



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 19 SEPTEMBER 2008

AT 8.00AM

AT SOCKBURN SERVICE CENTRE

**IN THE BOARDROOM,
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Community Board: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

Community Board Adviser

Liz Beaven

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PART B - REPORTS FOR INFORMATION

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1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

The following deputations will discuss with the Committee the proposed parking restrictions for Division Street during the Westfields Riccarton Mall expansion construction:

- Margaret Haverland, Art of Sewing – Division Street
- Arthur McKee, Building Owner – Division Street
- Mandy Saunders, Southern Regional Manager – Baby Factory Division Street
- Jo Duthie, Westfields New Zealand Limited

3. CORRESPONDENCE

4. BRIEFINGS

5. PROPOSED PARKING RESTRICTIONS (WESTFIELD MALL EXPANSION) - DIVISION STREET

General Manager responsible:	General Manager of City Environment, Jane Parfitt DDI 941-8656
Officer responsible:	Transport and Greenspace Manager, Alan Beuzenberg
Author:	Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation to the Board to formalise the installation of parking restrictions in Division Street (off Riccarton Road), Riccarton. (See **Attachment 1.**)

EXECUTIVE SUMMARY

2. As part of a major expansion to Westfield Riccarton, the Westfield Riccarton Project Team has requested changes to the existing parking restrictions in Division Street. To minimise disruption the construction process involves fabrication of the steel work in Auckland and trucking it to the site. A tower crane will be erected within the Westfield building to lift beams and other material on to the site from the construction zone at the end of Division Street. This will be carried out away from peak traffic periods.
3. The formalisation of these parking changes will provide for a safe construction area and also maintain some on-street parking. The parking restrictions will be reinstated after the construction work has been completed.
4. Because of the time frame required to install the tower crane in the proposed "construction zone" in Division Street (5 to 7 September 2008) it is necessary to request the formalising of these parking restrictions after they have been installed.
5. The parking restriction changes include:
 - (a) The removal of three 60 minute parking spaces on the east side of Division Street immediately adjacent to Riccarton Road. These spaces will be replaced by "No Stopping" lines to facilitate the movement of large loads from Riccarton Road into Division Street. The "No Stopping" lines are necessary, otherwise the safety of vehicles parked in this area can not be guaranteed.
 - (b) The removal of two 60 minute parking spaces on the east side at the end of Division Street and the replacement of the "Loading Zone" on the west side of Division Street. Both areas will become a "Construction Zone" which will be behind a security fence.
 - (c) The thirteen 60 minute parking spaces on the west side of Division Street will be replaced with a "Construction Zone".

These changes are all shown on the plan in **Attachment 1.**

6. In addition to this, temporary traffic management will be used to manage the safe movement of the larger loads that are required to be craned onto the site from Division Street.
7. The cost of the parking restrictions changes and their restoration is to be charged to the Westfield Riccarton Project Team.

FINANCIAL IMPLICATIONS

8. An estimated cost for this work is \$1,500.

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

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

5 Cont'd.

LEGAL CONSIDERATIONS

10. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 allows Council to install no stopping and parking restrictions by resolution.
11. The Community Boards have the delegated authority from the Council to exercise the delegation as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes no stopping and parking restrictions.
12. 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?

13. As noted 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: By providing a safe transport system.

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

15. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

16. The recommendation aligns with the Christchurch Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As noted in paragraph 16.

CONSULTATION FULFILMENT

18. Consultation with the immediately affected businesses is to be carried out by the Westfield Riccarton Project Team. Many of the businesses are tenants of Westfield and therefore the Westfield Riccarton Project Team is very aware of the issues associated with unnecessary disruption.

