



## **Christchurch City Council**

### **FENDALTON/WAIMAIRI COMMUNITY BOARD**

## **WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE AGENDA**

**MONDAY 25 AUGUST 2008**

**AT 8.00AM**

**IN THE BOARDROOM  
FENDALTON SERVICE CENTRE  
CORNER JEFFREYS AND CLYDE ROADS**

**Committee:** Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon.

**Community Board Adviser**  
Graham Sutherland  
Phone 941 6728 DDI  
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**1. APOLOGIES**

**2. DEPUTATIONS BY APPOINTMENT**

**2.1 TIM FREER – WAI-ITI STREAM ENHANCEMENT**

Tim Freer, a resident of Wai-iti Terrace, will be in attendance to speak to the above matter.

**2.2 GEOFF BANKS - MERIVALE SOUTH: PROPOSED PARKING PLAN**

Geoff Banks, a Naseby Street resident, will be in attendance to speak to the above report. (Item 5 on the agenda.)

**2.3 JAMES LEWIS - MERIVALE SOUTH: PROPOSED PARKING PLAN**

James Lewis, a Hewitts Road resident, will be in attendance to speak to the above report. (Item 5 on the agenda.)

**2.4 KERRY PETTET - MERIVALE SOUTH: PROPOSED PARKING PLAN**

Kerry Pettet, a Hewitts Road resident, will be in attendance to speak to the above report. (Item 5 on the agenda.)

**3. CORRESPONDENCE**

- 3.1 A letter has been received by Nigel Atherfold, seeking Board approval for the removal of silver birch trees in Rugby Street, Merivale. (**Letter attached.**)

**4. STAFF BRIEFINGS**

**4.1 PROPOSED MERIVALE PARKING PLAN**

Peter Barnes, Consultation Leader, Transport and Greenspace Consultation Team, will be in attendance to provide a verbal update to the Committee on the Proposed Merivale (North) Parking Plan.

25. 8. 2008

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ATTACHMENT TO CLAUSE 3

5 August 2008

Graham Sutherland  
Community Board Adviser  
Community Board Support Team Fendalton  
Democracy Services Unit  
Fendalton Library & Service Centre  
4 Jeffreys Rd  
Christchurch

Nigel Atherfold  
16 Rugby Street  
Merivale  
Christchurch 8014

Dear Sir

A couple of months ago I rang the Christchurch City Council re replacing the two silver birch trees on the verge in front of my house.

The Council's response to the telephone call was to send someone to have a look at the trees. That person concluded that the trees are healthy and as such the Council wouldn't do anything to them other than prune them as scheduled.

I was also advised to write to the Green Space unit within the Christchurch City Council if I wanted to take the matter any further, which I subsequently did.

An arborist from the Green Space unit visited me last week and informed me that I'd have to take the issue up with the Community Board, it being the appropriate decision-making body.

The situation is:

1. There are two trees on the verge in front of my house (whereas most other houses in the street only have one tree in front) and they are within five metres of each other; and
2. They are fast-growing and will become very large trees within a relatively short period of time.

The main issue with the trees is the amount of shade they throw across the front of the section and house. The shade increases our dependence on alternative heating sources and decreases the utility of the front lawn and front of the house. The house is a lovely old villa (which we are about to completely restore) and it needs every bit of solar heat it can get.

Also, while I don't currently have any asthma problems, I have had in the past and I believe these particular trees are suspected of contributing to asthma problems.

My preferred course of action is to replace both trees with one tree of a different type that is more suited for its use. That is, one that looks nice but doesn't grow so large as to shade the front of my section and house.

If that is not possible, the next best alternative is to remove the larger of the two trees and to leave the smaller one as is. I don't think removing the larger of the two trees would reduce the street's aesthetic appeal.

I'd be happy to part-fund the change.

Please consider my request at your earliest convenience and respond in due course.

Regards

  
Nigel Atherfold  
Resident & Ratepayer

## 5. MERIVALE SOUTH - PROPOSED PARKING PLAN

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager,
<b>Author:</b>	Steve De Jong Via Strada / Michael Thomson, Network Operations and Transport Systems

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's Works, Traffic and Environment Committee's approval to:
  - (a) Install mid-block, time-limited parking restrictions in eight streets within the Merivale South area; and
  - (b) Install permanent parking restrictions (broken yellow lines) at intersections and on narrow sections of roadway within the Merivale South area.

### BACKGROUND

2. At the Board's Works, Traffic and Environment Committee Meeting of 26 May 2008, while discussing the Merivale South proposed parking plan, the Committee requested that staff re-consult with the residents of Merivale Lane, Naseby Street and Clissold Street due to the initial survey responses returned from these streets being fairly even in regard to support or opposition and as a 12-month period had elapsed since that initial survey.
3. In June 2008, in response to the Committee's request, all property owners in the nine streets located in Merivale South and covered by the proposal, were sent a letter informing them of the proposal before the Committee and inviting them to contact staff if in need of clarification. Property owners were also informed of the forthcoming Committee meeting and given a contact number if they felt they needed to address the issues of parking at that meeting.

### CURRENT CONSULTATION RESULTS

4. The three streets mentioned in paragraph 2, requiring re-consultation were also sent a document and a return postage paid envelope requesting property owners to indicate whether they support or oppose the proposal for their street.
5. While the majority of Naseby Street property owners that responded were in **opposition** (numbering 23) to the proposal for their street, there were 19 property owners who supported the proposal.
6. While the majority of Clissold Street property owners that responded were in **support** (numbering 16) of the proposal for their street, there were 12 property owners who were opposed to the proposal.
7. While the majority of Merivale Lane property owners that responded were in **support** (numbering 16) of the proposal for their street, there were four property owners that were in opposition to the proposal.

### EXECUTIVE SUMMARY

8. The demand for vehicle parking in the area bounded by Heaton Street to the north, Rossall Street to the west, Carlton Mill Road to the south and Papanui Road to the east, far exceeds the off-street parking currently supplied.
9. This parking demand is generated predominantly by four land uses. These are St. George's Hospital, Merivale Mall and adjacent commercial premises, St. Margaret's College and Rangi Ruru Girls' School. In addition to this, visitor and resident parking contributes to the demand. The Nurse Maude Hospital also generates a significant parking demand, predominantly within the area to the east of Papanui Road and to the south of Innes Road. Parking issues within this area will be addressed as part of the "Merivale North" parking plan.

## 5. Cont'd

10. For the purposes of this exercise, the area is divided into two areas, with Rugby Street considered to be the effective boundary between the north and south areas. The parking demand in the northern area is dominated by the hospitals and the retail/commercial area. The parking demand in this south area is dominated by the two schools.
11. The kerbside parking management of both areas complement each other by providing as near to a consistent parking management plan as possible. Exeter Street and Cheltenham Street, being wider streets and at the southern edge of this area, have been excluded from mid-block time-limited parking controls. Repton Street has been excluded due to the residents' wishes. It should be noted that with these streets, there is very likely to be a migration of all day parking and that while parking is not necessarily an issue to these residents now, it is quite likely to be an issue in the future. These streets can be addressed at a later date, if need be and will not compromise the parking management plan proposed now.
12. The concerns about parking can be divided into two distinct issues:
  - (a) Safety – relating to vehicles parked within, or adjacent to intersections and affecting visibility and safe negotiation of vehicles through the intersecting roads. This also applies to very narrow sections of roadway.
  - (b) Amenity - relating to all available kerbside being fully occupied with parked vehicles. This reduces the residential amenity due to visual impact of parked vehicles. Residents, their visitors, and any other visitors are also denied the opportunity to park adjacent, or conveniently near, to destination properties.
13. The first set of recommendations (1-20) deals with removal of any existing parking resolutions on either kerbside of the streets under consideration. This will ensure that all new parking resolutions (covering every section of kerbside) do not conflict with any former Board/Council decision affecting the same kerbside location.
14. The second set of recommendations (21–89) deal with the safety related to loss of visibility and road space adjacent to intersections or narrow roads. From the Traffic Engineering perspective, the implementation of these recommendations is mandatory, now that the safety issue has been raised by many in this community area and confirmed by engineering staff.
15. The third set of recommendations (90-110) deal with the management of mid-block kerbside parking. From the Traffic Engineering perspective, there is no safety issue with the implementation of these recommendations. Whatever options are chosen for mid-block/kerbside parking, there will be people adversely affected in regard to the existing situation. Consequently, there will be people who will be in opposition to any decision, and may formally object to these recommendations.
16. Traffic engineering staff recommendations in the third section maximise the balance between providing opportunities for commuter parking, resident parking, visitor parking and short-term drop off/pick up parking areas for parents/caregivers at schools.
17. It is not practically possible nor legal, to enforce the four significant parking generators to provide more off-street parking than they are required to provide now - based on their “existing use rights” or new development requirements to comply with the Resource Management Act.

## FINANCIAL IMPLICATIONS

18. The estimated cost for this work is approximately \$5,000.

## Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

19. The installation of road markings, signs and posts is within the LTCCP Transport and Greenspace Operational Budgets.

## 5. Cont'd

### LEGAL CONSIDERATIONS

20. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
21. Community Boards have the delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes parking restrictions.
22. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

23. As above.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. Aligns with the streets and transport activities by contributing to the Council's Community Outcomes - Community.

### Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

25. This contributes to improving the level of service for parking and safety.

### ALIGNMENT WITH STRATEGIES

26. The recommendations align with the Council's Parking Strategy 2003.

### Do the recommendations align with the Council's strategies?

27. As above.

### CONSULTATION FULFILMENT

28. Based on the feedback from the responses to the surveys undertaken covering the nine streets involved in the Merivale South parking plan, the nine streets can be put into three categories.

