

Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

**TRANSPORT AND ROADING COMMITTEE
AGENDA**

**FRIDAY 3 JUNE 2005
AT 8.30AM**

**AT SOCKBURN SERVICE CENTRE, BOARDROOM
149 MAIN SOUTH ROAD**

To: Transport and Roading Committee

Copy to: Community Board Principal Adviser
Community Engagement Adviser
Ken Stevenson, Transport and City Streets Unit

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SEMINAR ISSUES FOR DISCUSSION

- Cycling Programme, Update (Michael Ferigo, CCC)
- Update on Current Riccarton/Wigram Streets/Traffic Issues (Ken Stevenson, CCC)

1. APOLOGIES

2. DEPUTATION BY APPOINTMENT

2.1 Ann Turner of Villa Grove has been granted speaking rights to address the Committee on the residents' request for parking restrictions in Villa Grove (refer Clause 3).

3 VILLA GROVE – PROPOSED 120 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & City Streets Manager
Author:	Barry Cook, Traffic Engineer, DDI 941-8938

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a 120 minute parking restriction on the north side of Villa Grove.

EXECUTIVE SUMMARY

2. Residents of Villa Grove have approached the Council expressing concerns with cars associated with Villa Maria College parking in the street for extended periods and therefore denying parking for visitors and tradespeople etc. Residents also harbour concerns relating the adverse effect the parking and additional traffic activity is having on their residential amenity level.
3. This issue has been simmering for over a year with the most recent mitigating measure undertaken by the Council being the restriction of parking around the corners of the intersection of Brodie Street and Villa Grove to improve visibility and traffic flow. The issue is not confined to Villa Grove, with Brodie Street between the College and Villa Grove also experiencing a similar problem.
4. Residents of Villa Grove have been well organised and have undertaken a survey of residents'

3. Cont'd

BACKGROUND ON VILLA GROVE – PROPOSED P120 PARKING RESTRICTION

11. There has been a long standing issue with cars associated with students from Villa Maria College parking in both Brodie Street and Villa Grove. Brodie Street already has a 30 minute parking restriction on the western side opposite the school extending from the Yaldhurst Road intersection back along the street for approximately 170 metres. This works reasonably effectively at dissuading students parking there for the school day. Brodie Street is quite narrow with a roadway width of 8.5 metres and the restriction also improves the flow of traffic outside of peak school related periods. However, this existing restriction only extends partially along Brodie Street and student parking can be observed in the remaining (and unrestricted) section of Brodie Street covering both sides of the roadway and also extending into Villa Grove.
12. The problems associated with student car parking overspilling onto the streets surrounding high schools are quite common. Most residential areas in the vicinity of High Schools experience these issues. Unfortunately it is extremely difficult for the schools themselves to adequately address the issue. While new schools can plan for and accommodate a level of student parking, older more established schools do not have the infra-structure to successfully and safely accommodate student parking in any significant amount within the school grounds. In fact, some schools seek to specifically exclude students from any parking spaces on the school grounds due to safety and congestion issues. The problems can realistically only be addressed, at least in the short term, through the appropriate management of the on street parking stock.
13. The management of the on street car parks should ideally reflect a balance in the demands of residents and the demands of students. This approach will minimise the effects of displacing parking further into the residential areas resulting in a mere migration of the problem elsewhere.
14. It is acknowledged that this report discusses and seeks a resolution to the parking issues in Villa Grove and does not address the outstanding car parking issues within Brodie Street. It is considered more expedient to address the issues raised by Villa Grove residents first then undertake further consultation with Brodie Street residents with a view to adopting the same or similar action. The alternative would be to commence a process from scratch which would be inclusive of Brodie Street residents as well as Villa Grove residents. It is possible that a greater mixture of views would be forthcoming from a wider group with other contentious issues relating to the adequacy of the width of Brodie Street being brought into the mix. It is certainly the preference of the Villa Grove residents to see their specific concerns resolved independently.

OPTIONS

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

- (a) **Status Quo**

The problem occurs only on school days.

- (b) **Install a Two Hour Parking Restriction on both sides of Villa Grove**

Installing a 120 minute parking restriction for specified periods covering both sides on Villa Grove is likely to remove most if not all school related parked vehicles. However it is also likely to displace all the current parked vehicles elsewhere. The likely location would be further along Brodie Street. While some displacement will occur with any such restriction, covering both sides is considered excessive and imbalanced. The option also restricts resident related parking to 120 minutes which can create issues for residents and guests that require longer periods.

