



Christchurch City Council

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

MONDAY 2 FEBRUARY 2009

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.

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

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1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 CRAUFURD MURRAY AND PAT DOLAN, ST MARY'S CHURCH – PROPOSED MERIVALE PARKING PLAN

2.2 SHERYN GILLARD GLASS – PROPOSED MERIVALE PARKING PLAN

2.3 DAVID LYNCH/HEATON STREET RESIDENTS – PROPOSED MERIVALE PARKING PLAN

The above deputation requests were received prior to agenda printing. Any additional deputations will be advised.

3. PROPOSED MERIVALE PARKING PLAN – AMENDED REPORT

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Michael Thomson, Traffic Engineer Network Operations, Steve Abley, Abley Transportation Engineers Limited Peter Barnes, MWH New Zealand Limited

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's recommendation that the Fendalton/Waimairi Community Board approve the installation of parking restrictions for the Proposed Merivale Parking Plan (PMPP). This report is an updated version of the one submitted to the Works, Traffic and Environment Committee meeting on 24 November 2008.

EXECUTIVE SUMMARY

2. An earlier version of this PMPP report was considered by the Works, Traffic and Environment Committee at its meeting on 24 November 2008. Following a number of deputations on this matter at the meeting and the tabling of an additional schedule of recommendations associated with the Bus Priority measures for Papanui Road, the Committee made the following decision:

*"The Committee **decided** to leave this report to lie on the table so the additional schedule can be considered and the issues raised regarding Heaton Street and Church Lane in particular, can be addressed by staff, prior to the Committee reconsidering the report in early 2009."*

3. This report has been amended to address the issues raised during the November meeting. The issues raised at the previous meeting included Heaton Street and Church Lane but also Merivale Mall and Murray Place and commentary regarding these issues is included in paragraphs 35 to 50. The key parking restriction changes between this amended report and the earlier report relate to the recommendations for Church Lane and an adjustment to the proposed parking restriction on Mansfield Avenue. Additionally the issues for Heaton Street have been considered and a recommendation proposed.
4. 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 to resolve the issue of commuter parking occupying residential streets in North Merivale.
5. 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.
6. 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.
7. 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.

3. Cont'd

8. 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.
9. 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.
10. 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.
11. This report recommends implementation of the PMPP to Stage 1 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.
12. A map of the existing parking restrictions is included as **Attachment 1** (noted as Figure 1). The Stage 1 proposed parking restrictions, including Papanui Road bus priority and Cox Street parking restrictions, is included as **Attachment 2** (noted as Figure 2 and also Figures 2.1 to 2.4 which provide a more detailed scale for sections of the plan area). No other stages are recommended for implementation. The detailed staff recommendations associated with the PMPP, including the removal, revocation of existing or superseded restrictions and the installation of no stopping and parking restrictions, are included in **Attachment 3 for Board approval**. **Attachment 3** includes the written recommendations and a visual plan with the corresponding recommendation number detailed.

FINANCIAL AND LEGAL CONSIDERATIONS

13. Implementing the parking plan is anticipated to be funded within existing capital road marking and signage budgets. The estimated cost involved with implementing such a plan is \$6,500. 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.
14. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
15. 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.
16. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. 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

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

3. Cont'd

CONSULTATION FULFILMENT

19. Consultation was undertaken by the Christchurch City Council. 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 by Council representatives, 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.

STAFF RECOMMENDATIONS

That the Committee recommend that the Fendalton/Waimairi Community Board approve the Proposed Merivale Parking Plan (PMPP) as detailed in (a), (b) and (c) below and approve the specific no stopping and parking resolutions as detailed in **Attachment 3** to this report.