(a) **Streets that have a clear majority of residents in support of the proposal (parking restrictions) as outlined on the attached plans.**

- (i) Tonbridge Street
- (ii) Shrewsbury Street
- (iii) Andover Street
- (iv) Hewitts Road
- (v) Merivale Lane

(b) **Streets where residents definitely do not want change.**

- (i) Repton Street

(c) **Streets where there is no clear majority, (i.e. reasonably even in support or opposition to the proposal)**

- (i) Naseby Street
- (ii) Clissold Street
- (iii) Winchester Street

## 5. Cont'd

29. Staff received 20 telephone calls and two emails from property owners seeking clarification on various points of the proposal:
- (a) Several property owners requested that the intersections covered by the proposal, that do not presently have **No Stopping Lines** around the corners have them installed and that several locations that do already have No Stopping lines be extended. The law states vehicles should not park within 6 metres of an intersection. Council can install No Stopping lines and review the sites for longer lengths of No Stopping lines. Traffic engineering staff have reviewed all intersections and are recommending that broken yellow lines be installed in the section 2 group of recommendations.
  - (b) Several other Residents requested that **Parking Ticks** be provided at the vehicular entrances especially in those streets adjacent to or along school frontages. Council policy permits the installation of parking ticks where parking restrictions are in place.
  - (c) *Residents only parking* was raised by quite a few residents, however in the majority properties in streets covered by the proposal do not meet the criteria required by present Council policy for the installation of *residents only parking*. A change in Council policy would therefore be required.
  - (d) St Margaret's College responded in writing requesting that they be able to consider the proposal at their monthly Property Committee meeting to be held on 22 July and respond shortly thereafter. Since all the residents of streets adjacent to the boundaries of St Margaret's College have all voiced a clear majority in favour of the proposal, it is recommended that the Board proceed with the recommendations for these streets.
  - (e) All properties adjacent to intersections, where extensions of the broken yellow lines are proposed have received an advice notice in their letterbox, giving these residents an opportunity to respond.

## STAFF RECOMMENDATIONS

## Section 1: Revocation of existing /redundant parking restrictions

It is recommended that the Committee recommend that the Board approve:

- (1) That any parking restriction on Tonbridge Street along the entire length of the road, on the east side and southeast side, be revoked.
- (2) That any parking restriction on Tonbridge Street along the entire length of the road, on the west side and northwest side, be revoked.
- (3) That any parking restriction on Shrewsbury Street along the entire length of the road on the east side, be revoked.
- (4) That any parking restriction on Shrewsbury Street along the entire length of the road on the west side, be revoked.
- (5) That any parking restriction on Exeter Street along the entire length of the road on the east side, be revoked.
- (6) That any parking restriction on Exeter Street along the entire length of the road on the west side, be revoked.
- (7) That any parking restriction on Cheltenham Street along the entire length of the road on the east side, be revoked.
- (8) That any parking restriction on Cheltenham Street along the entire length of the road on the west side, be revoked.

**5. Cont'd**

- (9) That any parking restriction on Hewitts Road along the entire length of the road on the east side, be revoked.
- (10) That any parking restriction on Hewitts Road along the entire length of the road on the west side, be revoked.
- (11) That any parking restriction on Andover Street along the entire length of the road on the north side, be revoked.
- (12) That any parking restriction on Andover Street along the entire length of the road on the south side, be revoked.
- (13) That any parking restriction on Naseby Street along the entire length of the road on the east side, be revoked.
- (14) That any parking restriction on Naseby Street along the entire length of the road on the west side, be revoked.
- (15) That any parking restriction on Winchester Street on the east side, commencing at the intersection with Rugby Street and extending in a southerly direction to the intersection of Andover Street be revoked.
- (16) That any parking restriction on Winchester Street on the west side, commencing at the intersection with Rugby Street and extending in a southerly direction to the intersection of Andover Street be revoked.
- (17) That any parking restriction on Clissold Street along the entire length of the road on the east side, be revoked.
- (18) That any parking restriction on Clissold Street along the entire length of the road on the west side, be revoked.
- (19) That any parking restriction on Merivale Lane on the north side, commencing at the intersection with Rossall Street and extending in an easterly direction to the intersection of Winchester Street be revoked.
- (20) That any parking restriction on Merivale Lane on the south side, commencing at the intersection with Rossall Street and extending in an easterly direction to the intersection of Winchester Street be revoked.

**Section 2: No Stopping At Any Time – At Intersections or On-Street Block Lengths**

It is recommended that the Committee recommend that the Board approve:

- (21) That the stopping of vehicles be prohibited (at any time) on the west side of Naseby Street commencing at its intersection with Rugby Street and extending in a southerly direction for a distance of 16 metres.
- (22) That the stopping of vehicles be prohibited (at any time) on the east side of Naseby Street commencing at its intersection with Rugby Street and extending in a southerly direction for a distance of 17 metres.
- (23) That the stopping of vehicles be prohibited (at any time) on the west side of Naseby Street commencing at its intersection with Merivale Lane and extending in a northerly direction for a distance of 18 metres.
- (24) That the stopping of vehicles be prohibited (at any time) on the east side of Naseby Street commencing at its intersection with Merivale Lane and extending in a northerly direction for a distance of 14 metres.



**5. Cont'd**

- (25) That the stopping of vehicles be prohibited (at any time) on the west side of Repton Street commencing at its intersection with Rugby Street and extending in a southerly direction for a distance of 6 metres.
- (26) That the stopping of vehicles be prohibited (at any time) on the east side of Repton Street commencing at its intersection with Rugby Street and extending in a southerly direction for a distance of 18 metres.
- (27) That the stopping of vehicles be prohibited (at any time) on the west side of Repton Street commencing at its intersection with Merivale Lane and extending in a northerly direction for a distance of 17 metres.
- (28) That the stopping of vehicles be prohibited (at any time) on the east side of Repton Street commencing at its intersection with Merivale Lane and extending in a northerly direction for a distance of 17 metres.
- (29) That the stopping of vehicles be prohibited (at any time) on the west side of Winchester Street commencing at its intersection with Rugby Street and extending in a southerly direction for a distance of 9 metres.
- (30) That the stopping of vehicles be prohibited (at any time) on the east side of Winchester Street commencing at its intersection with Rugby Street and extending in a southerly direction for a distance of 11 metres.
- (31) That the stopping of vehicles be prohibited (at any time) on the west side of Winchester Street commencing at its intersection with Merivale Lane and extending in a northerly direction for a distance of 29 metres.
- (32) That the stopping of vehicles be prohibited (at any time) on the east side of Winchester Street commencing at its intersection with Merivale Lane and extending in a northerly direction for a distance of 18 metres.
- (33) That the stopping of vehicles be prohibited (at any time) on the north side of Merivale Lane commencing at its intersection with Rossall Street and extending in an easterly direction for a distance of 26 metres.
- (34) That the stopping of vehicles be prohibited (at any time) on the south side of Merivale Lane commencing at its intersection with Rossall Street and extending in an easterly direction for a distance of 22 metres.
- (35) That the stopping of vehicles be prohibited (at any time) on the north side of Merivale Lane commencing at its intersection with Naseby Street and extending in a westerly direction for a distance of 30 metres.
- (36) That the stopping of vehicles be prohibited (at any time) on the south side of Merivale Lane commencing at its intersection with Hewitts Road and extending in a westerly direction for a distance of 55 metres.
- (37) That the stopping of vehicles be prohibited (at any time) on the north side of Merivale Lane commencing at its intersection with Naseby Street and extending in an easterly direction for a distance of 30 metres.
- (38) That the stopping of vehicles be prohibited (at any time) on the south side of Merivale Lane commencing at its intersection with Hewitts Road and extending in an easterly direction for a distance of 12 metres.
- (39) That the stopping of vehicles be prohibited (at any time) on the north side of Merivale Lane commencing at its intersection with Repton Street and extending in a westerly direction for a distance of 12 metres.

**5. Cont'd**

- (40) That the stopping of vehicles be prohibited (at any time) on the south side of Merivale Lane commencing at its intersection with Clissold Street and extending in a westerly direction for a distance of 32 metres.
- (41) That the stopping of vehicles be prohibited (at any time) on the north side of Merivale Lane commencing at its intersection with Repton Street and extending in an easterly direction for a distance of 25 metres.
- (42) That the stopping of vehicles be prohibited (at any time) on the south side of Merivale Lane commencing at its intersection with Clissold Street and extending in an easterly direction for a distance of 14 metres.
- (43) That the stopping of vehicles be prohibited (at any time) on the north side of Merivale Lane commencing at its intersection with Winchester Street and extending in a westerly direction for a distance of 31 metres.
- (44) That the stopping of vehicles be prohibited (at any time) on the south side of Merivale Lane commencing at its intersection with Winchester Street and extending in a westerly direction for a distance of 20 metres.
- (45) That the stopping of vehicles be prohibited (at any time) on the west side of Winchester Street commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 19 metres.
- (46) That the stopping of vehicles be prohibited (at any time) on the east side of Winchester Street commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 42 metres.
- (47) That the stopping of vehicles be prohibited (at any time) on the west side of Winchester Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 28 metres.
- (48) That the stopping of vehicles be prohibited (at any time) on the east side of Winchester Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 17 metres.
- (49) That the stopping of vehicles be prohibited (at any time) on the west side of Clissold Street commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 15 metres.
- (50) That the stopping of vehicles be prohibited (at any time) on the east side of Clissold Street commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 12 metres.
- (51) That the stopping of vehicles be prohibited (at any time) on the west side of Clissold Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 9 metres.
- (52) That the stopping of vehicles be prohibited (at any time) on the east side of Clissold Street commencing at its intersection with Andover street and extending in a northerly direction for a distance of 12 metres.
- (53) That the stopping of vehicles be prohibited (at any time) on the west side of Hewitts Road commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 7 metres.
- (54) That the stopping of vehicles be prohibited (at any time) on the east side of Hewitts Road commencing at its intersection with Merivale Lane and extending in a southerly direction for a distance of 7 metres.

**5. Cont'd**

- (55) That the stopping of vehicles be prohibited (at any time) on the west side of Hewitts Road commencing at its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 9 metres.
- (56) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Hewitts Road and extending in an easterly direction for a distance of 9 metres.
- (57) That the stopping of vehicles be prohibited (at any time) on the south side of Andover Street commencing at its intersection with Hewitts Road and extending in an easterly direction for a distance of 6 metres.
- (58) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Clissold Street and extending in a westerly direction for a distance of 6 metres.
- (59) That the stopping of vehicles be prohibited (at any time) on the south side of Andover Street commencing at its intersection with Cheltenham Street and extending in a westerly direction for a distance of 19 metres.
- (60) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Clissold Street and extending in an easterly direction for a distance of 34 metres.
- (61) That the stopping of vehicles be prohibited (at any time) on the south side of Andover Street commencing at its intersection with Cheltenham Street and extending in an easterly direction for a distance of 6 metres.
- (62) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Winchester Street and extending in a westerly direction for a distance of 43 metres.
- (63) That the stopping of vehicles be prohibited (at any time) on the south side of Andover Street commencing at its intersection with Exeter Street and extending in a westerly direction for a distance of 11 metres.
- (64) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Winchester Street and extending in an easterly direction for a distance of 19 metres.
- (65) That the stopping of vehicles be prohibited (at any time) on the south side of Andover Street commencing at its intersection with Exeter Street and extending in an easterly direction for a distance of 47 metres.
- (66) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Shrewsbury Street and extending in a westerly direction for a distance of 8 metres.
- (67) That the stopping of vehicles be prohibited (at any time) on the south side of Andover Street commencing at its intersection with Shrewsbury Street and extending in a westerly direction for a distance of 12 metres.
- (68) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Shrewsbury Street and extending in an easterly direction for a distance of 10 metres.
- (69) That the stopping of vehicles be prohibited (at any time) on the north side of Andover Street commencing at its intersection with Tonbridge Street and extending in a westerly direction for a distance of 9 metres.