- (c) **Install a Two Hour Parking Restriction on the North side of Villa Grove**

Installing a 120 minute parking restriction for specified periods covering the north side of Villa Grove will provide a reasonable balance between the demand for student parking and the demand for resident related parking. It would create an improvement to the existing residential amenity while minimising the migration of parking into other areas. It will also provide some opportunity for longer stay resident related parking.

3. Cont'd

PREFERRED OPTION

16. After careful consideration, **Option C** is favoured as it provides a cost effective solution to the problem.
17. The option is aligned to the Parking Strategy, specifically Policy 7A "*Residential On-Street*" –
"a – *In residential areas, manage and provide on-street parking so that it is able to meet the needs of the residents and their visitors.*
b.- *To minimise the incidence of non-local vehicles parking on local streets*
c. – *To recognise on-street parking provision as a traffic management option*"
18. This is achieved through method 4 "*Charged parking and parking restrictions – In residential areas with non-residential parking which causes adverse impacts on the residential amenity, use meters and/or time restrictions to mitigate these impacts and stimulate parking turnover*"

CONSULTATION

19. A survey of residents views was organised by one of the residents (refer attachment 2). This survey revealed that a clear majority (14 out of 16) supported a 2 hour parking restriction. Ten of the fourteen residents that supported a 2 hour restriction, preferred the north side.
20. A street meeting was also held. At this meeting the advantages and disadvantages of many options were discussed. After this discussion a clear majority of residents were supportive of the 120 minute restrictions on the north side.
21. Villa Maria College have been contacted (Mr Stephen Roach) regarding the proposal and are generally sympathetic to the concerns being raised. The College does not oppose the request but is conscious of the migration of parking that may result. The concept of providing additional parking closer to the College by introducing angle parking was raised, however the width of Brodie Street is insufficient to accommodate this.

CONCLUSION

22. The adverse effects of parking associated with students from the Villa Maria College is causing concern for the residents of Villa Grove and Brodie Street. Villa Grove residents have been proactive in seeking a resolution to the problem by canvassing views and organising a street meeting. The effects can be mitigated by the implementation of a 120 minute parking restriction on the north side of Villa Grove operative between 8am and 4pm on school days. This action is well aligned with the Parking Strategy. The parking issues in Brodie Street should also be examined and consultation should also occur should the Board support the preferred option.

STAFF RECOMMENDATION

It is recommended that the Community Board agree that:

- (a) The parking of vehicles be restricted to a maximum of 120 minutes, from 8am to 4pm, School Days, on the north side of Villa Grove.
- (b) The restriction commence at a point 19.6 metres in an easterly direction from the Brodie Street intersection and extend in an easterly direction for a distance of 163 metres following the kerb line around the cul-de-sac head and terminating on the south side of Villa Grove at a point 113 metres east of the Brodie Street intersection.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

4. AMYES ROAD/SHANDS ROAD/GOULDING AVENUE INTERSECTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & City Streets Manager
Author:	Lorraine Wilmshurst, Roading Projects Project Manager, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek approval to remove a tree at the intersection of Shands Road/Goulding Avenue Intersection.

EXECUTIVE SUMMARY

2. A tree on the road reserve at the north west corner of the intersection of Amyes Road/Shands Road/Goulding Avenue intersection is in very close proximity to the proposed new footpath area of the new road construction that is proposed for the upgrading of this intersection. The project team recommendation is that the northernmost tree be removed.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The upgrading of the intersection and the traffic signals at the Amyes Road/Shands Road/Goulding Avenue intersection forms part a larger Transit project to upgrade the Shands Road /Main South Road intersection and is part of the Transport and City Streets Unit capital works programme.

BACKGROUND

4. Following a safer routes to school project, concerns were raised by Branston Intermediate and South Hornby Schools about pupils crossing the approaches to the Amyes Road/Shands Road/Goulding Avenue intersection.
5. In 2001/02 funding was made available to purchase land and redesign the intersection.
6. The crossing distances are rather long, and the cycle lanes need to be continued through the intersection, with dedicated cycle lanes on all approaches.
7. During 2002 Council Officers worked with Transit NZ's consultants, Opus, on designs to upgrade the Shands Road/Main South Road intersection. This work involved four lanes in Shands Road between the Main South Road and Goulding Avenue and the south approach to the Amyes Road, Shands Road, Goulding Avenue intersection. The design work included the proposed work that Council had initiated at the Amyes Road, Shands Road, Goulding Avenue intersection.
8. Late in 2002 consultation was carried out with the community by Transit NZ.
9. Over the last two years Council Officers and Transit NZ staff and consultants have been finalising the designs and acquiring the necessary land for the work to proceed. The timeline for this work is to have all the land purchase and auxiliary works – moving fences, rebuilding – be complete for the road construction to commence in the 2005/06 financial year.
10. The final design to upgrade the Amyes Road/Shands Road/Goulding Avenue intersection requires the kerb line on the north western corner of the intersection to be realigned to the west and a new footpath constructed. There is one street tree (the northern most one) that is in the new footpath alignment.

