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Christchurch City Council

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

8 JUNE 2005

3.00 PM

**IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET**

Community Board: Bob Todd (Chairperson), David Cox, Anna

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1. APOLOGIES

Anna Crighton.

2. CONFIRMATION OF REPORT

The report of the ordinary meeting (both open and public excluded) held on Wednesday 25 May 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting (both open and public excluded) held on Wednesday 25 May 2005 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 HEATHCOTE VALLEY COMMUNITY ASSOCIATION INC

Jack Travis, Vice President of the Heathcote Valley Community Association would like to address the Board about safety issues surrounding the widening of Bridle Path Road.

3.2 ALLISON WILSON: CHESTER STREET WEST

Allison Wilson, a resident of Park Terrace would like to address the Board regarding her concerns about the Chester Street West pedestrian area.

4. ST ASAPH STREET - PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Jeff Owen, Traffic Engineer (Community), DDI 941-8971

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a single section of "no stopping" on the south side of St Asaph Street within the section between Hagley Avenue and Stewart Street (*see attachment*).

EXECUTIVE SUMMARY

2. The Council has recently realigned and signalised the intersection of St Asaph Street and Hagley Avenue. This work was completed as part of the Hagley Avenue traffic management improvements involving the marking of cycle lanes along Hagley Avenue, plus a range of associated traffic management improvements aimed at an overall enhancement of safety, particularly for pedestrians.
3. The St Asaph Street approach to the Hagley Avenue intersection is now marked with exclusive left and right turn lanes with a cycle lane against the kerb. Due to the location of approximately three kerbside parking spaces, between Stewart Street and the intersection, traffic is prevented from queuing in two lanes and cyclists are prevented from entering the cycle lane. This defeats the purpose of marking the lanes thereby adversely affecting the capacity of the intersection and the safety for cyclists.
4. Two options were considered to rectify the problem including the "status quo".
5. The views of affected stakeholders have been obtained.
6. The installation of a short section of broken yellow "no stopping" line, removing the three car parking spaces, is considered the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Cost

No stopping installation cost = 19m @ \$1.00/m = \$19.00.

8. Legal Considerations

The Traffic Regulations 1976 - "108" state:

"No stopping lines - at any place where a controlling authority has prohibited the kerbside stopping of vehicles at all times, drivers may be advised of this prohibition by the marking and maintaining of a broken yellow line not less than 100 mm wide and not more than 1 metre from the adjacent kerb or edge of roadway."

STAFF RECOMMENDATION

It is recommended that the Board agree that the stopping of vehicles be prohibited at any time on the southern side of St Asaph Street commencing at a point 10.7 metres in a westerly direction from the Stewart Street intersection and extending in a westerly direction for a distance of 19.1 metres.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND ON ST ASAPH - PROPOSED 'NO STOPPING' RESTRICTION

9. The Council has received complaints from motorists and cyclists concerning the inability to access and utilise the new lanes as marked on the St Asaph Street approach to the new signalised intersection with Hagley Avenue. As a result, the traffic queues in one lane only and cyclists are prevented from entering the cycle lane.
10. As noted above, the reason for this is the presence of three unrestricted (all day) kerb side parking spaces located on the south side of St Asaph Street outside Hagley College. This problem was not identified at the time of design or construction of the new intersection alignment, but has arisen since the intersection has become operational.

OPTIONS

11. Two options were considered to address the problem. These are outlined as follows:

(a) **Status Quo**

The problem only arises when vehicle queues form up to, and past, the three car parking spaces. This occurs mostly during peak periods but is not uncommon during anytime of the day. Leaving the situation as it is retains parking but does not address the safety and efficiency issues.

(b) **Remove Parking from the South Side**

Removing three car parks on the south side requires the installation of a broken yellow "no stopping" line. This option will improve road safety, particularly for cyclists, and will ensure unimpeded access to both turning lanes, thus improving the efficiency of the intersection.

PREFERRED OPTION

12. After careful consideration, **Option B** is favoured as it provides a cost effective solution to the problem.

CONSULTATION

13. This proposal was discussed with Hagley College, who are considered the only activity directly affected. The College have no concerns with the removal of three spaces but raised concerns relating to traffic turning left out of St Asaph Street failing to give way to pedestrians crossing Hagley Avenue at the signals. Frustration associated with excessive delay may be a factor in this situation. Improving the efficiency of the intersection may mitigate the problem.

CONCLUSION

14. Vehicles parking on the south side of St Asaph Street between Stewart Street and Hagley Avenue significantly reduces the efficiency of the intersection and the level of road safety, particularly for cyclists. The installation of a broken yellow "no stopping" line on the south side of St Asaph Street for a distance of about 19 metres, removing three car parking spaces is considered the most cost effective and practical solution to the problem.