**5. Cont'd**

- (70) That the stopping of vehicles be prohibited (at any time) on the west side of Cheltenham Street commencing at its intersection with Andover Street and extending in a southerly direction for a distance of 6 metres.
- (71) That the stopping of vehicles be prohibited (at any time) on the east side of Cheltenham Street commencing at its intersection with Andover Street and extending in a southerly direction for a distance of 12 metres.
- (72) That the stopping of vehicles be prohibited (at any time) on the west side of Cheltenham Street commencing at its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 6 metres.
- (73) That the stopping of vehicles be prohibited (at any time) on the east side of Cheltenham Street commencing at its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 6 metres.
- (74) That the stopping of vehicles be prohibited (at any time) on the west side of Exeter Street commencing at its intersection with Andover Street and extending in a southerly direction for a distance of 19 metres.
- (75) That the stopping of vehicles be prohibited (at any time) on the east side of Exeter Street commencing at its intersection with Andover Street and extending in a southerly direction for a distance of 13 metres.
- (76) That the stopping of vehicles be prohibited (at any time) on the west side of Exeter Street commencing at its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 18 metres.
- (77) That the stopping of vehicles be prohibited (at any time) on the east side of Exeter Street commencing at its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 6 metres.
- (78) That the stopping of vehicles be prohibited (at any time) on the west side of Shrewsbury Street commencing at its intersection with Andover Street and extending in a southerly direction for a distance of 15 metres.
- (79) That the stopping of vehicles be prohibited (at any time) on the east side of Shrewsbury Street commencing at its intersection with Andover Street and extending in a southerly direction for a distance of 14 metres.
- (80) That the stopping of vehicles be prohibited (at any time) on the west side of Shrewsbury Street commencing at its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 25 metres.
- (81) That the stopping of vehicles be prohibited (at any time) on the east side of Shrewsbury Street commencing at its intersection with Carlton Mill Road and extending in a northerly direction for a distance of 18 metres.
- (82) That the stopping of vehicles be prohibited (at any time) on the east and south east side of Tonbridge Street commencing at its northernmost point (north of the Andover Street intersection) and extending in a southerly direction for the entire length of the roadway to its southernmost point (south of the Rastrick Street intersection).
- (83) That the stopping of vehicles be prohibited (at any time) on the south side of Andover Street commencing at its intersection with Shrewsbury Street and extending in an easterly direction to the intersection of Tonbridge Street.
- (84) That the stopping of vehicles be prohibited (at any time) on the east side of Hewitts Road commencing at its intersection with Carlton Mill Road and extending in a northerly direction to the intersection of Andover Street.

## 5. Cont'd

- (85) That the stopping of vehicles be prohibited (at any time) on the east side of Hewitts Road commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 120 metres.
- (86) That the stopping of vehicles be prohibited (at any time) on the east side of Shrewsbury Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 23 metres.
- (87) That the stopping of vehicles be prohibited (at any time) on the west side of Shrewsbury Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 16 metres.
- (88) That the stopping of vehicles be prohibited (at any time) on the west side of Tonbridge Street commencing at its intersection with Andover Street and extending in a southerly direction for a distance of 8 metres.
- (89) That the stopping of vehicles be prohibited (at any time) on the west side of Tonbridge Street commencing at its intersection with Andover Street and extending in a northerly direction for a distance of 9 metres.

### Section 3: Time Limited Parking Restrictions /Bus Stops







It is recommended that the Committee recommend that the Board approve:

- (90) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west and north-west side of Tonbridge Street commencing at a point 8 metres south of the Andover Street intersection and extending in a southerly and south-westerly direction to its intersection with Rastrick Street.
- (91) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Tonbridge Street commencing at a point 6 metres north of the Andover Street intersection, and extending in a northerly direction for a distance of 36 metres.
- (92) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Shrewsbury Street commencing at a point 27 metres north of the Carlton Mill Road intersection, and extending in a northerly direction for a distance of 128 metres.
- (93) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Shrewsbury Street commencing at a point 23 metres north of the Andover Street intersection, and extending in a northerly direction for a distance of 25 metres.
- (94) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Andover Street commencing at a point 9 metres east of the Hewitts Road intersection, and extending in an easterly direction for a distance of 73 metres.
- (95) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Andover Street commencing at a point 34 metres east of the Clissold Street intersection, and extending in an easterly direction for a distance of 50 metres.
- (96) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Andover Street commencing at a point 20 metres east of the Winchester Street intersection, and extending in an easterly direction for a distance of 128 metres.
- (97) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Hewitts Road commencing at a point 9 metres north of the Carlton Mill Road intersection, and extending in a northerly direction for a distance of 121 metres.
- (98) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Merivale Lane commencing at a point 26 metres east of the Rossall Street intersection, and extending in an easterly direction for a distance of 124 metres.

**5. Cont'd**

- (99) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Merivale Lane commencing at a point 12 metres east of the Hewitts Road intersection, and extending in an easterly direction for a distance of 46 metres.
- (100) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Merivale Lane commencing at a point 14 metres east of the Clissold Street intersection, and extending in an easterly direction for a distance of 80 metres.
- (101) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Naseby Street commencing at a point 18 metres north of the Merivale Lane intersection, and extending in a northerly direction for a distance of 222 metres.
- (102) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Clissold Street commencing at a point 12 metres north of the Andover Street intersection, and extending in a northerly direction for a distance of 282 metres.
- (103) That the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Winchester Street commencing at a point 29 metres north of the Merivale Lane intersection, and extending in a northerly direction for a distance of 195 metres.
- (104) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Andover Street commencing at a point 10 metres east of the Shrewsbury Street intersection, and extending in an easterly direction for a distance of 65 metres.
- (105) That the parking of vehicles be restricted to a maximum period of three minutes, between the hours of 7:30 - 9:00am and between the hours of 2:30 - 4:00pm on school days, on the west side of Hewitts Road, commencing at a point 154 metres south of Merivale Lane and extending in a southerly direction for a distance of 29 metres.
- (106) That the parking of vehicles be restricted to a maximum period of five minutes, between the hours of 7:30 - 9:00am and between the hours of 2:30 - 4:00pm on school days, on the east side of Winchester Street, commencing at a point 38 metres north of Andover Street and extending in a northerly direction for a distance of 103 metres.
- (107) That a "bus stop" be installed on the west side of Exeter Street commencing at a point 18 metres north of the Carlton Mill Road intersection and extending in a northerly direction for a distance of 19 metres.
- (108) That a "bus stop" be installed on the west side of Winchester Street commencing at a point 28 metres north of the Andover Street intersection and extending in a northerly direction for a distance of 18 metres.
- (109) That a "bus stop" be installed on the east side of Winchester Street commencing at a point 17 metres north of the Andover Street intersection and extending in a northerly direction for a distance of 21 metres.
- (110) That a "bus stop" be installed on the west side of Winchester Street commencing at a point 9 metres south of the Rugby Street intersection and extending in a southerly direction for a distance of 18 metres.

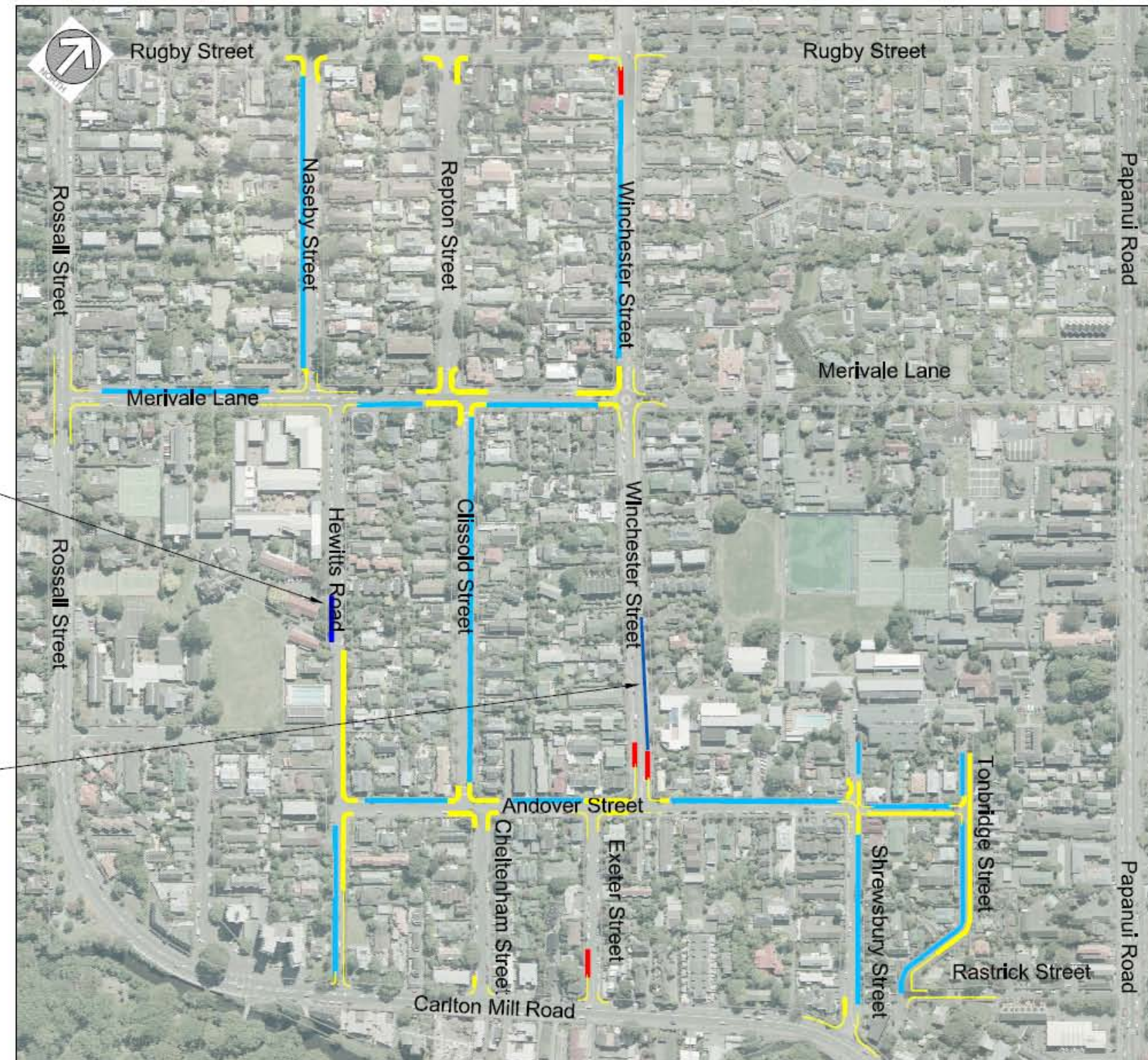


KEY	
	P120 8am-4pm School Days
	P3 as shown
	No Stopping
	Existing No Stopping
	Existing P5
	Existing Bus Stop

NOTE: This key applies to individual intersection plans also.