OPTIONS

11. Any construction work to install the new footpath will have consequences for the street tree. The footpath alignment is very close to the northern tree .
12. Removal of the northern tree will allow a full width footpath to be installed in the most direct line of travel.

4. Cont'd

13. Leaving the tree and deviating the footpath around it, means that for the partially sighted the direction of travel is not straightforward. The tree is still likely to be damaged with the construction of the footpath past it and over the roots.
14. The “do nothing” option could result in damage to the trees by attempting to deviate the footpath or an under width footpath that for the disabled is difficult to negotiate.

STAFF RECOMMENDATION

It is recommended that the Board approve the removal of the northern most street tree on the north west corner of the intersection of Amyes Road/Shands Road/Goulding Avenue intersection.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be adopted.

5. TIRANGI STREET, ARIKI PLACE “P120 PARKING RESTRICTION”

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport & City Streets Manager
Author:	Jeff Owen, Traffic Engineer, DDI 941-8971

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for the implementation of a 120 minute parking restriction in part of Tirangi Street and Ariki Place.

EXECUTIVE SUMMARY

2. The Council has received a number of complaints from local residents concerning car parking associated with staff employed in the Carmen Road industrial area. Staff vehicles are commonly parked outside residential properties in Tirangi Street between Carmen Road and Ariki Place throughout the day. This causes an inconvenience to some residents and also lowers the level of residential amenity and road safety (refer to attachment 1 for aerial map).
3. The problem has been investigated and it can be confirmed that the eastern end of Tirangi Street, typically between Carmen Road and Ariki Place, experiences car parking on both sides for prolonged periods throughout the day. As well as those issues identified by residents, it is also noted that the roadway width is narrow (approximately 8 metres) and with cars parking on both sides, the road can become one-way, giving rise to conflict situations. It is noted that parking is banned on each side of Tirangi Street within 30 metres of the Carmen Road intersection.
4. Three options were considered to address this issue including the “status quo” (refer attachment 2).
5. The views of affected residents have been obtained (refer attachment 2).
6. The implementation of a two hour parking restriction operative Monday through Friday between the hours of 8am and 5pm is the preferred and recommended option.

5. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

7. 12 P120 signs and installation = \$1800 approximately.

Legal Considerations

8. 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—

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 RECOMMENDATIONS

It is recommended that the Board agree that the parking of vehicles be limited to a maximum of 120 minutes, 8am to 5pm, Monday through Friday in the following locations:

- (a) The south side of Tirangi Street from a point 28 metres west of the Carmen Road intersection and extending 125 metres in a westerly direction.
- (b) The north side of Tirangi Street from a point 28 metres west of the Carmen Road intersection and extending in a westerly direction for a distance of 57 metres to the Ariki Place intersection.
- (c) The north side of Tirangi Street from the Ariki Place intersection extending 54 metres in a westerly direction.
- (d) The east side of Ariki Place from the eastern most intersection with Tirangi Street extending 55 metres in a northerly direction.
- (e) The west side of Ariki Place from the eastern most intersection with Tirangi Street extending 70 metres in a northerly direction.

Note: There are two intersections of Ariki Place with Tirangi Street hence the need to define the “eastern most”.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be adopted.

6. NEXT MEETING DATE

Friday 1 July 2005 at 8.30am

SEMINAR ISSUES FOR DISCUSSION

1. CYCLEWAY PROGRAMME, UPDATE

Michael Ferigo (Council's Cycling and Pedestrian Transport Planner) will be in attendance to discuss the Cycleway programme.

At a recent meeting of this Committee, members talked about cycle "pinch points" at various intersections and roundabouts; also discussion on capital work programmes, and those projects that were not on any programme:

- Templeton to Hornby, via Waterloo Road.
- Extending the rail/cycle pathways from Riccarton Road to points further east

The following cycleway projects are scheduled for 2005/06:

- Curletts Road Pathway: planning has started, construction starts June 2006.
- Riccarton High "bubble": planning to start this October, construction starts August 2006.
- Riccarton Road (Deans to Mandeville): planning started, construction starts August 2005.
- Little River Cycleway, Christchurch linkages: planning has started, construction to start in December 2006.

A copy of the Christchurch – Little River Railway Trust Newsletter (March 2005) is attached.

2. UPDATE ON CURRENT RICCARTON/WIGRAM STREETS/TRAFFIC ISSUES

Ken Stevenson will provide an update on issues of interest previously raised by the Board.