



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE AGENDA

MONDAY 24 NOVEMBER 2008

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
Email: graham.sutherland@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

INDEX PG NO

- | | | | |
|---------------|-----------|-----------|---|
| PART C | 2 | 1. | APOLOGIES |
| PART B | 2 | 2. | DEPUTATIONS BY APPOINTMENT |
| | | 2.1 | Tony Crowe – Sawyers Arms Road Noise and Vibration Concerns |
| | | 2.2 | David Lynch, Deborah Richards and Andrew Mason – Proposed Merivale Parking Plan |
| | | 2.3 | Sheryn Gillard Glass – Proposed Merivale Parking Plan |
| | | 2.4 | Sam McArthur – Proposed Merivale Parking Plan |
| | | | Additional deputations to be advised. |
| PART C | 3 | 3. | PROPOSED MERIVALE PARKING PLAN |
| PART C | 13 | 4. | MEMORIAL AVENUE – PROPOSED BUS STOP ADJUSTMENT |
| PART C | 16 | 5. | 186 GREERS ROAD - BUS SHELTER |
| PART C | 19 | 6. | RASTRICK STREET - PROPOSED 30 MINUTE PARKING RESTRICTION |

1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 TONY CROW – SAWYERS ARMS ROAD NOISE AND VIBRATION CONCERNS

Tony Crow, a resident of Sawyers Arms Road, will be in attendance to discuss concerns regarding road noise and vibration on Sawyers Arms Road.

2.2 DAVID LYNCH, DEBORAH RICHARDS AND ANDREW MASON – PROPOSED MERIVALE PARKING PLAN

David Lynch, Deborah Harris and Andrew Mason, residents of Heaton Street, will be in attendance to discuss the Proposed Merivale Parking Plan.

2.3 SHERYN GILLARD GLASS – PROPOSED MERIVALE PARKING PLAN

Sheryn Gillard Glass, a resident of Murray Place, will be in attendance to discuss the Proposed Merivale Parking Plan.

2.4 SAM MCARTHUR – PROPOSED MERIVALE PARKING PLAN

Sam McArthur, a resident of Leinster Road, will be in attendance to discuss the Proposed Merivale Parking Plan.

3. PROPOSED MERIVALE PARKING PLAN

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Abley and Reuben Williams, Abley Transportation Engineers Limited Peter Barnes, MWH New Zealand Limited

PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Community Board's Works, Traffic and Environment Committee's recommendation for Board approval to install parking restrictions in addition to the existing and previously approved parking restrictions within the Proposed Merivale Parking Plan (PMPP).

EXECUTIVE SUMMARY

2. The PMPP is the result of numerous surveys and reports related to residential parking issues in North Merivale, some dating back as far as 2004. The PMPP seeks to relieve parking stress by improved management of parking on residential streets and resolve the issue of commuter parking occupying residential streets in North Merivale.
3. The PMPP proposed a potential four stage implementation plan. The initial stages of the PMPP suggested P120 restricted parking on one side of residential streets between 11am and 3pm weekdays and ultimately, both sides of the street with increasing time restriction, surrounding area, and quantum of restricted parking within the North Merivale area.
4. Consultation was carried out over June and July of 2008. A consultation newsletter was distributed to more than 4,500 residents and businesses in North Merivale and it included a submission form. Several forms of consultation were carried out as part of an attempt to get a clear reading of public opinion. Feedback numbers were lower than expected with an 8% response rate. Responses from residents or residential land owners in the North Merivale area contributed almost all (98%) feedback.
5. The feedback showed that more than half the respondents agree that parking is an issue in the area, but support for the PMPP was mixed, with an almost third/third/third split between support, non-support and no response. An in-depth analysis was carried out on all submissions and all feedback categorised to aid understanding of the submissions.
6. Support for the PMPP was higher on the west side of Papanui Road than the east. This is most likely because the overflow parking from Merivale Mall would generally affect residents on the west side. Residential parking restrictions also already exist on the west side of Papanui Road so residents are familiar with their implementation.
7. In many cases support for the PMPP was not given, but the associated commentary given by the submitter indicated support for the PMPP, but only if amendments were made to the proposal.
8. The two largest proportions of categorised comments included matters related to the need for changes to be made to the PMPP and the need for residential parking permits. The recommendations outlined in this report suggest changes to the PMPP that align with the feedback and desired community outcomes.
9. This report recommends implementation of the PMPP to stage one only. Stage 1 includes exact alignment with the existing parking restriction changes already approved by the Community Board and in particular the Papanui Road bus priority project and the Cox Street kerb and dish channel replacement. Other stages could be implemented later depending on the result of the PMPP, but these will be subject to separate reporting.
10. A map of the existing parking restrictions is included as **attachment 1**. The Stage 1 proposed parking restrictions, including Papanui Road bus priority and Cox Street parking restrictions, is included as **attachment 2**. No other stages are recommended for implementation.

3. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

11. Implementing the parking plan is anticipated to be funded within existing budgets. The estimated cost involved with implementing such a plan are \$6,500, this is covered by existing capital expenditure signage budgets. The aim of the PMPP is not intended to increase revenue for the Council, rather issuing fines is recognised as a standard enforcement methodology. Consequently it is to be expected there will be some revenue generated for the Council from the enforcement of parking restrictions in the North Merivale area.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Streets and Transport activities by contributing to the Council's community outcomes and to the on-street parking management activities therein.