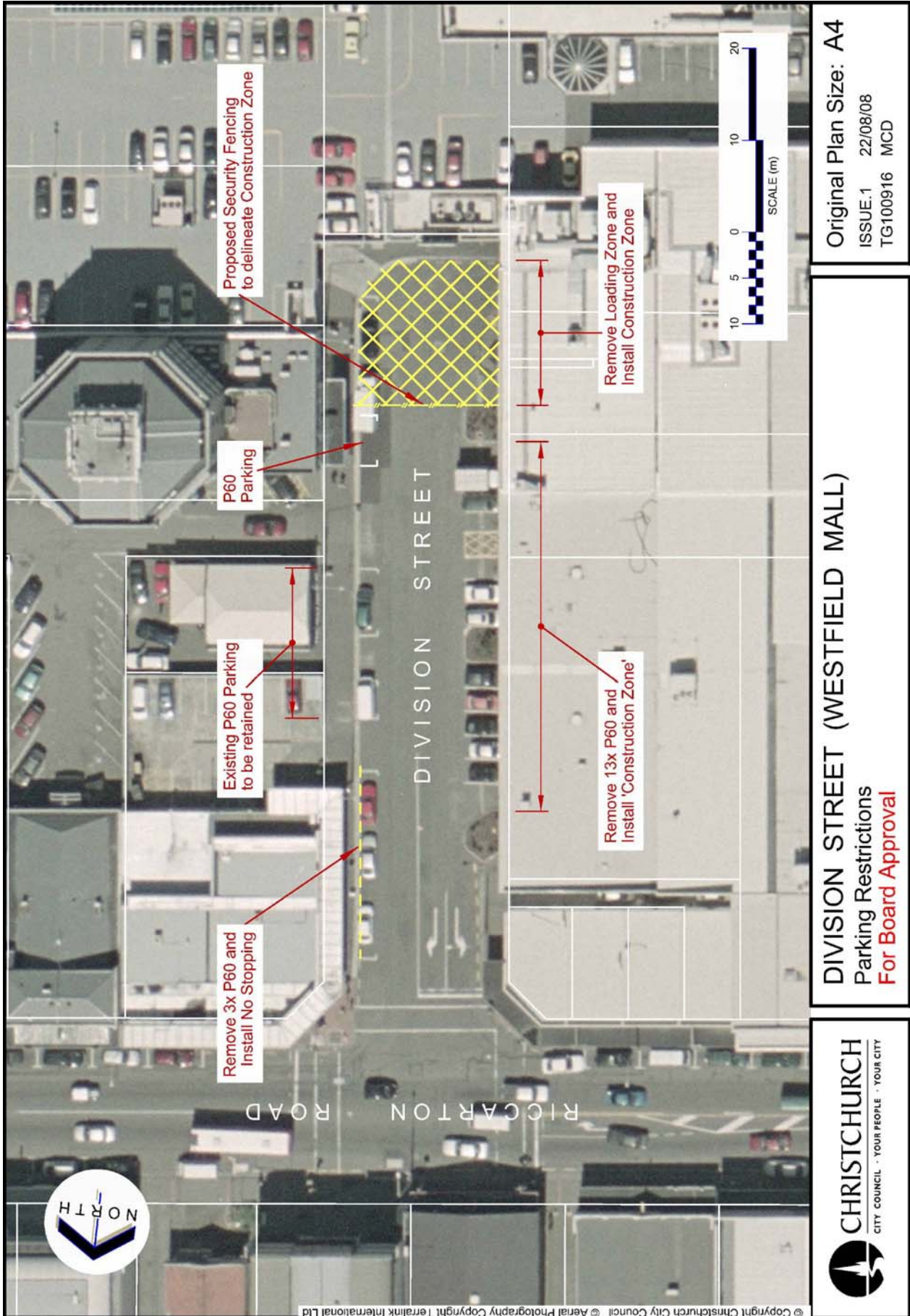
STAFF RECOMMENDATION

That the Committee recommend to the Board to approve:

- (a) That the stopping of vehicles prohibited at any time on the east side of Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of ten metres be revoked.
- (b) That the parking of vehicles restricted to a maximum period of 60 minutes on the east side of Division Street commencing at a point ten metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 20 metres be revoked.
- (c) That the parking of vehicles restricted to a maximum period of 60 minutes on the west side of Division Street commencing at a point 64 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 18 metres be revoked.
- (d) That the parking of vehicles restricted to a maximum period of 60 minutes on the west side of Division Street commencing at a point 26 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres be revoked.

5 Cont'd.

- (e) That the parking of vehicles restricted to a maximum period of 60 minutes on the west side of Division Street commencing at a point 46 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 21 metres be revoked.
- (f) That a "Loading Zone Five Minutes at Any Time" be installed on the west side of Division Street commencing at a point 71 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres be revoked.
- (g) That the stopping of vehicles be prohibited at any time on the east side of Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 30 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Division Street commencing at a point 64 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 6 metres.
- (i) That a "Construction zone authorised vehicles only" be installed on the east side of Division Street commencing at a point 71 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres.
- (j) That a "Construction Zone Authorised Vehicles Only" be installed on the west side of Division Street commencing at a point 26 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 16 metres.
- (k) That a "Construction Zone Authorised Vehicles Only" be installed on the west side of Division Street commencing at a point 46 metres from its intersection with Riccarton Road and extending in a southerly direction for a distance of 21 metres.
- (l) That a "Construction zone authorised vehicles only" be installed on the West side of Division Street commencing at a point 71 metres from its intersection with Riccarton Road and extending in a Southerly direction for a distance of 16 metres.