**P3**  
7:30am-9am  
2:30pm-4pm  
School Days  
←→

**P5**  
7:30am-9am  
2:30pm-4pm  
School Days  
←→



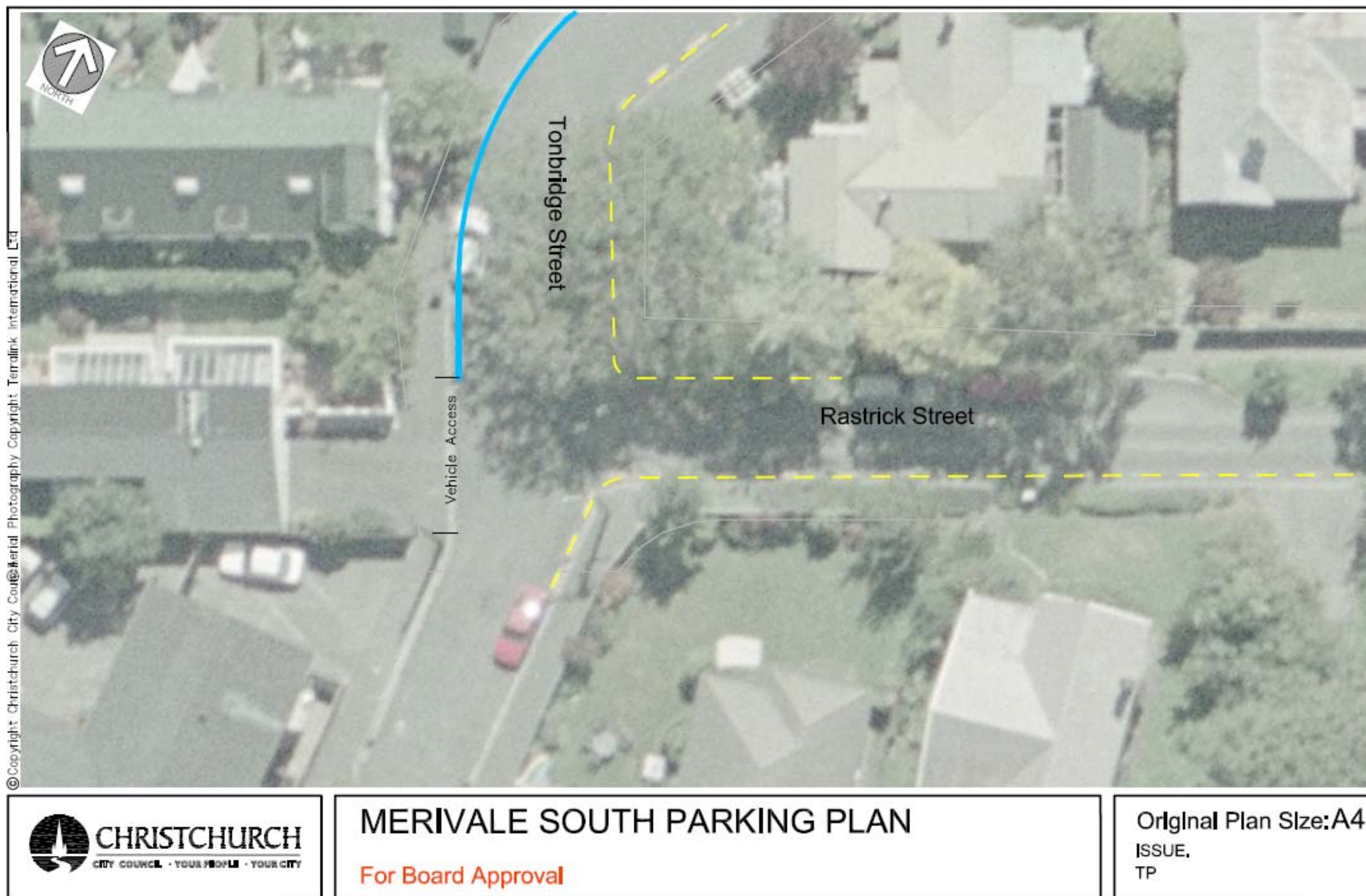
## MERIVAL SOUTH PARKING PLAN

For Board Approval

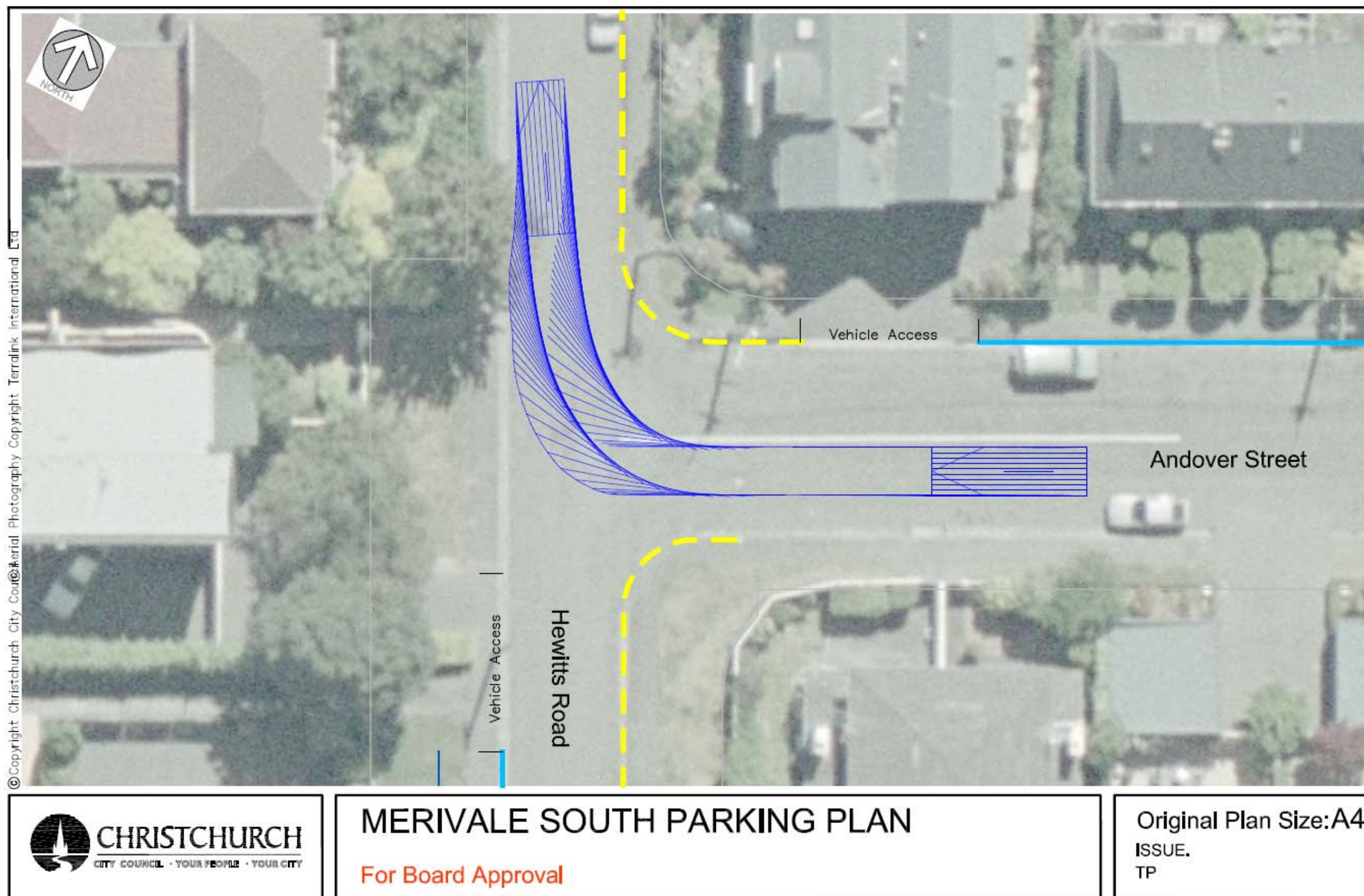
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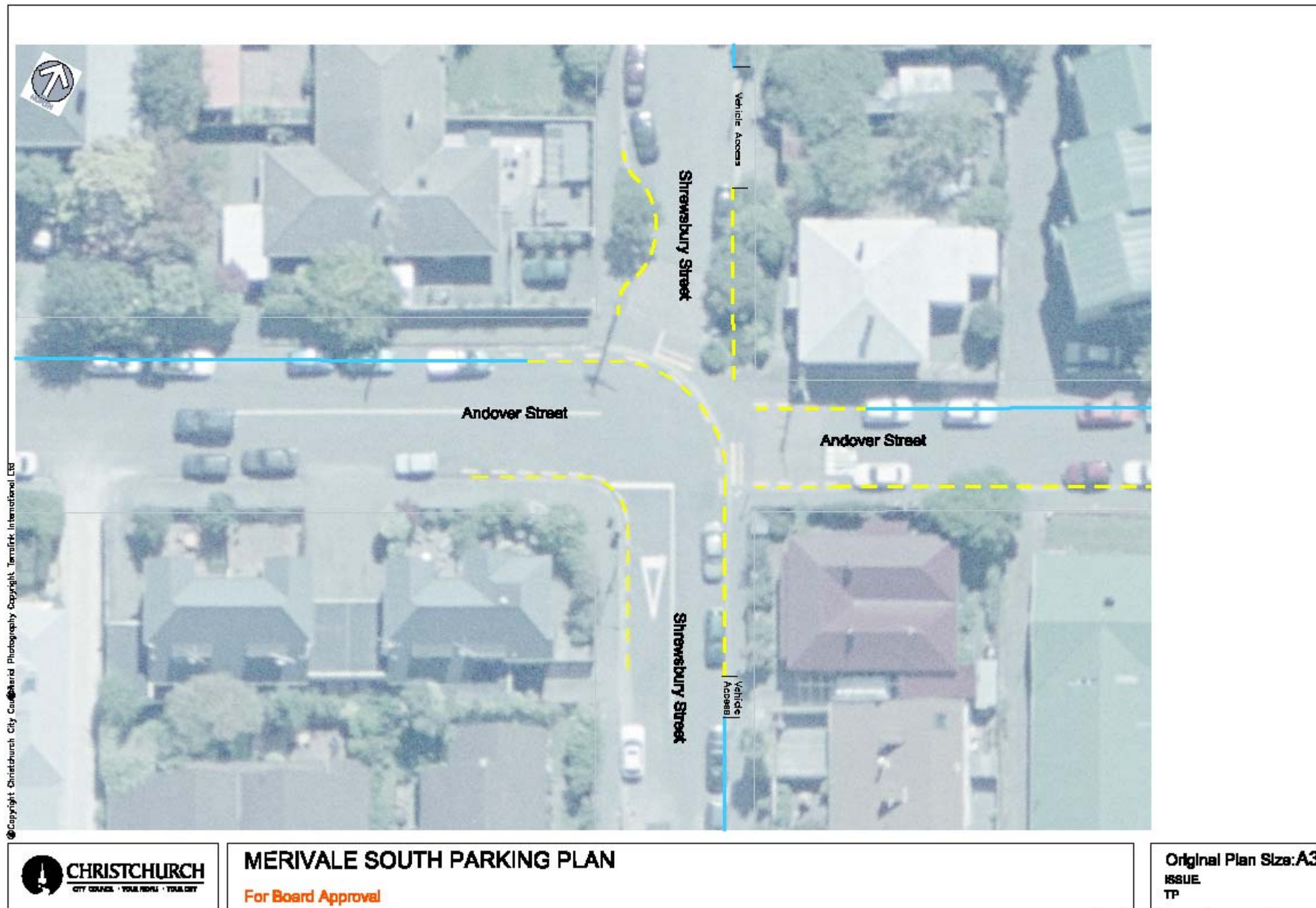