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

14. Consultation has been carried out as detailed in this report.

STAFF RECOMMENDATIONS

That the Committee recommend that the Board approve:

- (a) That all existing no parking zones (painted broken yellow lines) within the Proposed Merivale Parking Plan (PMPP) area, such as no parking areas related to intersections, narrow roadways and bus stops, shall remain.
- (b) That the PMPP as proposed in the Committee report, proceed to implementation.
- (c) The installation of "P120, 11am to 3pm, Monday to Friday" parking restrictions in the following locations:
 - (i) The north-west side of Murray Place from Papanui Road to the 90 degree bend in Murray Place.
 - (ii) The south-west side of Murray place, from McDougall Avenue to the 90 degree bend in Murray Place.
 - (iii) The south-east side of McDougall Avenue, from Papanui Road to 187 metres from the intersection of Papanui Road and McDougall Avenue.
 - (iv) The north-west side of Mansfield Avenue, from the end of the P30 section 50 metres from the intersection of Papanui Road and Mansfield Avenue, to 250 metres from the intersection of Papanui Road and Mansfield Avenue.
 - (v) The north side of Rugby Street, between Papanui Road and Winchester Street.
 - (vi) The east side of Winchester Street, between Office Road and Rugby Street.
 - (vii) The south side of Office Road 150 metres from the intersection of Office Road and Papanui Road, to the intersection of Office Road and Winchester Avenue.
 - (viii) The north side of Office Road, from the intersection of Office Road and Winchester Avenue, to the intersection of Office Road and Stirling Street.

3. Cont'd

- (ix) The east side of Akela Street.
- (x) The north side of Aikmans Road from the end of the "No Parking" restriction 58 metres from the intersection of Aikmans Road and Papanui Road, to 189 metres from the intersection of Aikmans Road and Papanui Road.
- (xi) The north side of Leinster Road, from the end of the P30 (proposed bus priority parking restriction) 200 metres from the intersection of Leinster Road and Papanui Road, to the intersection of Leinster Road and Allister Avenue.

(All of the above recommendations recognise the approved implementation of the Papanui Road bus priority scheme and the Cox Street kerb and dish channel replacement parking restrictions as outlined in previous Community Board meeting reports. A visual representation of the recommended parking restrictions, incorporating the Papanui Road bus priority and Cox Street parking restrictions are shown in Attachment 2 to the Committee report.)

3. Cont'd

BACKGROUND

15. The Proposed Merivale Parking Plan (PMPP) seeks to relieve parking stress by improved management of the residential parking available in the North Merivale area. This includes residential and retail areas. The Council receives complaints about parking in the North Merivale area on a regular basis.
16. In September 2004, the Council commissioned a parking occupancy survey and resident and motorist perception survey in and around Merivale Mall in response to concerns expressed by retailers regarding parking supply in the area. A survey report was produced in April 2005 by 'Steve Abley – Chartered Transportation Engineering' (now Abley Transportation Engineers). The surveys and report resulted in the development of a parking plan now known as the PMPP. The survey report is extensive and available on request.
17. Proposed changes to parking in the Merivale area are in support of improved bus priority measures on Papanui Road, improving the management of commuter car parking and improving accessibility for business purposes. The proposed parking restrictions are also strongly consistent with Council's policy on parking, "Parking Strategy for the Garden City (2003)".
18. The Fendalton/Waimairi Community Board gave approval to undertake consultation on the PMPP at its Works, Traffic and Environment Committee meeting held on 28 April 2008.