- (a) To assist the Committee, these recommendations include the following broad recommendations to implement the PMPP that are shown in **Attachment 2** (Figures 2 to 2.4) in bold yellow:
 - (i) The north side of Leinster Road commencing at a point 10 metres east of its intersection with Allister Avenue and extending 273 metres in an easterly direction (joining to the end of the P30 parking restriction proposed as part of the Papanui Road Bus Priority Project).
 - (ii) The north side of Aikmans Road commencing at a point 7 metres east of its intersection with Akela Street and extending 131 metres in an easterly direction (joining to the end of the existing No Parking restriction that extends through to the intersection with Papanui Road).
 - (iii) The east side of Akela Street commencing at a point 11 metres south east of its intersection with Aikmans Road and extending 115 metres in a south easterly direction (to its intersection with Office Road).
 - (iv) The north side of Office Road commencing at a point 6 metres east of its intersection with Stirling Street and extending 177 metres in an easterly direction.
 - (v) The south side of Office Road commencing at a point 150 metres west of its intersection with Papanui Road and extending 198 metres in a westerly direction.

3. Cont'd

- (vi) The west side of Winchester Street commencing at a point 10 metres north of its intersection with Rugby Street and extending 60 metres in a northerly direction.
- (vii) The north side of Rugby Street commencing at a point 6 metres west of its intersection with Papanui Road and extending 346 metres in a westerly direction (to its intersection with Winchester Street).
- (viii) The north side of Church Lane commencing at a point 6 metres west of its intersection with Papanui Road and extending 233 metres in a westerly direction.
- (ix) The north-west side of Murray Place commencing at a point 20 metres north east of its intersection with Papanui Road and extending 138 metres in a north-easterly direction.
- (x) The south-west side of Murray Place commencing at a point 6 metres north west of its intersection with McDougall Avenue and extending 100 metres in a north-westerly direction.
- (xi) The south-east side of McDougall Avenue commencing at a point 14 metres north east of its intersection with Papanui Road and extending 187 metres in a north-easterly direction.
- (xii) The south-east side of Mansfield Avenue commencing at a point 50 metres north east of its intersection with Papanui Road (from the end of the existing taxi stand) and extending 200 metres in a north-easterly direction.

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.

- (b) To assist the Committee, these recommendations include the following broad recommendations to support the Papanui Bus Priority Project that are also shown in **Attachment 2** (Figures 2 to 2.4) in bold orange:
 - (i) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Papanui Road, outside the hours of 3pm to 6pm, Monday to Friday, commencing at a point 42 metres north of the intersection of Papanui Road and Leinster Road and extending in a northerly direction for a distance of 45 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Papanui Road, commencing at a point 6 metres south of the intersection of Papanui Road and Murray Place and extending in a southerly direction for a distance of 47 metres.
 - (iii) That the parking of vehicles be restricted to a maximum period of 5 minutes on the west side of Papanui Road, commencing at a point 6 metres north of the intersection of Papanui Road and Office Road and extending in a northerly direction for a distance of 12 metres.
 - (iv) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Leinster Road commencing at the intersection of Papanui Road and Leinster Road and extending in a westerly direction for a distance of 200 metres.
 - (v) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Leinster Road commencing at the intersection of Papanui Road and Leinster Road and extending in a westerly direction for a distance of 200 metres.
 - (vi) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Aikmans Road, commencing at a point 58 metres from the intersection of Papanui Road and Aikmans Road and extending in a westerly direction for a distance of 137 metres.

3. Cont'd

- (vii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Office Road, commencing at a point 33 metres from the intersection of Papanui Road and Office Road and extending in a westerly direction for a distance of 135 metres.
 - (viii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of St Albans Street, commencing at the intersection of Papanui Road and St Albans Street and extending in an easterly direction for a distance of 128 metres.
 - (ix) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of St Albans Street, commencing at a point 144 metres east of the intersection of Papanui Road and St Albans Street and extending in an easterly direction for a distance of 16 metres.
 - (x) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of St Albans Street, commencing at a point 28 metres east of the intersection of Papanui Road and St Albans Street and extending in an easterly direction for a distance of 132 metres.
 - (xi) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of St Albans Street, commencing at a point 160 metres east of the intersection of Papanui Road and St Albans Street and extending in an easterly direction for a distance of 86 metres.
- (c) Additionally as a result of the deputations at the 24 November 2008 Committee meeting it is recommended that a separate detailed study be undertaken on Heaton Street between Allister Avenue and Papanui Road. This study should consider changes to parking restrictions and general traffic management including possible introduction of cycle lanes and changes to nearby bus stop locations. The study should focus on school safety, parking demand and changing parking demands due to surrounding activities, support of the PMPP and any changing parking demands on Circuit Street.