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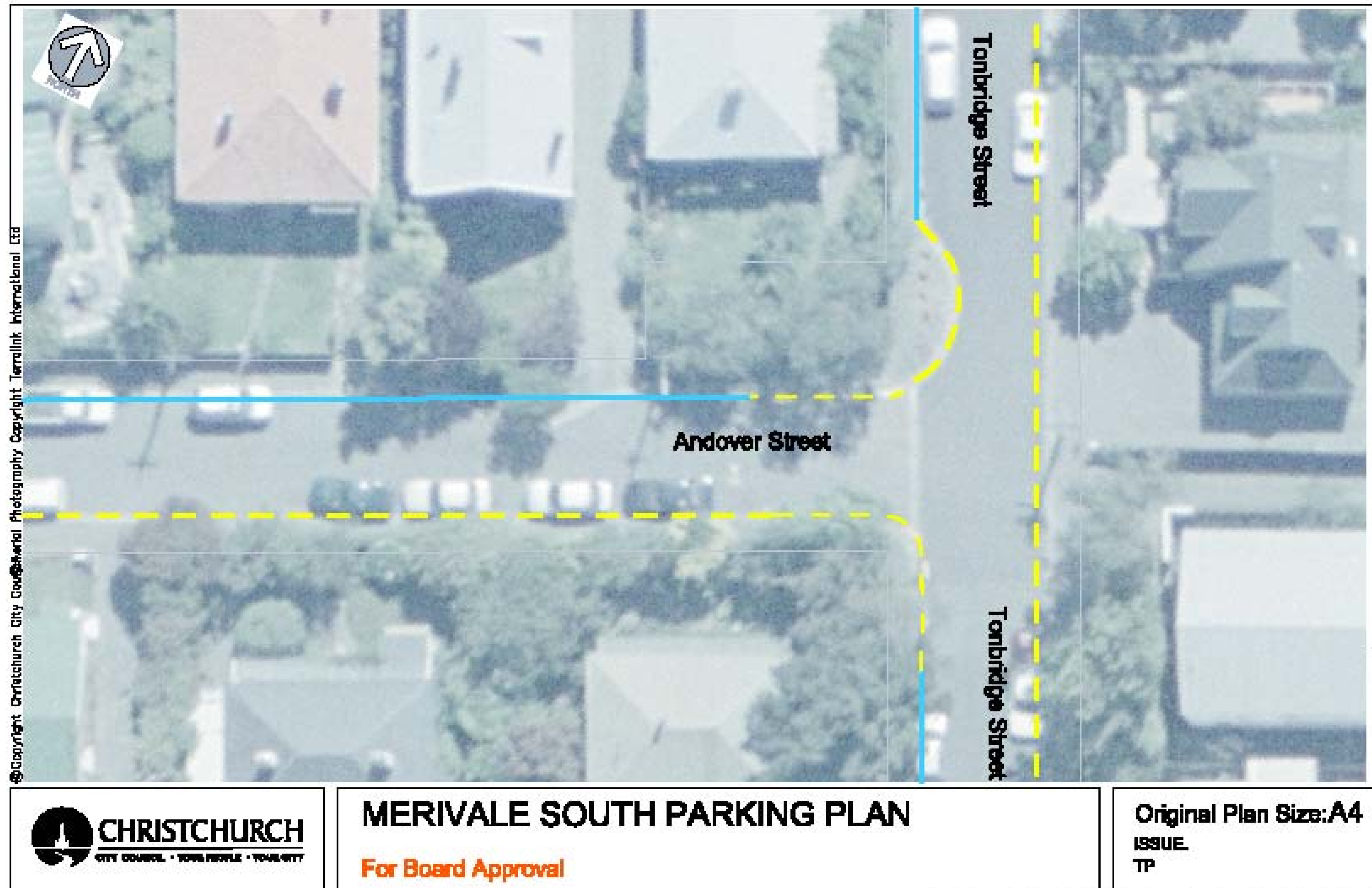
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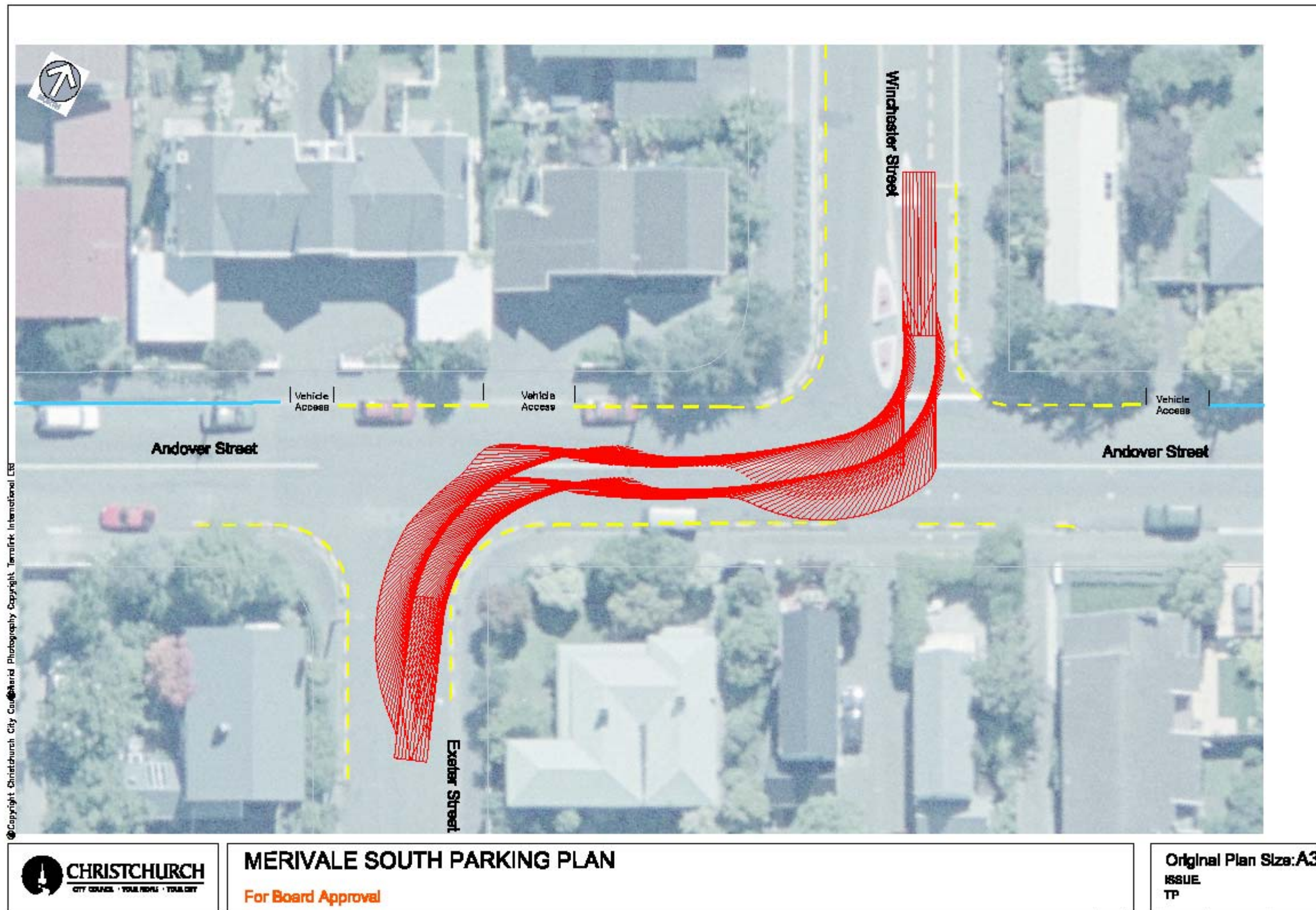
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**MERIVALE SOUTH PARKING PLAN**

