

8. ELY STREET – PROPOSED NO STOPPING RESTRICTIONS

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

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install stopping restrictions on Ely Street.

EXECUTIVE SUMMARY

2. Council staff have received a request to install No Stopping Restrictions on Ely Street at its approach to Madras Street (refer **Attachment 1**).
3. Ely Street is a narrow residential street running east, then south from Madras Street through to Salisbury Street. It is the western section of Ely Street that this report mainly affects.
4. Recessed bays provide parking along the northern side of the street and parallel kerb parking is available along the southern side. The carriageway, including the parallel parking area on the southern side, is approximately five metres wide. There are no time limits or other parking restrictions on either side of this section of Ely Street.
5. If vehicles parallel park along the southern side, the carriageway width is reduced to approximately three metres and can limit movement to one way at a time. As the number of vehicles using Ely Street is low, generally this is not a problem. If opposing traffic is encountered, there are vehicle entrances and parking bays for vehicles to pull into to allow those vehicles to pass.
6. As Ely Street approaches Madras Street it widens to accommodate a splitter island with separate entry and exit lanes either side. This island is 12 metres long with the entry and exit lanes being 2.7 metres wide. This is sufficient width for vehicles to exit or enter as long as vehicles do not park alongside the splitter island. Currently there are no signs or markings to prevent any vehicles from doing so.
7. Vehicles have however been parking a few metres behind the eastern end of the splitter island. This has, on occasions prevented access to or from the lanes on either side. Some form of indication of where parking should and should not happen is required.
8. It is therefore proposed that no stopping lines be installed along both the north and south side of Ely Street from its intersection with Madras Street to a point eight metres beyond the eastern most point of the splitter island. This will provide enough space for vehicles to be manoeuvred into and out of Ely Street by using the appropriate lane and not unduly impact on parking in the street.
9. Consultation was undertaken with residents of Ely Street and with the Moea Neighbourhood Group. Eighty six per cent of the residents supported the proposed stopping restrictions as did the Moea Neighbourhood Group. Full details of the consultation can be found later in this report.

FINANCIAL IMPLICATIONS

10. The estimated cost of installing the no stopping markings is \$50.

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

11. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install or remove parking restrictions by resolution.
13. 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 resolution of parking restrictions and traffic control devices in this part of the city.
14. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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 2006-16 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with current Parking and Road Safety Strategies.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. 70 documents outlining the request to install the No Stopping Restrictions were distributed to residents of Ely Street:
 - (a) 29 (41.5%) were returned
 - (b) 25 (86%) of those who responded were in support of the proposal
 - (c) 1 was in support with conditions (That the no stopping area not be too long)
 - (d) 3 per cent objected to the proposal.
20. Of those that opposed the installation of the no stopping restrictions, the following reasons were given:
 - (a) "The street parking is currently inadequate and as the Council has allowed more buildings to be erected with no parking the situation is only going to get worse."
 - (b) "We have never experienced any problems getting in and out of Ely Street due to parked cars. With construction of an additional 13 units in Ely Street parking may become difficult in the future."

As this is a safety issue it is recommended that the project is continued as proposed.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Revoke any existing parking or stopping restrictions on the north side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.
- (b) Revoke any existing parking or stopping restrictions on the south side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

Resolve the following:

- (c) That the stopping of vehicles be prohibited on the south side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.
- (d) That the stopping of vehicles be prohibited on the north side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.