Consultation Process

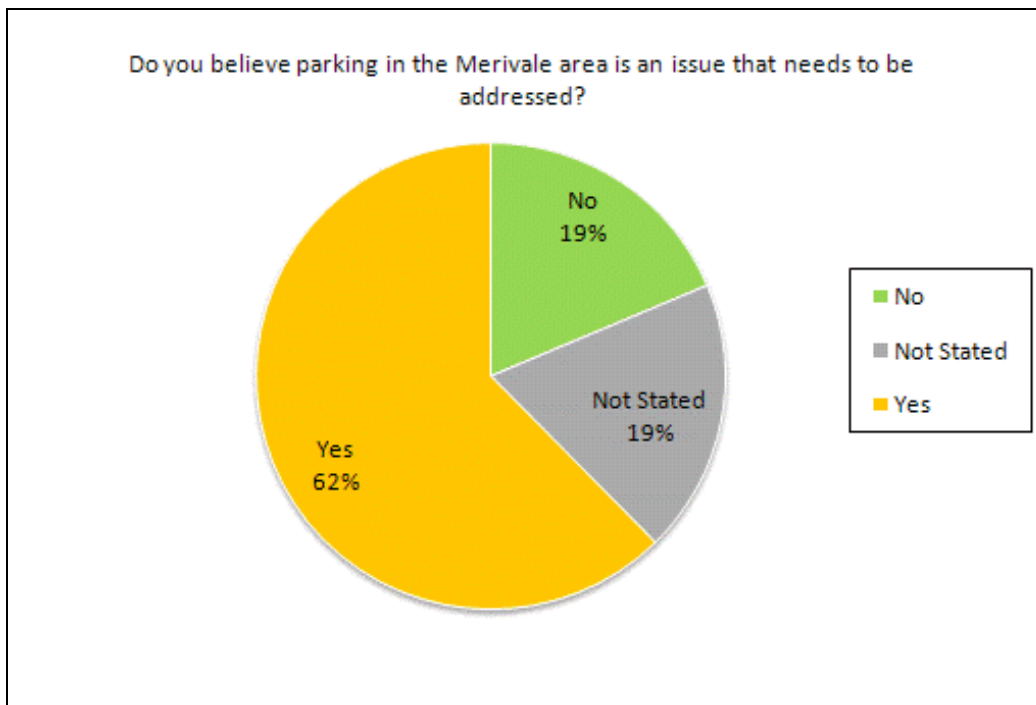
19. The consultation was undertaken by Christchurch City Council staff. Stakeholders were considered to include all residents (both occupiers and land owners), businesses (both occupiers and landowners), schools and medical institutions/organisations in the North Merivale area.
20. The PMPP was outlined in a consultation newsletter distributed in early June 2008. The newsletter outlined the extent of the study area, the reasoning for the PMPP and the proposed four stage implementation plan. A copy of the newsletter was distributed to approximately 4,500 occupiers, absentee land owners, residents, businesses and employees in the area. A further 200 newsletters were distributed at meetings and by providing extra copies to retailers and residents. Each and every business owner was visited first hand by Council officers, handing out additional newsletters and answering questions. Many residents were also visited.
21. Feedback was sought via a number of methods:
 - (a) Return of the Freepost Form provided in the PMPP consultation newsletter
 - (b) Telephone or email
 - (c) Council Have Your Say website, which included an electronic version of the newsletter.
 - (d) Three 'Drop-in' sessions in June at St Mary's Church, for stakeholders to meet with the project team and discuss the plan.
 - (e) Display at Merivale Mall during consultation phase, including plans, copies of consultation newsletter and feedback forms.
 - (f) Talking with businesses and residents first hand, on-site.

3. Cont'd

Consultation Results

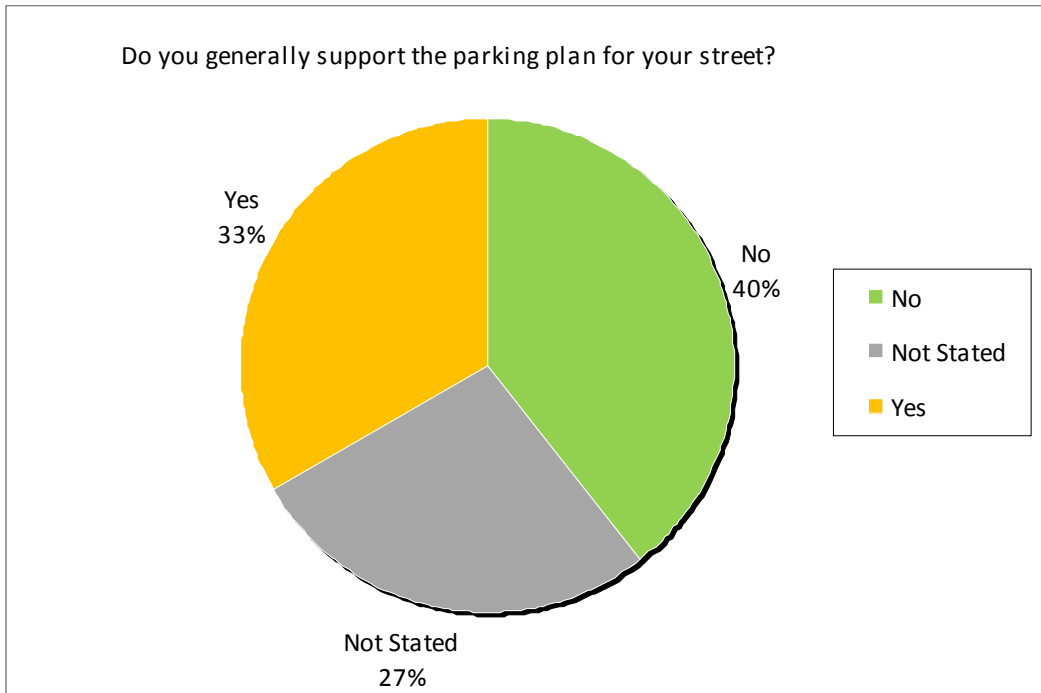
- 22. A total of 4,700 survey forms were distributed. Council received 375 responses, which equates to a response rate of 8%. Of this 8%, 76% of the 375 responses could be identified as coming from residents or residential land owners, 2% could be identified as coming from business and the remaining 22% had an unknown source because the address was given as a post office box or not supplied by the respondent.
- 23. The 375 submissions were received over a six week period. Late submissions, received after the 14 July 2008 deadline, were all accepted and included in analysis.
- 24. The submission form asked two explicit questions. Question one asked if respondents believed there was an issue with parking in Merivale, question two asked the respondents if they generally supported the plan for their street. All other commentary from respondents was categorised and analysis for trends, concerns and suggestions.
- 25. Respondents mostly agreed that parking is an issue in the Merivale area, with 62% of respondents agreeing that there is an issue that needs to be addressed. Support for the PMPP was mixed, with 33% in support, 40% not in support and the other 27% not stating a response. Question one response is shown in Figure 1. Question two response is shown in Figure 2.