6. PROPOSED 120 MINUTE PARKING RESTRICTION - ROTHERHAM STREET

General Manager responsible:	General Manager City Environment Jane Parfitt DDI 941 8656
Officer responsible:	Transport and Greenspace Manager Alan Beuzenberg
Author:	Steve Dejong/Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committees recommendation to approve installation of a 120 minute parking restriction on the east side of Rotherham Street between Peverel Street and Dilworth Street. (See **attachment 1.**)

EXECUTIVE SUMMARY

2. In March 2007 the Riccarton Wigram Community Board directed that staff report on the matter of time restrictions on Rotherham Street between Dilworth Street and Peverel Street, Riccarton.
3. Rotherham Street intersects Maxwell Street that runs along the rear of The Westfield Mall. The portion of Rotherham Street between Maxwell Street and Peverel Street has very limited parking due to multiple vehicular entrance ways resulting in a total of 16 available parking spaces.
4. During the investigation of the proposed 120 minute parking restriction, it was observed that from 8.30am daily the portion of Rotherham Street in question is fully parked out with vehicles. It appears that the vehicles are not associated with the residential area but rather are believed to be commuters working in the Mall /Riccarton area.
5. Presently the residents of Rotherham Street, including visitors and trades people to the street have no day time, on street parking available, due to the commuters parking seven days a week.
6. By installing the proposed P120 on the east side of Rotherham Street between Dilworth Street and Peverel Street residents, visitors and trades people will have short term day time parking available. Residents and commuters will still have unrestricted parking on the west side of the street.
7. The Council's Parking Strategy 2003 for residential areas, Kerbside Parking Priority, recommends that when demand exceeds supply, parking should be prioritised as follows; (1) bus stops, (2) residents, (3) parking for people with disabilities, (4) short stay vehicle parking, (5) taxis/shuttle services and lastly (6) commuter parking. Presently the majority of day time parking in this street is allocated to commuters by default and therefore the installation of the proposed P120 would be in accordance with the listed priorities of this policy.
8. The proposal also recommends the installation of no stopping lines at the intersection of Rotherham Street and Peverel Street to reinforce the road user rule that prohibits parking within six metres of an intersection.
9. Consultation was carried out via a letter to all property owners/stakeholders in Rotherham Street, between Dilworth Street and Peverel Street with a 75 per cent response rate being unanimous in support of the proposal. The Central Riccarton Residents Association was consulted, they support the proposal; however raised questions regarding the lack of enforcement of the existing parking restrictions.

FINANCIAL IMPLICATIONS

10. The estimated cost for this work is approximately \$500.

6 Cont'd.

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

11. The installation of road markings, signs and a post is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

12. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
13. The 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 no stopping and parking restrictions.
14. 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?

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. 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?

17. This contributes to improving the level of service for parking.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

19. As above.

CONSULTATION FULFILMENT

20. Consultation was carried out via a letter to all property owners/stakeholders in Rotherham Street, between Dilworth Street and Peverel Street with a 75 per cent response rate being unanimous in support of the proposal. The Central Riccarton Residents Association were consulted, they support the proposal; however raised questions regarding the lack of enforcement of the existing parking restrictions.