**For Board Approval**


**Original Plan Size: A4**


**ISSUE**

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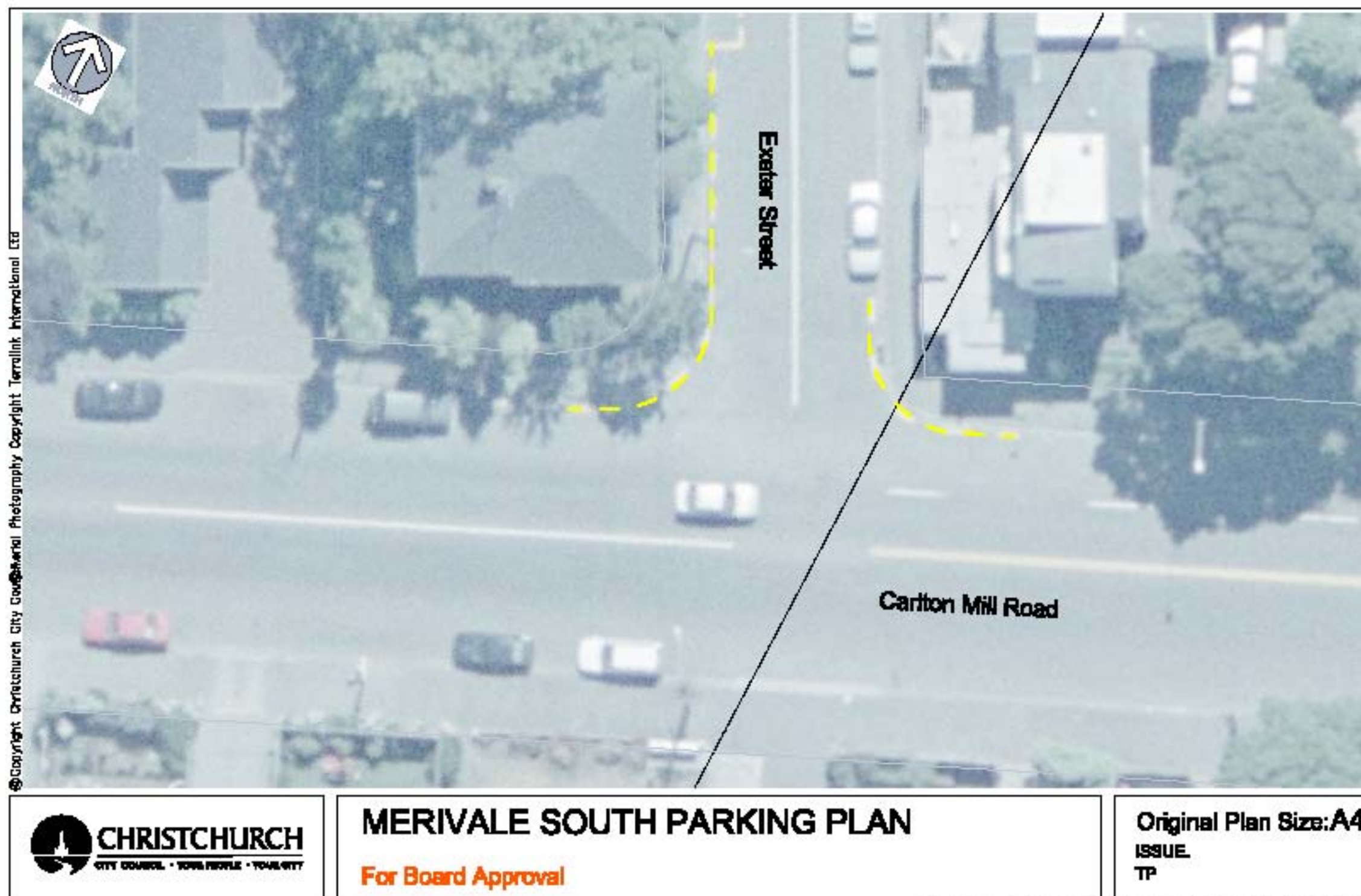
## MERIVALE SOUTH PARKING PLAN

**For Board Approval**

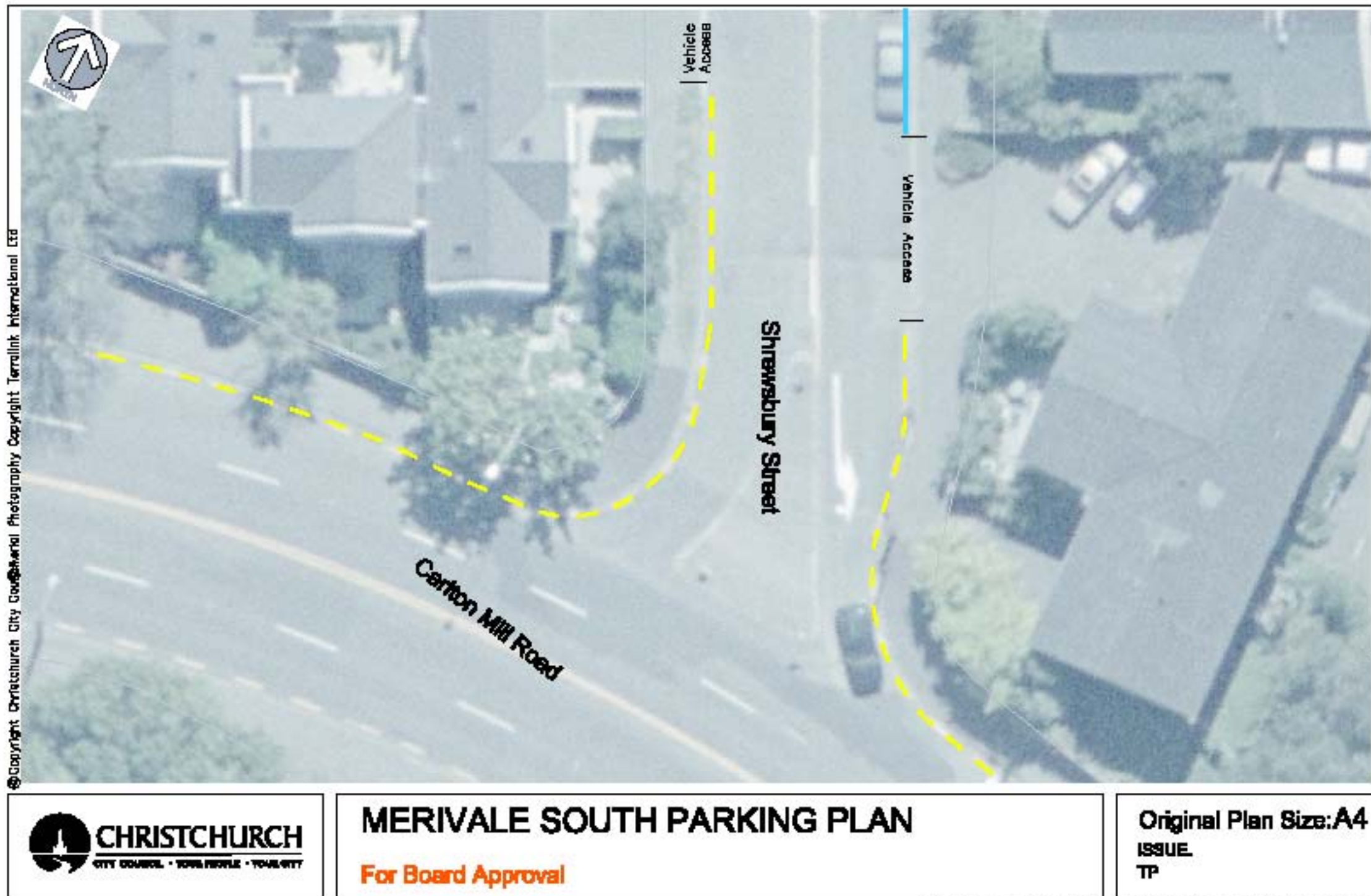
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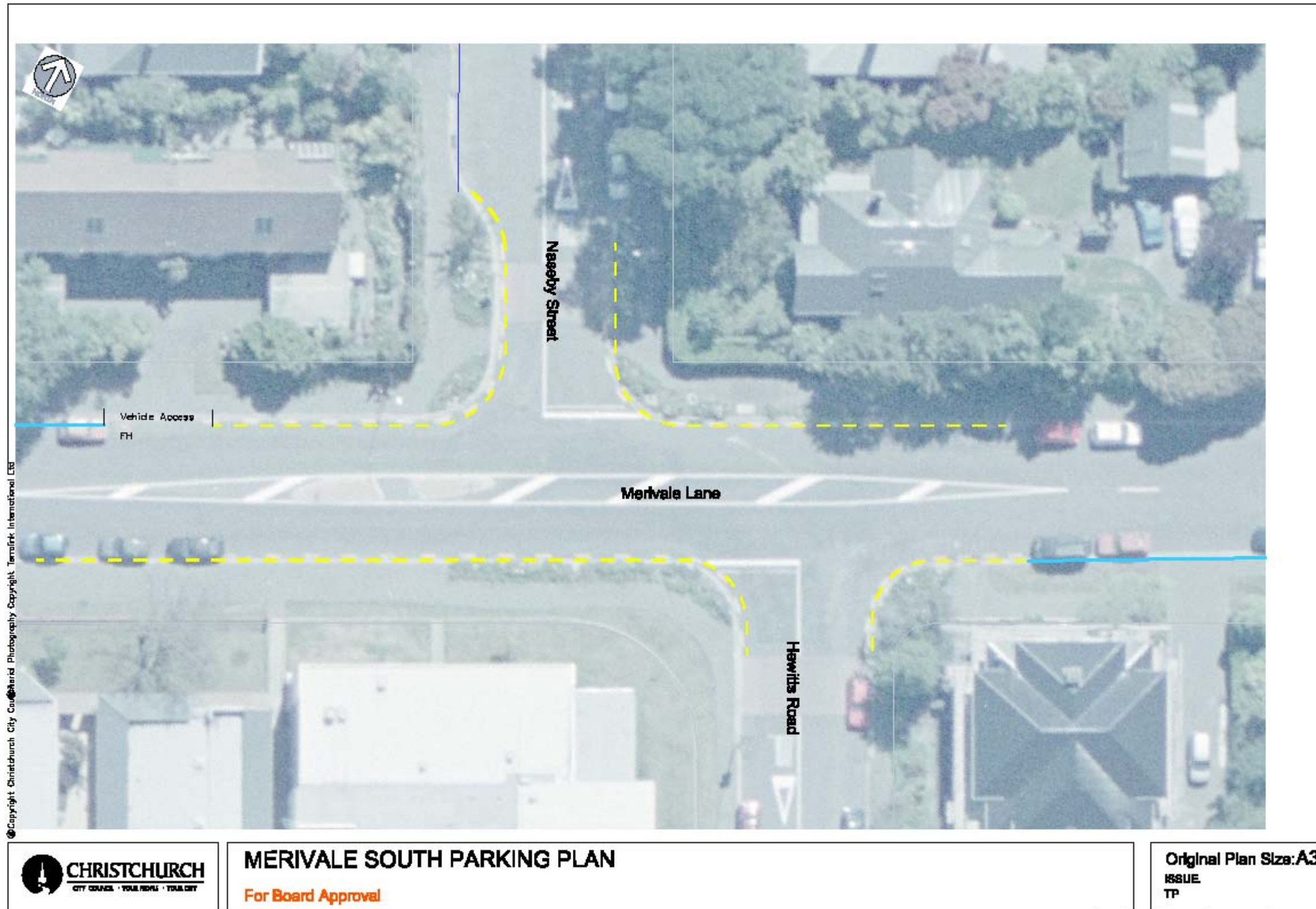