Figure 1 Pie Chart of Question 1 Results



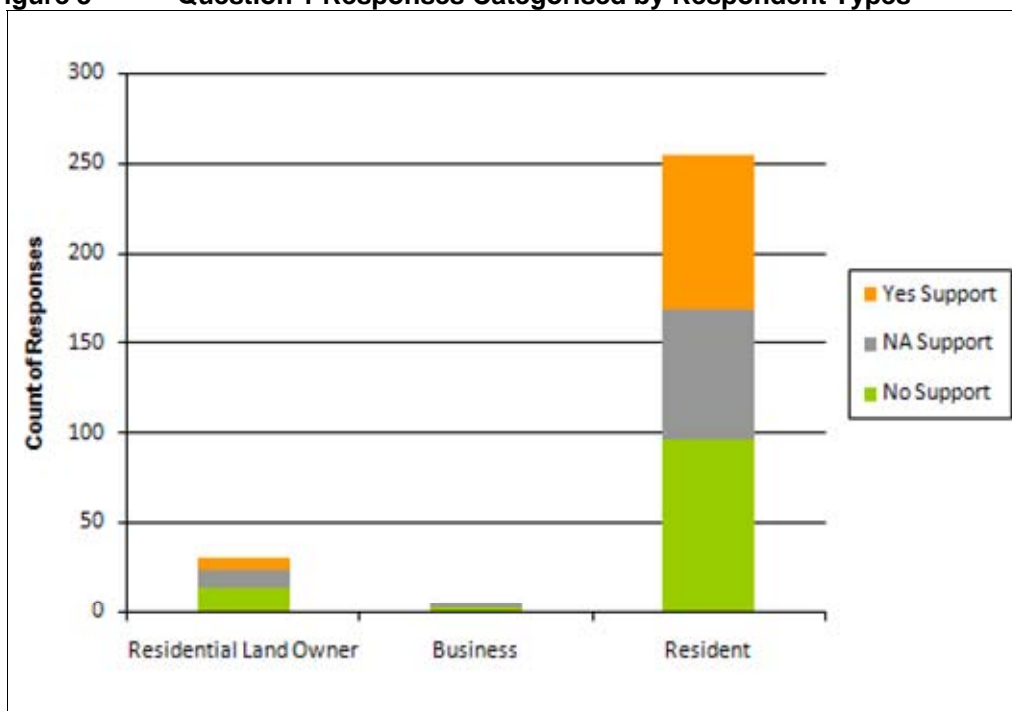
3. Cont'd

Figure 2 Pie Chart of Question 2 Results



26. Support for the PMPP was then categorised by respondent type. Resident responses made up 88% of all total responses, residential land owners not necessarily living within the area made up 10%, and the other 2% of respondents were business. The number of respondents and their support for the PMPP is shown in Figure 3. Support for the PMPP is roughly split into three even groups of 'support', 'non-support' and 'no response' for residents and residential land-owners. No support for the PMPP was shown from business responses.

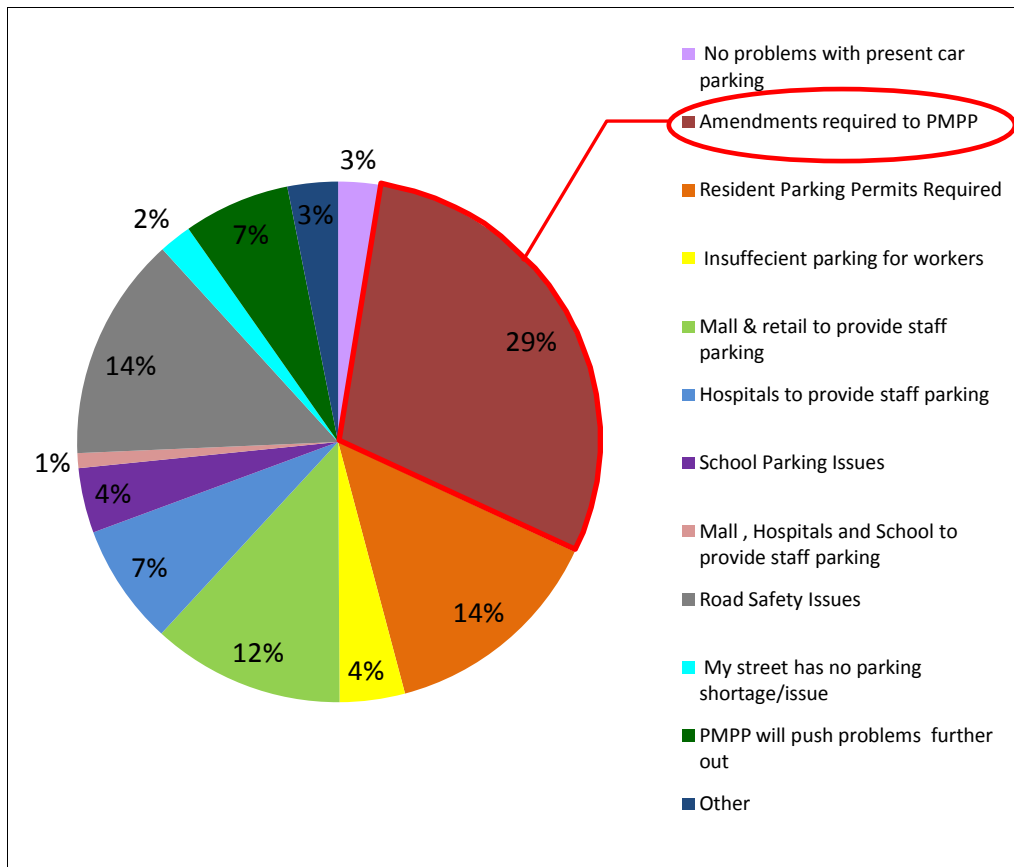
Figure 3 Question 1 Responses Categorised by Respondent Types