3. Cont'd

BACKGROUND

22. 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.
23. 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.
24. 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)".
25. 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 RESULTS

26. 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.
27. 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.
28. 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 analysed for trends, concerns and suggestions.
29. 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.

3. Cont'd

Figure 1 Pie Chart of Question 1 Results

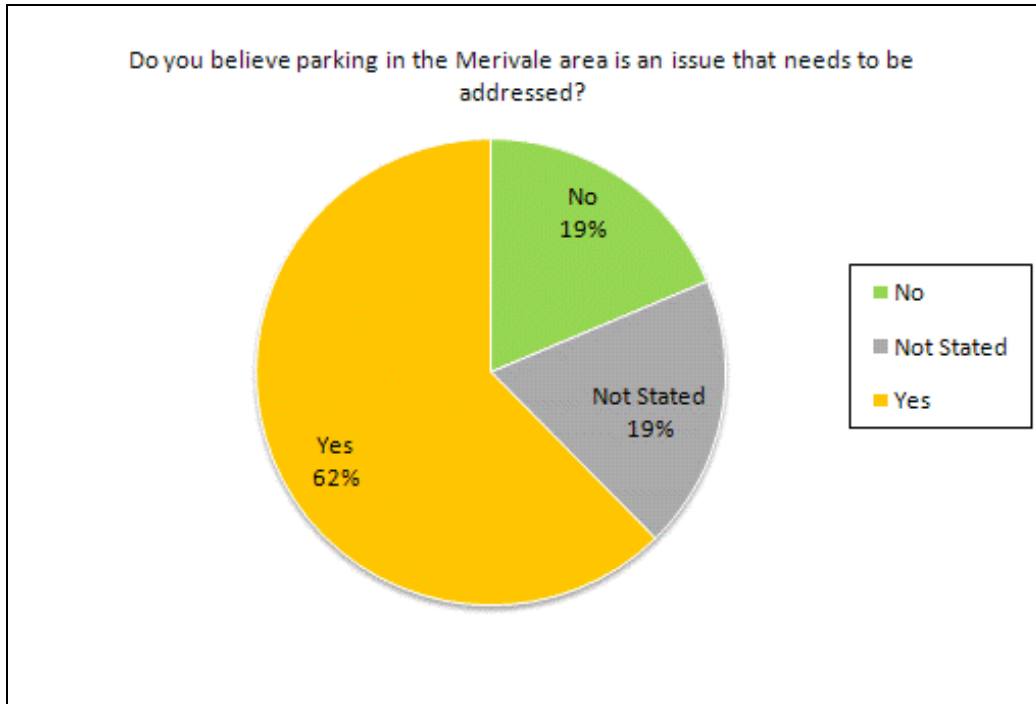
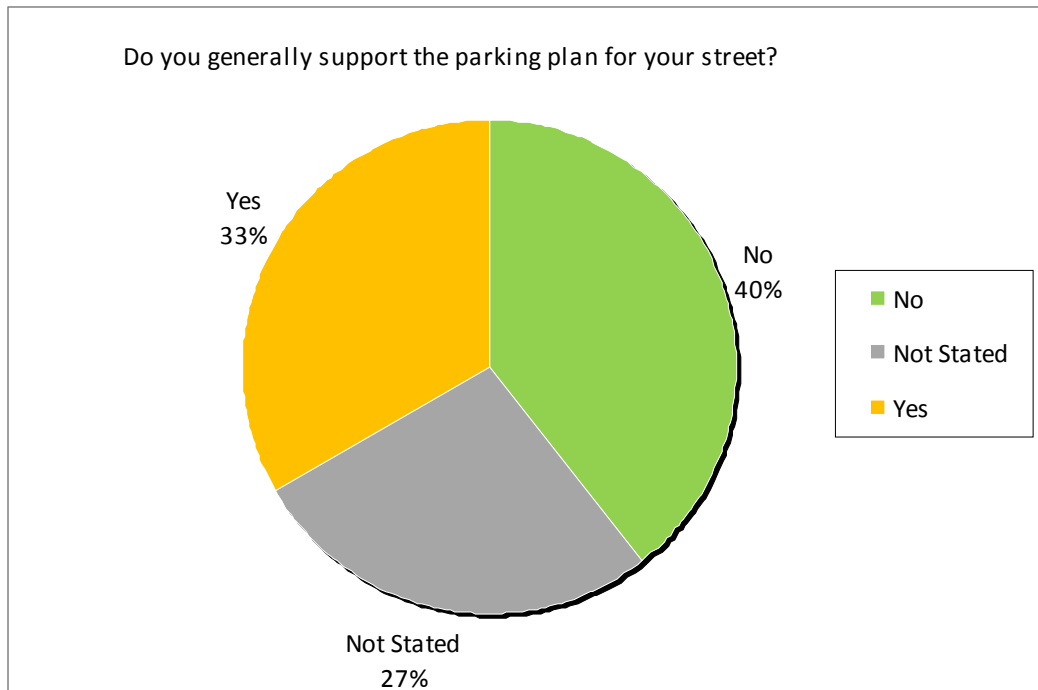
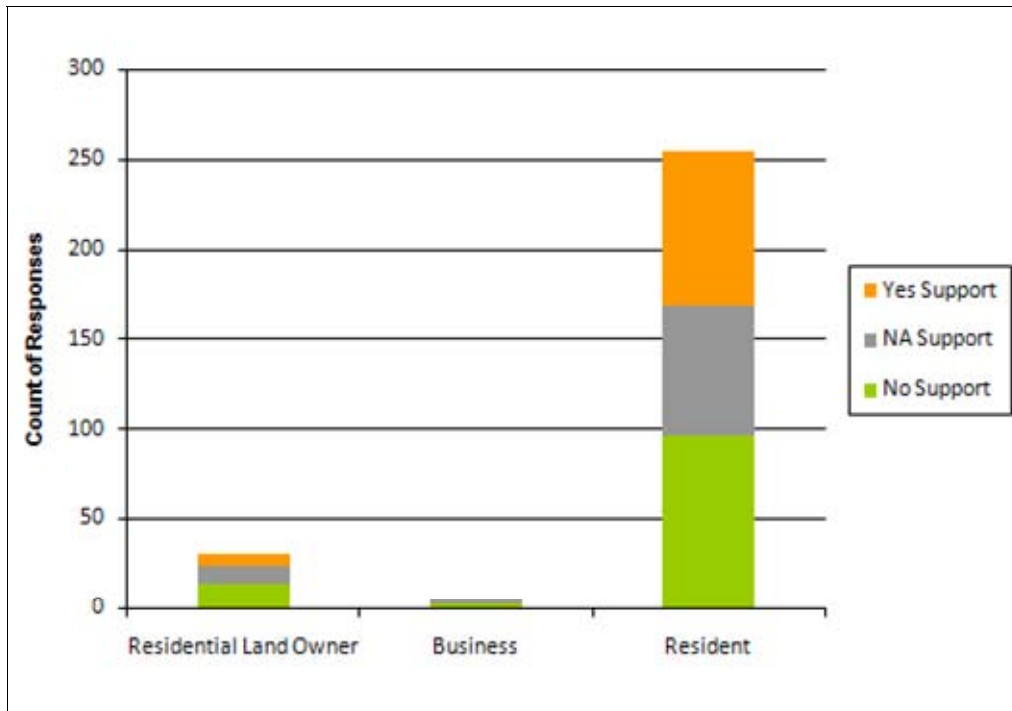