5. **ST ASAPH STREET - PROPOSED "LOADING ZONE" AT NUMBER 384**

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Jeff Owen - Traffic Engineer (Community), DDI 941-8971

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a P5 Loading Zone, for goods vehicles only, outside 384 St Asaph Street (east of Fitzgerald Avenue).

EXECUTIVE SUMMARY

2. The Council has received a request from the property owner for a loading zone to service the site at 384 St Asaph Street (*see attachments 1 & 2*). The site was purchased by "Harrington's Brewery" approximately 16 months ago for the storage and distribution of beer. Due to the site operating as a distribution centre, the demand for truck loading and unloading will often exceed the amount of space on site. As such trucks will either double park or park over neighbouring driveways.
3. The complaints have been investigated and it can be confirmed that there are often trucks parked on the road outside the site either loading or unloading. It is not uncommon for these trucks to be double parked.
4. Three options were considered to rectify the problem including the "status quo".
5. The views of affected businesses have been obtained.
6. The installation of a P5 Loading zone for goods vehicles only is considered the most cost effective and practicable solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS

7. **Cost**

Less than \$500.

8. **Legal Considerations**

The Traffic Regulations 1976 - "35" provides for the control of parking by way of restrictions of this type.

STAFF RECOMMENDATION

It is recommended that the Board agree that the parking of vehicles be restricted to a maximum of 5 minutes for goods vehicles only on the south side of St Asaph Street from a point 69 metres east of the Fitzgerald Avenue intersection and extending 5.6 metres in an easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND ON ST ASAPH STREET - "LOADING ZONE" OUTSIDE NUMBER 384

9. The Council has received a request for a loading zone to assist in the accommodation of trucks that service the site. Due to the number of deliveries to and from the site, the demand cannot be wholly accommodated within the site.
10. The Council receives regular requests for Loading Zones throughout the City. These requests are managed with reference to the "Parking Strategy". This Strategy provides a sound basis for determining what priority to give a particular request in the context of the conflicting demands on kerbside space.
11. In this case, as the request is located within a commercial area, loading zones are considered third in the priority for kerbside space, behind bus stops and taxi/shuttle stops. The area identified for the loading zone currently accommodates one "all day" or commuter car park which ranks least in the priorities for kerbside space.
12. It follows that a Loading Zone would conform to the policy document. However, it is important to note that there is an existing loading zone on the street approximately 20 metres further east of the requested location. This zone is sign posted as P5 and therefore not limited to goods vehicles. As such it is used regularly for short term parking associated with the neighbouring land use activities. This results in the existing zone being of little use for accommodating trucks associated with the applicant's site. The existing zone is still required for legitimate loading and unloading activities (albeit by smaller vehicles) by adjacent businesses. Therefore removing it is likely to be contentious and may also be contrary to the strategy if it were replaced with commuter parking.

OPTIONS

13. Three options were considered to address the problem. These are outlined as follows:

(a) **Status Quo**

The problem only arises when trucks are being loaded and unloaded. This occurs on a regular basis resulting in double parking and parking over neighbouring driveways. Leaving the situation as it is does not address the safety or inconvenience issues.

(b) **Strict Enforcement of the Existing P5 Loading Zone**

This will result in a greater probability of the existing zone being available for the use of the Harrington's site. However, there will still be considerable competition from legitimate use generated by other activities. Also enforcement of existing P5 Loading Zones is troublesome and tends to be less effective as more vehicles qualify to use these.

(c) **Install a Separate P5 Loading Zone, Goods Vehicles Only (GVO)**

This will involve replacing the existing commuter car park with a loading zone for goods vehicles only. This will provide a higher level of certainty that the space will be available for a truck visiting the site.

PREFERRED OPTION

14. After careful consideration, **Option C** is favoured as it provides a cost effective solution to the problem.

CONSULTATION

15. This proposal was discussed with all affected business on the south side of St Asaph Street, immediately to the east and west of the proposed location. All businesses supported the proposal and have signed a letter from Harringtons.

CONCLUSION

16. The Harrington's Brewery cannot adequately meet the demand for truck loading and unloading wholly within their site at 384 St Asaph Street. They have requested a loading zone outside the site to mitigate the likelihood of trucks double parking and parking over neighbouring driveways. There is an existing P5 loading zone in close proximity but it is unlikely that even strict enforcement of this will alleviate the problem. It is likely that the installation of a P5 Loading Zone (Goods Vehicles Only) will significantly improve the situation. Such action is aligned to the Parking Strategy.

6. CRANMER SQUARE - PROPOSED 10 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Barry Cook, Traffic Engineer (Community), DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a 10 minute parking restriction outside Cathedral Grammar Preschool on Cranmer Square immediately north of the Chester Street West intersection (*see attachment*).