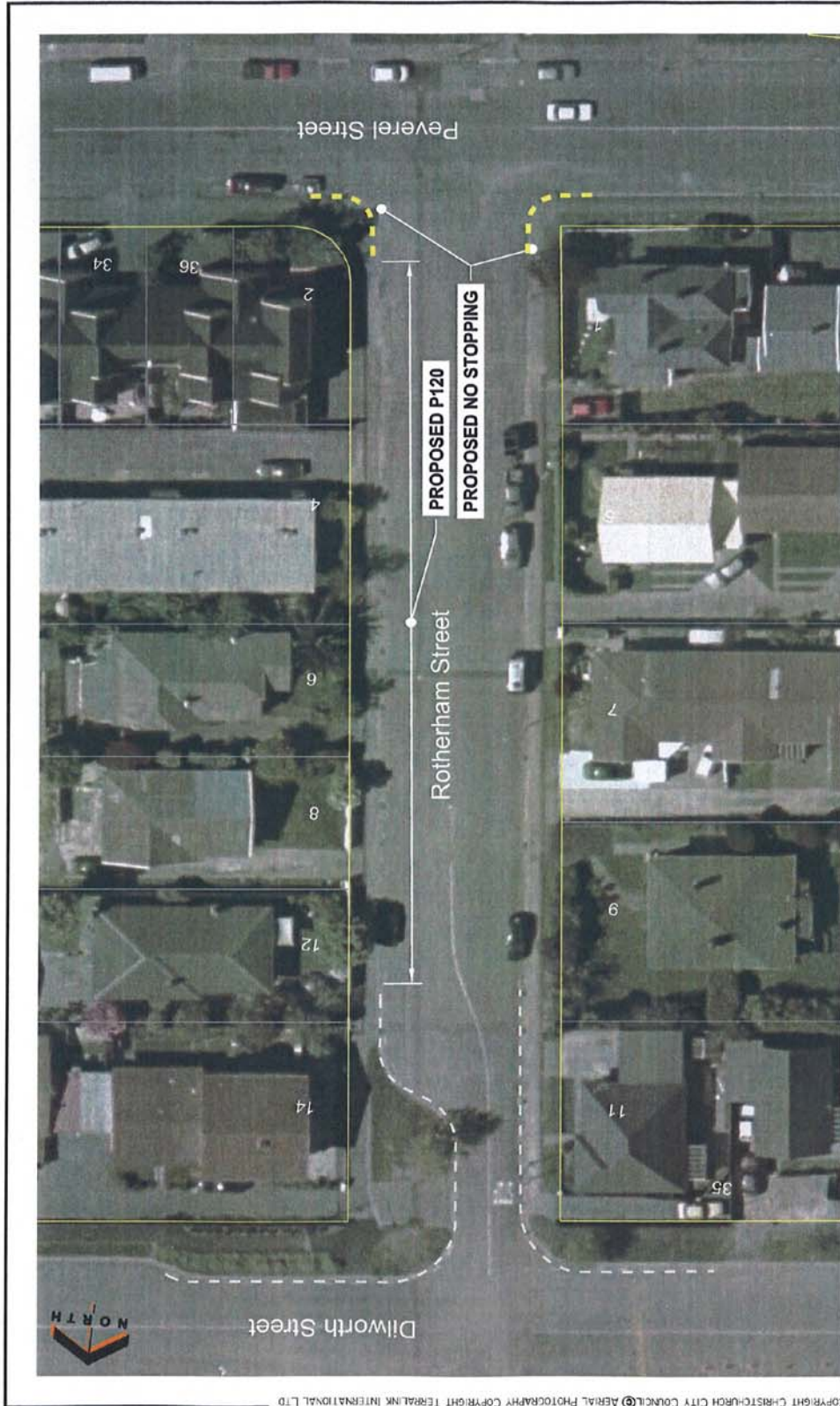
STAFF RECOMMENDATION

That the Committee recommend to the Board to approve:

- (a) That the stopping of vehicles prohibited at any time on the west side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres be revoked.
- (b) That the stopping of vehicles prohibited at any time on the east side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres be revoked.

6 Cont'd.

- (c) That the stopping of vehicles prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of 18 metres be revoked.
- (d) That the stopping of vehicles prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of 27 metres be revoked.
- (e) That the stopping of vehicles be prohibited at any time on the west side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres.
- (f) That the stopping of vehicles be prohibited at any time on the east side of Rotherham Street commencing at its intersection with Dilworth Street and extending in a southerly direction for a distance of 31 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of 18 metres.
- (h) That the stopping of vehicles be prohibited at any time on the south side of Dilworth Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of 27 metres.
- (i) That the stopping of vehicles be prohibited at any time on the west side of Rotherham Street commencing at its intersection with Peverel Street and extending in a northerly direction for a distance of six metres.
- (j) That the stopping of vehicles be prohibited at any time on the north side of Peverel Street commencing at its intersection with Rotherham Street and extending in a westerly direction for a distance of six metres.
- (k) That the stopping of vehicles be prohibited at any time on the east side of Rotherham Street commencing at its intersection with Peverel Street and extending in a northerly direction for a distance of six metres.
- (l) That the stopping of vehicles be prohibited at any time on the north side of Peverel Street commencing at its intersection with Rotherham Street and extending in a easterly direction for a distance of six metres.
- (m) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Rotherham Street commencing at a point 31 metres south of its intersection with Dilworth Street and extending in a southerly direction for a distance of 73 metres.



Original Plan Size: A4
 ISSUE. 1 05.08
 RAH

ROTHERHAM STREET
 Proposed P120 and No Stopping
 For Board Approval



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19. 9. 2008

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- 7. UPDATE ON CURRENT TRANSPORT ISSUES**

- 8. ELECTED MEMBERS INFORMATION EXCHANGE**