3. Cont'd

27. The commentary provided by respondents provides a greater understanding of the issues and reasons why support for the PMPP was mixed. Comments were able to be categorised into a number of similar themes because of their commonality. A list of the common responses and the proportion of respondent's comments falling into these categories is shown in Figure 4. As can be seen, the largest groups of comments include amendments required to PMPP (29%) and resident parking permits (14%).

Figure 4 **Categorisations of Respondents' Comments**



28. Of the five business responses, none of them showed support for the PMPP. Absentee landowners have less support than residents for the PMPP.
29. Analysis of the results by residential zones shows that the majority of the residents are not supportive of the PMPP in its initially proposed state. Support is slightly higher from those living on the west side of Papanui Road in comparison to the east.

Discussion

30. The overall response rate for all the respondents is very low, at 8%. This could mean there is a poor representation of the opinions and attitudes towards the PMPP. An analysis was performed on the responses as the opportunity to make a submission to the PMPP was offered to all members of the public during the consultation period. It is also important to consider that if some members of the public are happy with the PMPP, they may be less motivated to give a submission than those who are not happy with the PMPP. Those residents who are outside the area of the PMPP are probably less likely to prepare a submission as they may assume that the PMPP will not affect them.

3. Cont'd

31. Analysis of the results by residential zones shows that the majority of the residents are not supportive of the PMPP in its current form. Support is slightly higher from those living west of Papanui Road which is probably because there are already existing parking restrictions in this area and residents are familiar with their implementation. Additionally residents in this area are most affected by all-day commuter parking. Increased support for the plan where parking restrictions are already in place suggests that residents living in close proximity to these parking restrictions view them as beneficial.
32. Analysis of the results by respondents categorised comments shows that most common responses are:
 - (a) Amendments required to PMPP
 - (b) Road safety Issues
 - (c) Resident parking permits required
 - (d) Mall and business to provide staff parking
33. The highest proportion of responses comments indicate that amendments are required to the four stage PMPP that went to consultation. Respondents views of what should be implemented were wide ranging and many were suggestive of showing support for the plan provided some changes were made or certain requests were fulfilled. It is probable that support for the PMPP may actually be higher than the results suggest because of the way the question regarding support for the PMPP was presented in the submission form. The submission form provided space for either a 'yes' or 'no' answer but the feedback may have shown more support for the PMPP if an option such as 'Yes, I/We generally support the plan, as long as amendments are made to the plan (See comments below)' was provided.
34. Support for the plan (as shown earlier in Figure 2) could indeed be higher given the reasons explained. Respondents who do not think that there is an issue with parking are not likely to support the PMPP, but those who do agree that there is an issue would probably support some form residential parking restrictions although they may not support the four stage PMPP. A higher proportion of support for residential parking restrictions most likely exists, but this has not shown itself explicitly in the results because of the way the questionnaire was developed.
35. The four stage PMPP proposed that residential P120 parking restrictions are applied using a planned parking system, initially centred on Merivale Mall and only restricting one side of the street at one time in order to provide residents with a very good opportunity to park vehicles close to their house. Further implementation of the PMPP at stage 2, 3 and 4 would create P120 on both sides of the streets around Merivale. Given the feedback received from residents and the high number of requests for residential parking permits, a simpler approach to the PMPP would be to only restrict parking on one side of any street within the residential area, and to implement any plan across the whole area in one stage to reduce confusion and complexity of the implementation. Such an implementation will achieve the objective of reducing commuter parking on residential streets, and allow residents to park vehicles near their houses. Allowing unrestricted parking on one side is less onerous for residents to find an available parking space and minimises the need for residential parking permits.
36. After the PMPP parking restrictions are implemented, it is expected regular reviews regarding parking occupancy would be undertaken to monitor if long term commuter parking continues to be a problem in the North Merivale area.

Recommendation

37. After considering the results of the consultation process, the initial PMPP is considered too complex in its implementation. A single stage implementation of parking restrictions has been proposed to be implemented alongside the implementation of previously approved parking restrictions in Merivale related to the Papanui Road bus priority scheme, and the Cox Street kerb and dish channel replacement.

3. Cont'd

- 38. The recommendation for the final PMPP is to implement the concept for the PMPP to stage 1 only. It is also proposed to include all parking restrictions associated with the bus priority scheme and Cox Street kerb and dish channel replacement. A layout of the final North Merivale parking restriction recommendations, which include the bus priority and Cox Street parking restrictions, is shown in Attachment 2.
- 39. It is also recommended that the enforcement of all existing resource consent conditions related to parking off street are firmly enforced.