EXECUTIVE SUMMARY

2. Cathedral Grammar School have asked the Council to assist in meeting the demand for short term parking generated by parents and care givers dropping off and picking up children attending the pre school and junior school.
3. The demand cannot be practicably contained on site. Many younger primary school children and all preschool children need to be accompanied by their parent or caregiver into the classroom. Parents and caregivers will generally require 5 to 10 minutes to conduct the tasks necessary to either leave the child/ren or pick up the child/ren. While some provision for set down parking is required by the City Plan, this is seldom sufficient to contain such activities wholly within the site. As such the majority of activity associated with delivering and picking up children from preschools and primary schools occurs on the road.
4. It is impracticable to expect that up to 10 car parking spaces on the site be made available to accommodate a demand that exists for approximately an hour in the morning and afternoon. There are also safety concerns with encouraging the demand to be wholly accommodated on site. These concerns are associated with mixing vehicles manoeuvring with pedestrian activity. This is typically why many primary schools discourage or prohibit parents and caregivers to drive onto school grounds unless there are purpose built facilities for accommodating such activity. Cathedral Grammar operates a drive through system for the primary school with cars entering from Cranmer Square and exiting onto Kilmore Street. This works adequately for "drop off" and "pick up" provided drivers do not leave their vehicles and do not remain parked for extended periods. This is unsuitable for the requirements of the pre school and the junior school (5-7 year olds).
5. Two options were considered to rectify the problem including the "status quo".
6. The views of affected stakeholders have been obtained.
7. The installation of a P10 parking restriction for the period 8.00am to 9.30am and 2.00pm to 4.00pm (operative Monday through Friday) on the western side of Cranmer Square (West), covering six to seven spaces outside the pre school, is considered the most cost effective and practical solution to the problem.
8. The local residents' group Inner City Operations Neighbourhood (ICON) has been consulted and feedback on their opinion will be provided at the Board meeting.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Cost

Less than \$500. (three signs and one post required)

9. Legal Considerations

The Traffic Regulations 1976 - "35" state:

"No person, being the driver or in charge of any vehicle, shall stop, stand, or park that vehicle on a road, whether attended or unattended—

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In any part of a road contrary to the terms of any notice, traffic sign, or marking or sign maintained on or adjacent to the road by a controlling authority and indication that the stopping, standing, or parking of vehicles is prohibited, limited, or restricted:"

STAFF RECOMMENDATION

It is recommended that the Board agree that the parking of vehicles be restricted to a maximum of 10 minutes, from 8.00am to 9.30am and 2.00pm to 4.00pm, school days, on the west side of Cranmer Square West commencing at a point 8.5 metres in a northerly direction from the Chester Street West intersection and extending in a northerly direction for a distance of 44 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON THE CRANMER SQUARE - PROPOSED P10 PARKING RESTRICTION

10. The pre school and the junior school have a roll of around 50 and 130 students respectively. Many of these students arrive by motor vehicle at the Cranmer Square entrance. The on street parking in this vicinity is currently unrestricted and occupied by commuters working in the greater area from as early as 6.30am and substantially full by 7.30am. Therefore there is little potential for parents or caregivers to find an on street car park. It follows that parents and caregivers will enter the site and attempt to park. There is insufficient capacity for short term parking on site which results in inappropriate parking and a chaotic, potentially dangerous situation arising.

OPTIONS

11. Two options were considered to address the problem. These are outlined as follows;

- (a) **Status Quo**

The problem is short-lived, however there is a high risk of accident or injury should the situation remain the same.

- (b) **Install a Short Term Parking Restriction on Cranmer Square**

Installing a 10 minute parking restriction for specified periods will provide sufficient time and capacity for parents and care givers to park while balancing the parking needs of other users outside of the peak periods of school related activity.

PREFERRED OPTION

12. After careful consideration, **Option B** is favoured as it provides a cost effective solution to the problem. Option B involves the installation of a 10 minute parking restriction covering 6 to 7 parking spaces immediately outside the school and operative only during the periods of peak demand.
13. The option is aligned to the Parking Strategy, specifically Policy 9D "*Frontage Streets*"- "*To recognise and specifically consider the provision and management of on-street parking adjoining educational institutions*". This policy is achieved through the method "*Time Restrictions - to apply selective time restrictions to the on-street parking on the road frontages of the institutions.*" Furthermore "*short stay parking for site visitors*" has a higher priority than "*commuter parking*" in the context of "*kerbside parking Priority*" as stated in the Strategy.

CONSULTATION

14. This proposal is supported by Cathedral Grammar School. No other stakeholders are directly affected.

CONCLUSION

15. The demand for short term parking cannot be adequately or practicably met on the Cathedral Grammar site. The installation of a P10 parking restriction on Cranmer Square, covering six to seven parking spaces immediately outside the school and operative only during the periods of peak demand is considered a cost effective, strategically aligned and practicable solution.

7. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

DISCRETIONARY FUND UPDATE

The *attached* schedule shows the Board's Discretionary fund allocations to date since 1 July 2004. A total of **\$1,672** remains available for allocation.

CHAIRPERSON'S RECOMMENDATION

That the information be received.

8. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

9. QUESTIONS FROM MEMBERS