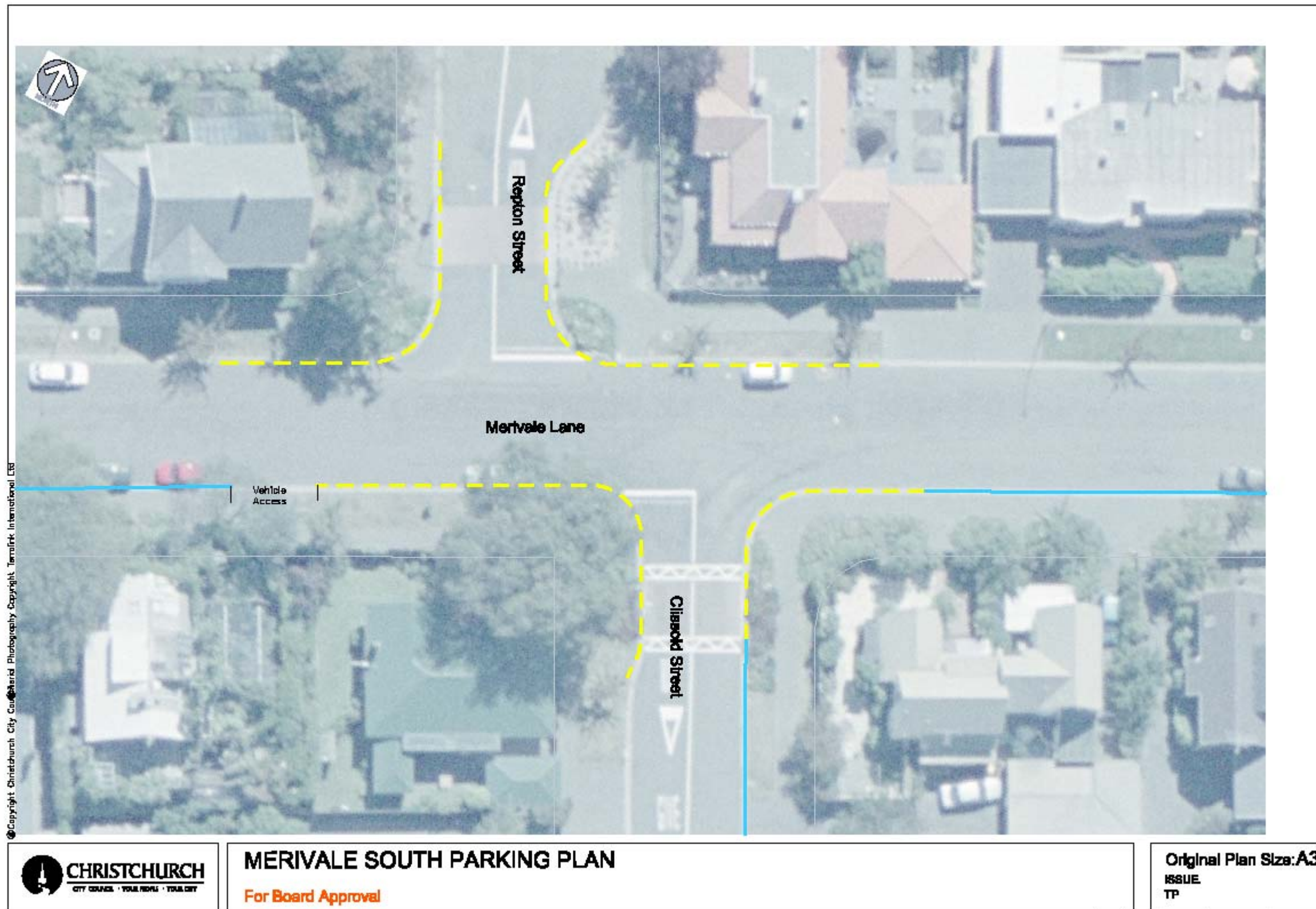


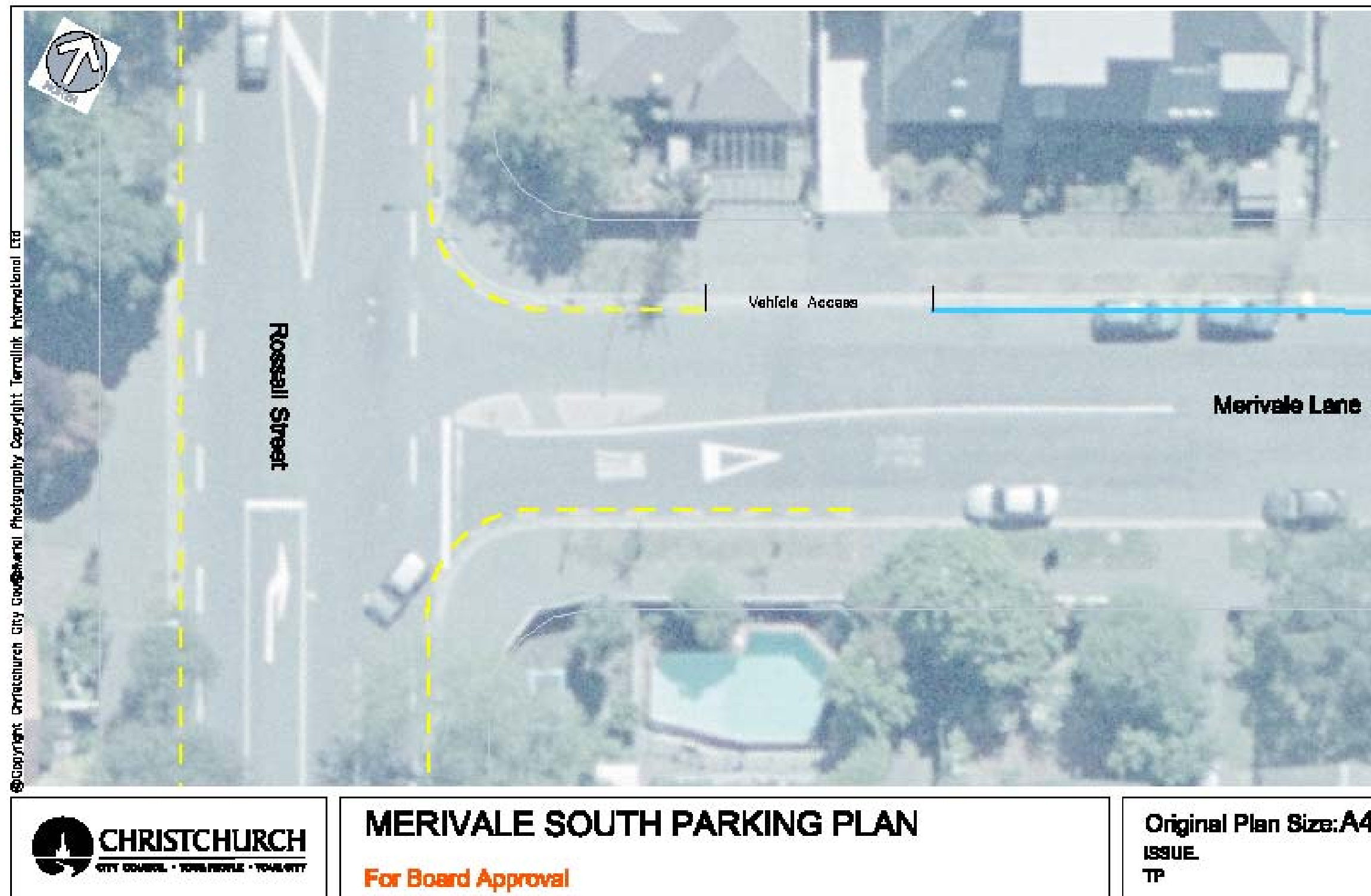




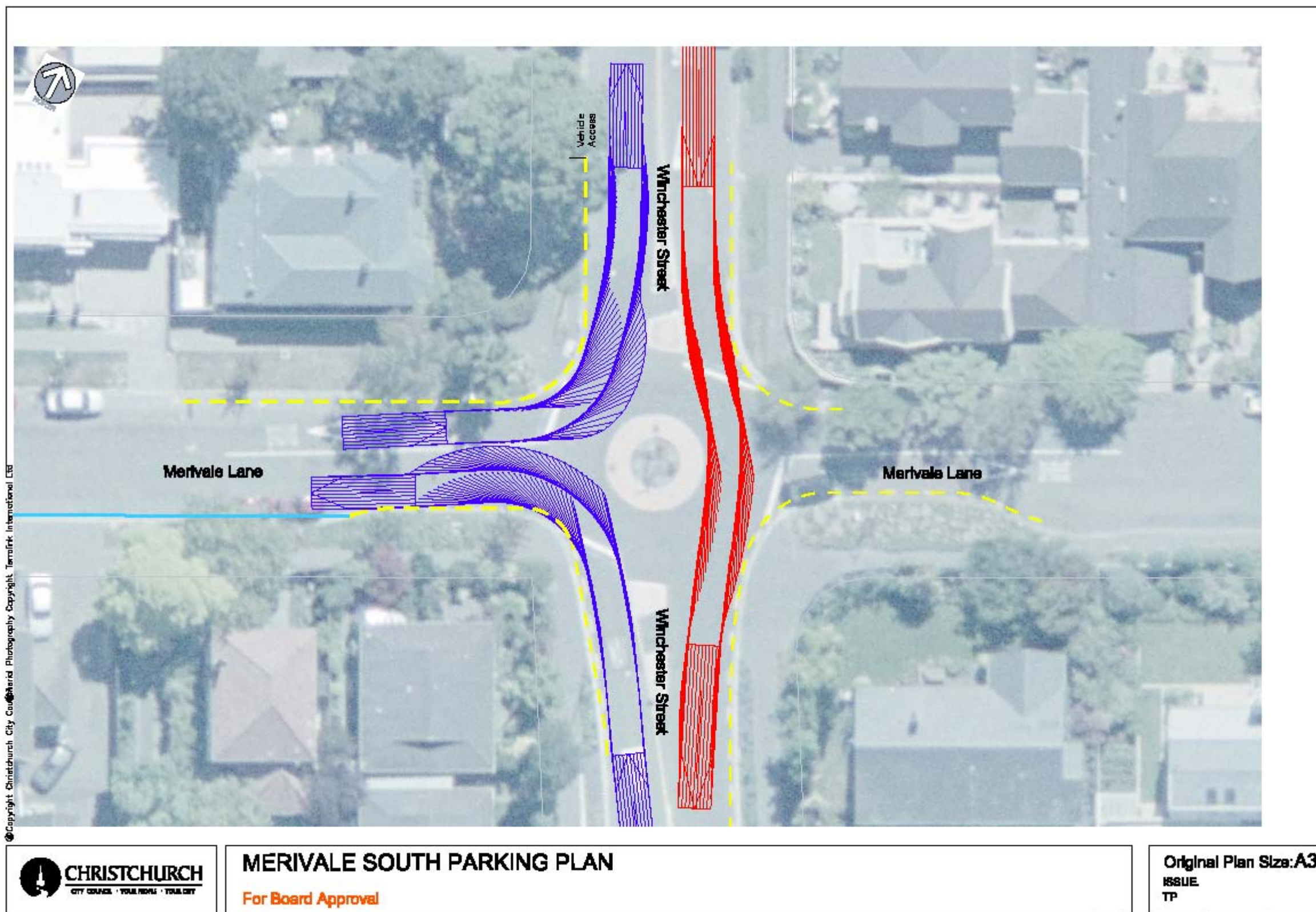




