

4. COLDSTREAM COURT PARKING

Officer responsible Network Operations Team Leader	Author Basil Pettigrew, DDI 941-8542
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The purpose of this report is to seek the Community Board's approval to:

- Implement an extension to the existing P120 University parking restriction in Coldstream Court.
- Remove the smaller of the two islands at the head of the cul-de-sac.
- Implement no stopping at the head of the cul-de-sac.

This work is proposed in response to a petition received by the Council on 30 September 2003 from 11 residents.

FINDINGS

Proposal P120 Parking Restriction

Student parking on the streets around Canterbury University has been an issue for residents for many years and two public meetings were held during May 1996 to hear concerns and to formulate solutions. Parking restrictions in the form of P120, 9.00 am – 5.00 pm Monday – Friday, March to November were favoured at that time,

The Fendalton/Waimairi Community Board subsequently adopted a recommendation on 4 June 1996 that these restrictions be implemented for nine streets including the west side of Coldstream Court. In general, these restrictions were applied to one side of the street only. Residents of Coldstream Court have now requested that a similar restriction be applied on the east side. There would then be P120 on both sides of the street.

Removal of Small Island

This island measuring approximately 6 square metres in size is located at the head of the cul-de-sac. It is the smaller of two islands in this location with the larger one containing a lighting standard. Both islands are planted in ground cover and flax.

Removing the smaller island is recommended because:

- Its location has proven to cause problems for larger vehicles like Onyx rubbish and recycling vehicles.
- The 7 metre gap between the two islands is typical of other cul-de-sacs where parking is encouraged. A sign banning parking is easily vandalised, and visitors will be tempted to park between the islands.
- The island further restricts access to properties.
- Removal of the island will mean that drivers will no longer be able to legally park in this location.

Implement 'No Stopping'

Driveways almost continuously dissect the kerbline around the head of the cul-de-sac. However in two locations vehicles park in small gaps between driveways.

To improve the property access and the turn around function at the head of the cul-de-sac it is recommended that yellow "no stopping" lines are installed, around the kerbline from the ends of the P120 and the larger island. This will minimise the requirement for invasive signage on posts, which would also be an obstruction for vehicles manoeuvring out of entrances.

Consultation

On 30 September 2003 the City Streets Unit received a petition from the owners of 11 properties in Coldstream Court to address congestion, safety, and access issues. It was requested that yellow "no stopping" lines be marked at the head of the cul-de-sac and between the islands, and P120 be implemented on both sides of the cul-de-sac.

The City Streets delivered a letter and plan to all the residents of Coldstream Court detailing options to resolve the identified concerns.

The residents were requested to indicate their preference for Council action, before 12 January 2004 to enable the Fendalton/Waimairi Community Board to consider the options at its next Board meeting. The results of this survey are as follows:

	Yes	Undecided	No	Total
Implement P120	10	1	2	13
Remove small island	8	-	5	13
No stopping around large island	13	-	-	13

The Council letter received an additional five responses over the petition from the property owners of Coldstream Court.

OTHER OPTIONS

- Do nothing.
- Retain existing islands and formalise the parking between them by marking three parking spaces. This will avoid the current confusion over the legality of parking in this location but will inhibit access to properties.

CONCLUSION

The implementation of the additional P120 parking restriction, the “no stopping” restriction around the head of the cul-de-sac, and the larger island has almost 100% support. However five residents do not want the small island removed. One resident objecting to its removal was concerned that the hoons would then be encouraged to carry out doughnuts on the extra roadspace created.

However if the island is left the Council would be obliged to mark parking spaces for 3 vehicles between the islands.

This option would not met the residents’ objective of improving property access.

However the congestion and safety issues identified by the petitioners would be partially addressed with the implementation of the P120 and ‘no stopping’ parking restrictions.

The **attached** plan refers.

Staff

- Recommendations:**
1. That the parking of vehicles be restricted to a maximum period of 120 minutes between the hours of 9.00 am to 5.00 pm Monday to Friday, March to November, on the eastern side of Coldstream Court commencing at a point 9.0 metres from its intersection with Hamilton Avenue and extending in a southerly direction for a distance of 75 metres.
 2. That the stopping of vehicles be prohibited at any time on the east side of Coldstream Court commencing at a point 84 metres from its intersection with Hamilton Avenue and extending in a southerly, westerly and northerly direction for a total distance of 58 metres.
 3. That the stopping of vehicles be prohibited at any time around the perimeter of the larger island, located at the head of the cul-de-sac in Coldstream Court.
 4. That the smaller of the two raised islands at the head of the cul-de-sac be removed and the area be reinstated as roadway.

Chairman’s

Recommendation: That the above recommendations be adopted.