

10. LINWOOD AVENUE – PROPOSED ALTERATION TO EXISTING MOBILITY AND P5 LOADING ZONE RESTRICTIONS.

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

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to revoke the existing parking restrictions outside 218 Linwood Avenue and resolve new parking restrictions associated with this change.

EXECUTIVE SUMMARY

2. Council staff have received a request from the Salvation Army Shop to change both the layout and the time restrictions outside their shop at 218 Linwood Avenue (refer **attached**).
3. 218 Linwood Avenue is on the south-east corner of the intersection of Linwood Avenue with Cashel Street. It was previously occupied by Work and Income New Zealand but is now a Salvation Army second hand household goods shop.
4. Incorporated into the corner threshold outside the premises there is a 13.5 metre length of parking divided into a 7.5 metre mobility parking space and a 5 metre P5 Loading Zone. For some unknown reason, there is a one metre gap between these two parking areas. The 7.5 metre length of the mobility parking space is considerably larger than the 5.5 metres that is the size for a mobility parking space, while the five metre long P5 Loading Zone is considerably smaller than the standard size for a Loading Zone.
5. The Salvation Army shop has two entrances at the front of the building with the two parking areas in front of them. They have no other entrances, therefore all goods entering or leaving the shop have to be taken through these two entrances/exits. Having a loading zone that is large enough to accommodate cars with trailers and light trucks is desirable. Most car and trailer combinations, as well as the light truck that the Salvation Army uses for deliveries, are considerably longer than five metres and therefore cannot fit within the existing P5 Loading Zone. Therefore an increase in the size of the loading zone to accommodate these larger vehicles has been requested.
6. The loading and unloading of goods can also take considerably longer than the current five minute limit in the loading zone. Therefore the Salvation Army have also requested that the P5 time restriction be changed to a P15 time restriction to better reflect the amount of time that it can take to load or unload the goods that they sell.
7. The changing of the 13.5 metres of available parking to an eight metre P15 restricted parking area and a 5.5 metre mobility parking space will better reflect the need of the customers of the Salvation Army. Parking will still be provided in this area as was catered for before, but with a different allocation of space to suit their needs.
8. Consultation was carried out with businesses and residents nearby. One hundred percent of the respondents supported the proposed changes. The Linwood Neighbourhood Committee, being the residents association for the area was also consulted, and support the proposed changes. Refer to clauses 19 and 20 below for full details.

FINANCIAL IMPLICATIONS

9. The estimated cost of moving the road markings and installing new signs is approximately \$400.

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

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

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
12. 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.
13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. 10 Consultation Documents were distributed to nearby businesses and residents. Three or 30 per cent responded, with all three supporting the proposed changes.
20. The Linwood Neighbourhood Committee was consulted and support this proposal.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Revoke any and all existing parking restrictions applying at any time on the southern side of Cashel Street outside 218 Linwood Avenue commencing six metres west from the western kerbline of Linwood Avenue and extending in a westerly direction for 13.5 metres.

- (b) Approve the following parking restrictions on Cashel Street:
- (i) That the parking of vehicles be restricted to a maximum period of 15 minutes on the south side of Cashel Street commencing at a point 11.5 metres west from the western kerbline of Linwood Avenue and extending in a westerly direction for a distance of eight metres. This restriction to apply At Any Time.
 - (ii) That a Mobility Park be installed on the south side of Cashel Street commencing at a point six metres west from the western kerbline of Linwood Avenue and extending in a westerly direction for a distance of 5.5 metres. This restriction to apply At Any Time.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.