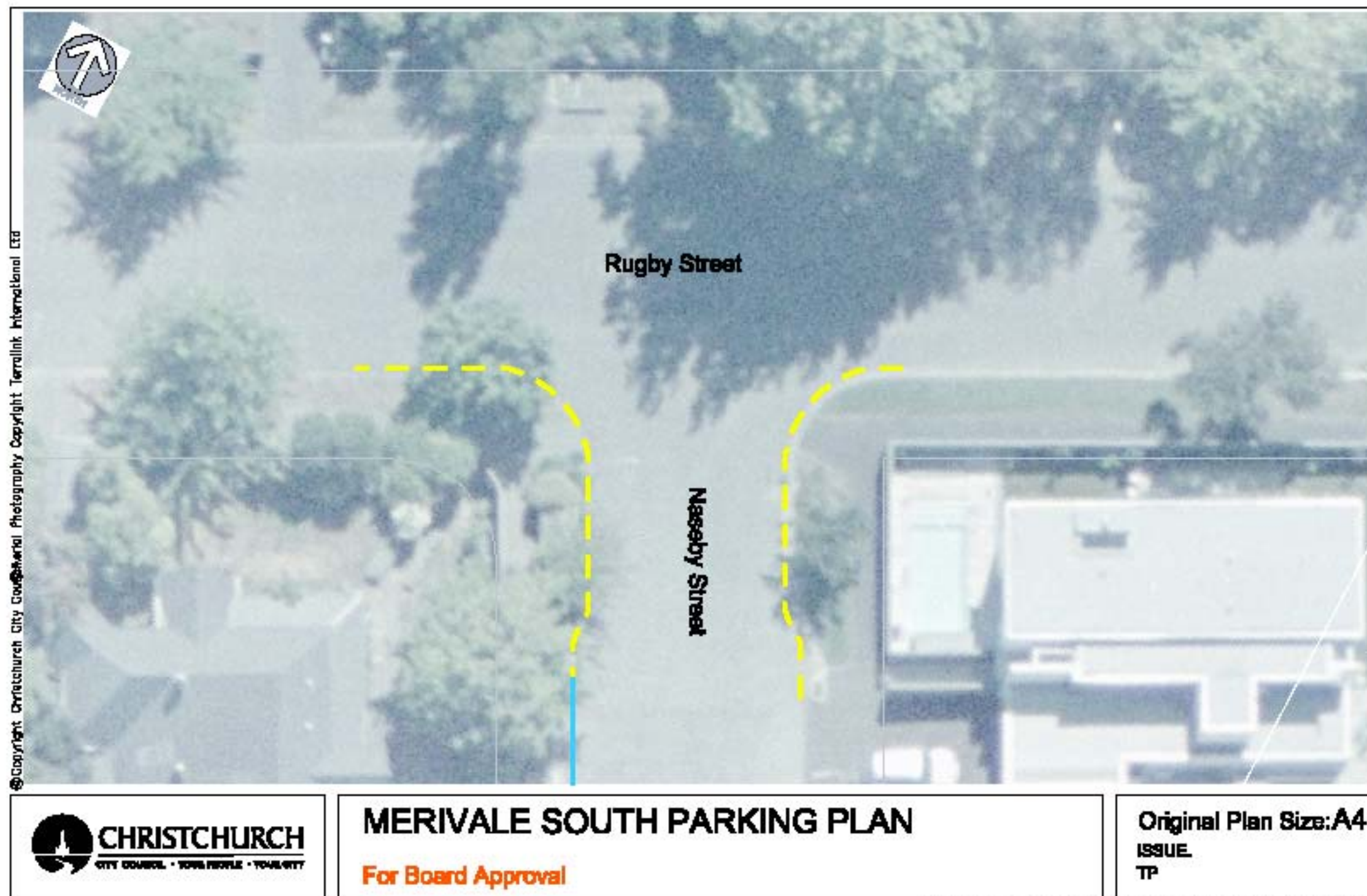


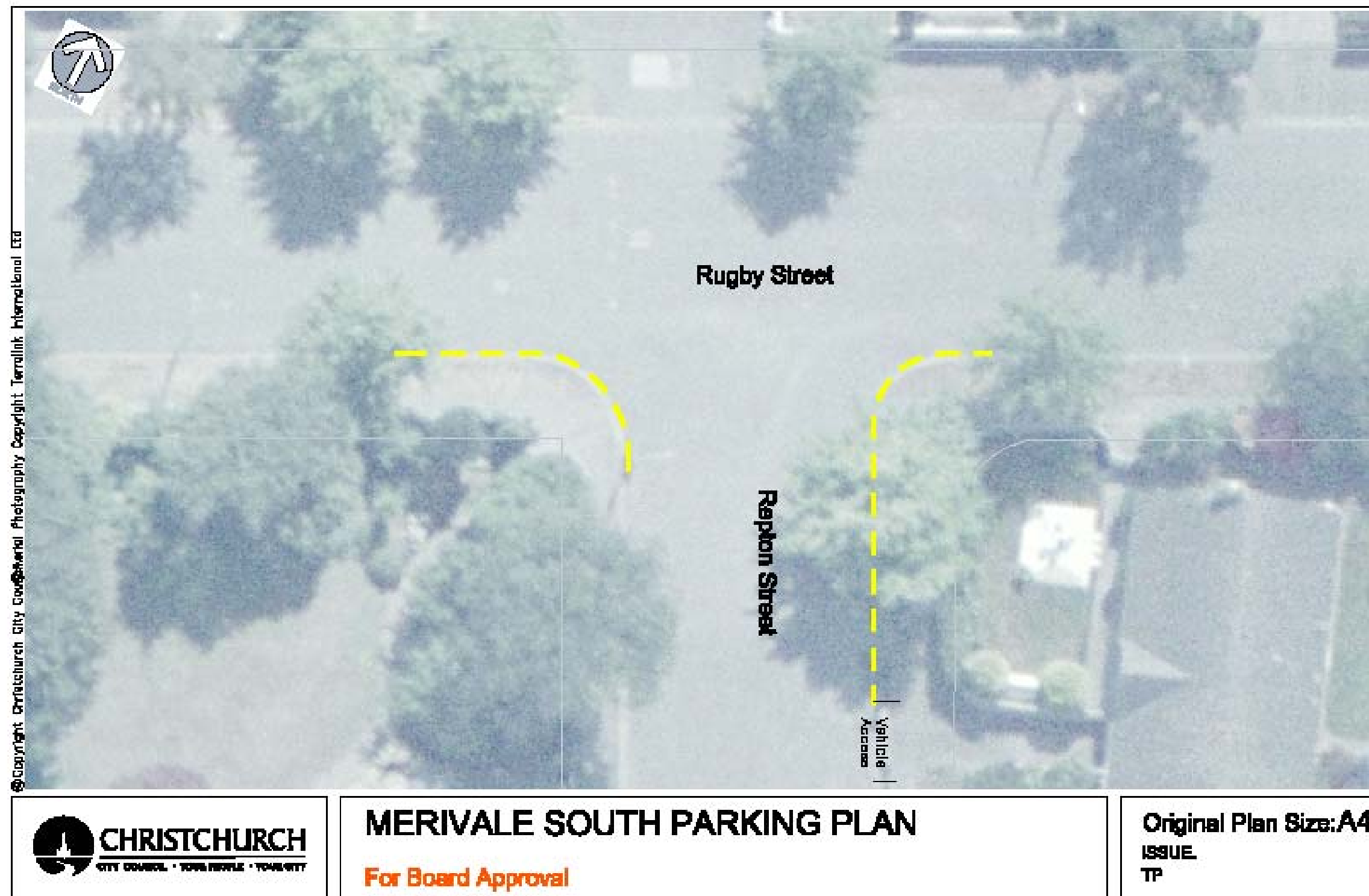












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