ATTACHMENT TO CLAUSE 3
Attachment 1

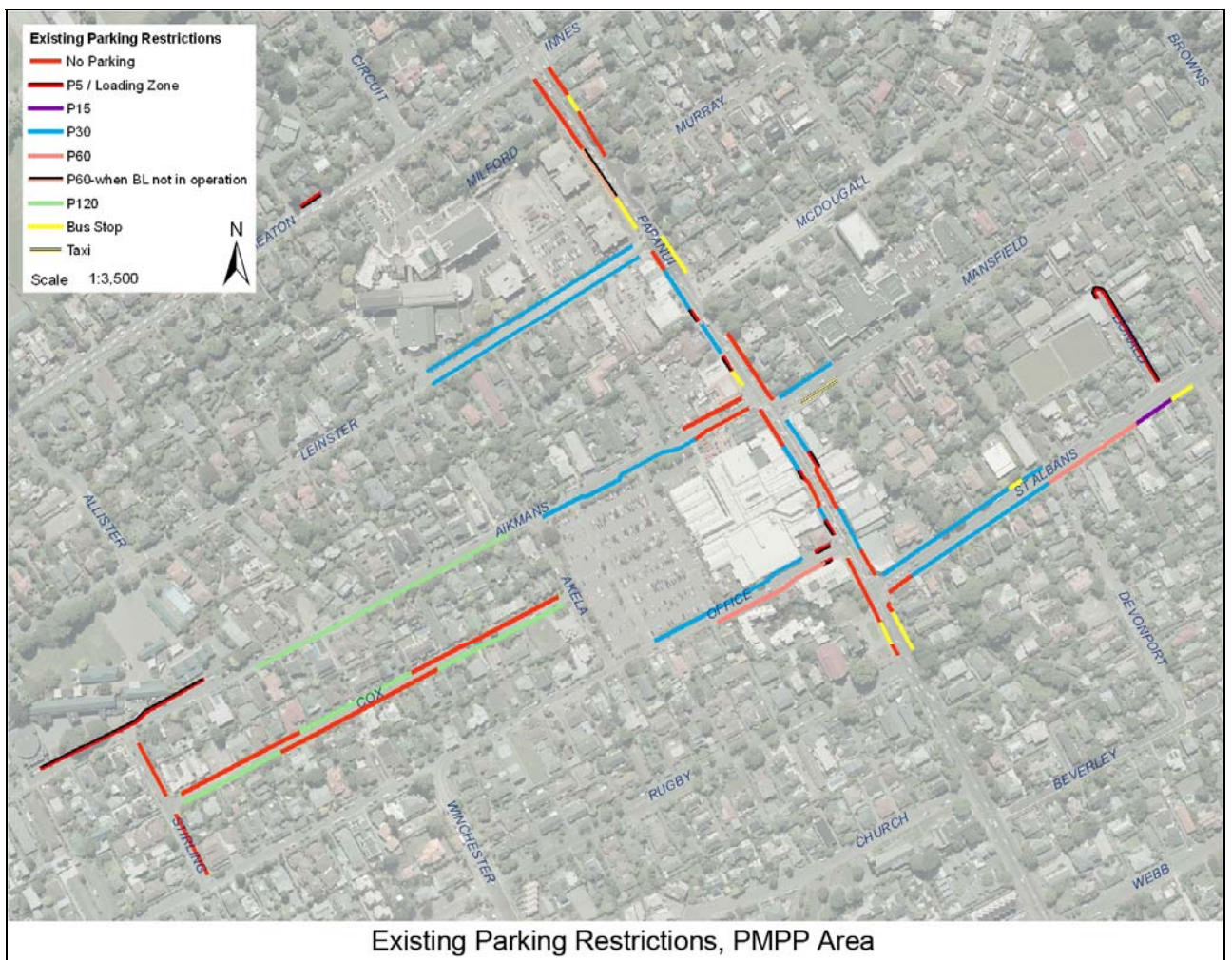
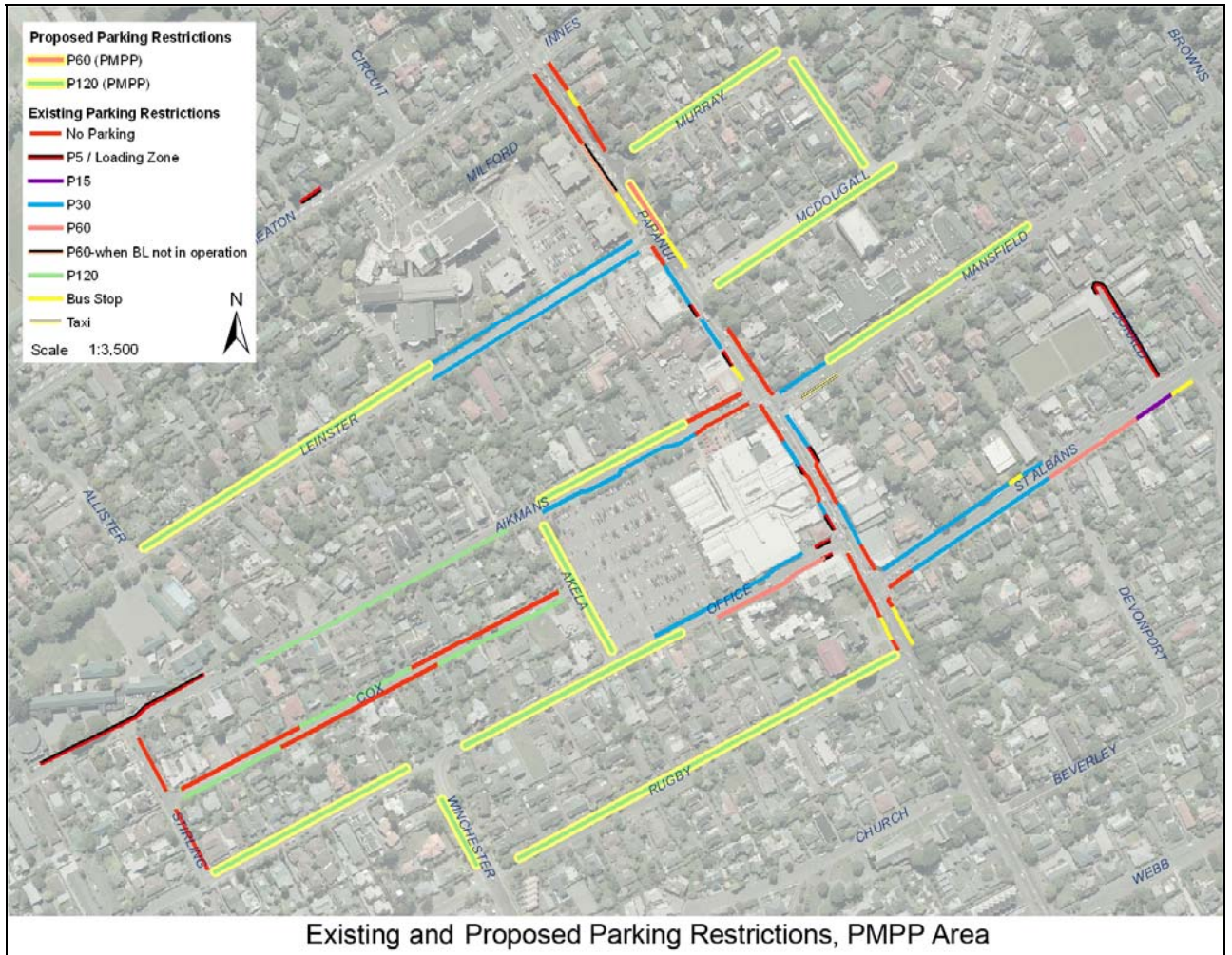


