

18. 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.
19. 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 Hagley/Ferrymead Community Board includes the authority to exercise resolution of parking restrictions and Traffic Control Devices in this location.
20. 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?

21. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. 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?

23. As above.

ALIGNMENT WITH STRATEGIES

24. The recommendations align with the Council Strategies including the Parking Strategy 2003.

Do the recommendations align with the Council's Strategies?

25. As above.

CONSULTATION FULFILMENT

26. Forty two consultation documents were distributed to nearby residences and businesses.

(a) Thirteen or 31 per cent were returned.

(b) In relation to the proposed P10 in Marriner Street;

Eight or 61.5 per cent of the respondents supported the proposal.

Five or 38.5 per cent objected to the proposal.

(c) In relation to the proposed relocation of the Disabled Parking Space and the installation of a P60 parking space that was previously a vehicle entrance in Wakefield Avenue.

Thirteen or 100 per cent of the respondents supported this proposal.

27. The Sumner Residents Association support this proposal.

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

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board:

Approve the following on Marriner Street:

(a) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Marriner Street commencing at a point 28.5 metres east from its intersection with Wakefield Avenue and extending in a easterly direction for a distance of 5.5 metres. This restriction is to apply at any time.

(b) That the stopping of vehicles be prohibited at any time on the south side of Marriner Street commencing at its intersection with Wakefield Avenue and extending in a easterly direction for a distance of 12 metres.

- (c) That the stopping of vehicles be prohibited at any time on the north side of Marriner Street commencing at its intersection with Wakefield Avenue and extending in a easterly direction for a distance of 14 metres.

Revoke the following on Wakefield Avenue:

- (d) That any existing parking restrictions on the eastern side of Wakefield Avenue commencing at the intersection with Marriner Street and extending south for 22 metres be revoked.

Approve the following on Wakefield Avenue:

- (e) That the stopping of vehicles be prohibited at any time on the eastern side of Wakefield Avenue commencing at its intersection with Marriner Street and extending in a southerly direction for a distance of six metres.
- (f) That the parking of vehicles be reserved for disabled persons displaying the appropriate permit in the vehicle and restricted to a maximum period of 60 minutes (at any time) on the eastern side of Wakefield Avenue, commencing at a point six metres south of its intersection with Marriner Street and extending in a easterly direction for a distance of six metres.
- (g) That the parking of vehicles be restricted to a maximum period of 60 minutes on the eastern side of Wakefield Avenue commencing 12 metres south from its intersection with Marriner Street and extending in a southerly direction for a distance of 10 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.