

17. **WAIMAIRI ROAD (COLLEGE HOUSE SLIP LANE) PROPOSED P5 LOADING ZONE AND NO STOPPING RESTRICTION**

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 Riccarton/Wigram Community Board's approval for the proposed Loading Zone and No Stopping Restriction on the eastern side of Waimairi Road on the slip lane outside College House.

EXECUTIVE SUMMARY

2. The Council has received a request from College House to install a Loading Zone on the slip lane outside its premises at 100 Waimairi Road, as outlined in the letter from Mr Matheson (refer **Attachment 1**). The Loading Zone has been requested due to post earthquake increases in all day parking on the slip lane which are preventing it from being used by loading vehicles servicing College House.
3. Waimairi Road is designated as a collector road from Riccarton Road to Peer Street within the Christchurch City Plan. To the north, Waimairi Road forms part of the outer ring road and has the higher classification of a minor arterial road.
4. College House has frontage to Waimairi Road to the east of the Waimairi Road / Peer Street intersection. Adjacent to the intersection there is a slip lane that is intended to provide short term parking for College House. The slip lane has a length of some 50 metres and is one-way, being accessed from Waimairi Road (north of Peer Street) with an egress to Waimairi Road to the south. The slip lane is used by College House as a bus pick-up / drop-off area and also by daily delivery vehicles. The parking spaces on the slip lane are located immediately opposite the main building access to College House.
5. There has recently been an increased demand for all day parking in the general area due to changes in land-use, predominantly associated with the earthquakes. While the slip lane has operated well in the past, the new pressure on all day parking spaces in the general area has meant that the spaces on the slip lane are taken up by commuters throughout the week. As a consequence, buses and delivery vehicles that used to be able to use the slip lane freely can no longer make use of the facility during the day. Drivers of these vehicles are severely inconvenienced because there are no other short term parking spaces in the vicinity, and there is a temptation for drivers to park inappropriately.
6. Because of the issues outlined above, it is proposed to create a Loading Zone on the Waimairi Road slip lane. In essence, this will formalise the way the slip lane is intended to operate and the way that it has operated in the past before there was strong demand for all day parking. The layout of the proposed Loading Zone is shown on **Attachment 2**. (Note the intersection is now controlled by signals, however the slip lane has not changed).
7. A short no stopping restriction is proposed to prevent vehicles parking over a pedestrian cut-down that leads to the signalised pedestrian crossing points at the Waimairi Road / Peer Street intersection and to assist vehicles manoeuvring into the Loading Zone. No Stopping is also proposed on the western side of the slip lane to ensure that vehicles do not park on that side, blocking the slip lane.
8. The only property affected by the proposal is College House, who have initiated this investigation and proposal. The Loading Zone design has been discussed with the Bursar, who is supportive of the proposal.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$550.

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. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
13. The installation of any signs and/or markings associated with traffic control devices 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. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, and Road Safety Strategy 2004.

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 Road Safety Strategy 2004 and parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. The proposal has subsequently been discussed with the Bursar of College House, who supports the proposal. There are no other properties directly affected by this proposal.

STAFF RECOMMENDATION

It is recommended that the Board approve the following:

- (a) That a Loading Zone be installed on the eastern side of Waimairi Road on the slip lane at the Waimairi Road / Peer Street intersection commencing at a point 412 metres north from its intersection with Roundtree Street and extending in a northerly direction for a distance of 18 metres.
- (b) That the stopping of vehicles be prohibited at any time on the east side of the Waimairi Road slip lane commencing at a point 430 metres north of Waimairi Road's intersection with Roundtree Street and extending in a northerly direction for a distance of 7 metres.
- (c) That the stopping of vehicles be prohibited at any time on the west side of the Waimairi Road slip lane commencing at a point 415 metres north of Waimairi Road's intersection with Roundtree Street and extending in a northerly direction for a distance of 40 metres.