Figure includes restrictions that been approved by the Community Board as part of the Papanui Road bus priority and Cox Street projects, but have not yet been installed.



Stage 1 Proposed Merivale Parking Restrictions. No further stages are proposed.

4. MEMORIAL AVENUE – PROPOSED BUS STOP ADJUSTMENT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager,
Author:	Steve De Jong, Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committee's recommendation that the Fendalton/Waimairi Community Board give approval for a Bus Stop to be installed on the south side of Memorial Avenue, near the Copthorne Hotel.

EXECUTIVE SUMMARY

2. It has been drawn to the attention of Council staff that there is a conflict between the existing bus stop and the no stopping restriction on Memorial Avenue directly in front of the Copthorne Hotel.
3. The bus stop is not marked on the road and is only indicated by a sign. There is also a no stopping restriction extending from the entrance way of the hotel through the bus stop for a distance of 26 metres.
4. The no stopping lines are required to enable eastward-travelling traffic and traffic exiting Stableford Green to make a U-turn to the west through the break in the median strip. There is no break in the median strip directly in front of Stableford Green. The median break also serves as the exit and entry point for the Russley Golf Club.
5. Road user rules state that no vehicle must stop, stand or park on no stopping lines. Therefore it is presently illegal for a bus to stop at this location.
6. This conflict can be resolved by removing 14 metre metres of the existing, no stopping restriction and marking the bus stop on the road; 4 metres east of the Copthorne vehicular entrance way. This would leave 8 metres of no stopping restriction east of the marked bus stop for bus entry and 4 metres west of the bus stop for exit, thus complying with the new draft City Council bus stop guidelines.
7. Consultation has been undertaken with the management of the Copthorne Hotel, who are considered to be the only affected party, and they are in agreement with this proposal. There is no residents' association in this area.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$500.

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

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. 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.
11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions.
12. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

4. Cont'd

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety and Community.

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. The management of the Copthorne Hotel have been consulted and they are supportive of this proposal. There is no residential property affected by this proposal.
19. There is no residents association in this area.

STAFF RECOMMENDATION

That the Committee recommend that the Board approve:

- (a) That the existing bus stop on the south-west side of Memorial Avenue commencing at a point 443 metres north-west of its intersection with Roydvale Avenue and extending for a distance of 12 metres in a north-westerly direction, be revoked.
- (b) That the existing no stopping restriction located on the south-west side of Memorial Avenue commencing at a point 413 metres north-west of its intersection with Roydvale Avenue and extending in a north-westerly direction for 67 metres, be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the south-west side of Memorial Avenue commencing at a point 413 metres north-west of its intersection with Roydvale Avenue and extending in a north-westerly direction for a distance of 8 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south-west side of Memorial Avenue commencing at a point 435 metres north-west of its intersection with Roydvale Avenue and extending in a north-westerly direction for a distance of 45 metres.
- (e) That a bus stop be installed on the south west side of Memorial Avenue commencing at a point 421 metres north-west of its intersection with Roydvale Avenue and extending in a north-westerly for a distance of 14 metres.



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Memorial Avenue

BUS STOP

415 416 417 418 419 420 421 422 423 424 425

 CHRISTCHURCH CITY COUNCIL - YOUR PEOPLE - YOUR CITY	MEMORIAL AVENUE Proposed Bus Stop Adjustments For Board Approval	Original Plan Size: A4 ISSUE. 1 10.10.08 TP RAH
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5. 186 GREERS ROAD - BUS SHELTER

General Manager responsible:	General Manager, City Environment, DDI 941-8656
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek the Committee's recommendation for a resolution of the Board to install a new bus shelter at the existing bus stop outside 186 Greers Road, in the Board's area.

EXECUTIVE SUMMARY

2. Local users of this bus stop have requested that a bus shelter be provided at the stop.
3. The adjacent dwelling is owned by the residents, Mr and Mrs Davidson who have agreed in writing to the placement of the shelter.

FINANCIAL IMPLICATIONS

4. Costs for installing the bus shelter (\$15,000) will be met from the Passenger Transport Infrastructure budget available for the provision of new bus shelter installations.

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

5. Yes.

LEGAL CONSIDERATIONS

6. Under s339 of the Local Government Act (1974) the Council may erect on the footpath of any road a shelter for use by intending public-transport passengers or taxi passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.

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

7. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. LTCCP– Transport and Greenspace Capital Programme.

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

9. Yes, as per above.

ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

Do the recommendations align with the Council's strategies?

11. Yes. Our Community Plan.

5. Cont'd

CONSULTATION FULFILMENT

12. The adjacent land is owned and occupied by Mr and Mrs Davidson who have agreed in writing to the placement of the shelter.

STAFF RECOMMENDATION

That the Committee recommend that the Board approve the installation of a bus shelter at the bus stop outside 186 Greers Road.



6. RASTRICK STREET - PROPOSED 30 MINUTE PARKING RESTRICTION

General Manager responsible:	Jane Parfitt, General Manager City Environment, DDI 941-8656
Officer responsible:	Alan Beuzenberg, Transport and Greenspace Manager
Author:	Alistair Ferguson/Jeanette Ward

PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Works, Traffic and Environment Committee's recommendation that the Board approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Rastrick Street.

EXECUTIVE SUMMARY

2. There are currently three 60 minute parking spaces located on Papanui Road at the corner of Rastrick Street, these spaces provide short-term on-street parking for customers of Ashton Grove Furniture and Cowdy and Company.
3. Due to the implementation of bus priority along the west side of Papanui Road, the three 60 minute parking spaces are to be removed at the frontage of 29-31 Papanui Road.
4. It is proposed to relocate the parking restriction to the northern side of Rastrick Street, which currently has unrestricted parking and to designate this restriction as a P30. The removal of two metres from the existing no stopping lines; situated on Rastrick Street, which extend west from Papanui Road is needed to achieve the minimum distance of 16 metres required for the provision of three parking spaces.
5. Cowdy and Company and Ashton Grove Furniture have a combined car park to the rear of their building, accessed from Rastrick Street, which provides 13 off-street car parks including one disability space. The furniture retailer employs one staff member and the car park provides a good level of service for the staff of the real estate business.
6. The implementation of bus priority along Papanui Road requires the removal of parking outside numbers 29-35 Papanui Road. This allows smooth access/egress of buses into and out of the bus stop located outside number 35 Papanui Road. The relocation of the parking restriction to Rastrick Street will still retain the same level of short-term on-street parking for the businesses in the area, albeit for a lesser time frame.
7. Consultation has taken place with the operators of the Liquor King Bottle store which backs onto Rastrick Street; they support the proposal. Both the real estate business and the furniture retailer were also consulted, the building which they occupy is owned by the operator of the real estate business. The operators of the real estate business and the furniture store have expressed the view that they would prefer to retain the 60 minute parking area on Papanui Road. The Merivale Precinct Society was consulted and indicated their support for the P30 being placed on Rastrick Street.

FINANCIAL IMPLICATIONS

8. The cost of this proposal is estimated to be \$1,000.

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

9. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. Part 1, clause 5 of the Christchurch Traffic and Parking Bylaw provides the Council the authority to install parking restriction by resolution

6. Cont'd

11. 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?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Community and Safety.

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

14. This contributes to the improvement in the level of service for public transport and parking.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Consultation has taken place with the operators of the Liquor King Bottle store which backs onto Rastrick Street; they support the proposal. Both the real estate business and the furniture retailer were also consulted, the building which they occupy is owned by the operator of the real estate business. The operators of the real estate business and the furniture store have expressed the view that they would prefer to retain the 60 minute parking area on Papanui Road. The Merivale Precinct Society was consulted and indicated their support for the P30 being placed on Rastrick Street.

STAFF RECOMMENDATION

That the Committee recommends that the Board approve:

- (a) That the parking of vehicles currently restricted to a maximum period of 60 minutes on the west side of Papanui Road commencing at a point 9 metres north of its intersection with Rastrick Street and extending in a northerly direction for a distance of 19 metres, be revoked.
- (b) That the stopping of vehicles currently prohibited (at any time) on the north side of Rastrick Street commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 17 metres, be revoked.
- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Rastrick Street commencing at a point 15 metres north of its intersection with Papanui Road and extending in a westerly direction for a distance of 16 metres.
- (d) That the stopping of vehicles be prohibited (at any time) on the north side of Rastrick Street commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 15 metres.



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