Figure 2 Pie Chart of Question 2 Results



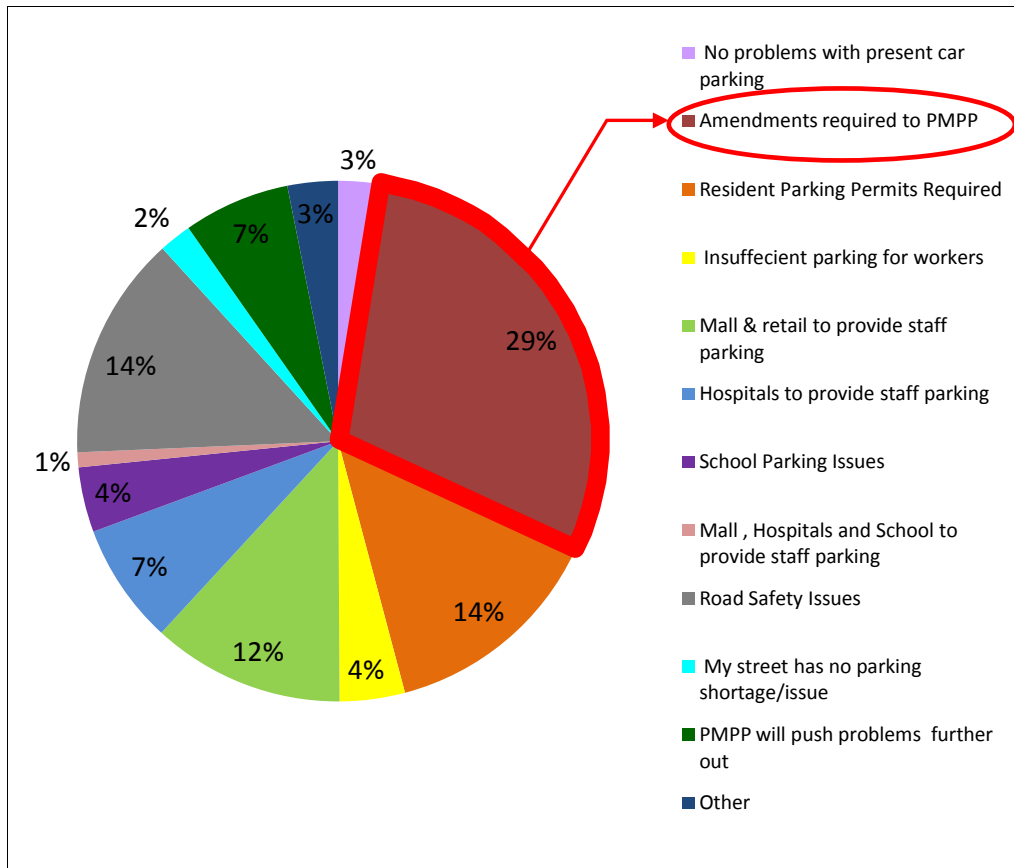
30. Support for the PMPP was then categorised by respondent type. Resident responses made up 88% of all total responses, residential land owners not necessarily living within the area made up 10%, and the other 2% of respondents were business. The number of respondents and their support for the PMPP 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.

3. Cont'd

Figure 3 Question 1 Responses Categorised by Respondent Types

31. 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%).

3. Cont'd

Figure 4 **Categorisations of Respondents' Comments**

32. Of the five business responses, none of them showed support for the PMPP. Absentee landowners have less support than residents for the PMPP.
33. 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.
34. The location of responses to Question 1 and Question 2 are shown in Figure 5 and 6.

Figure 5 **Locations of Respondents' Comments – Question 1**

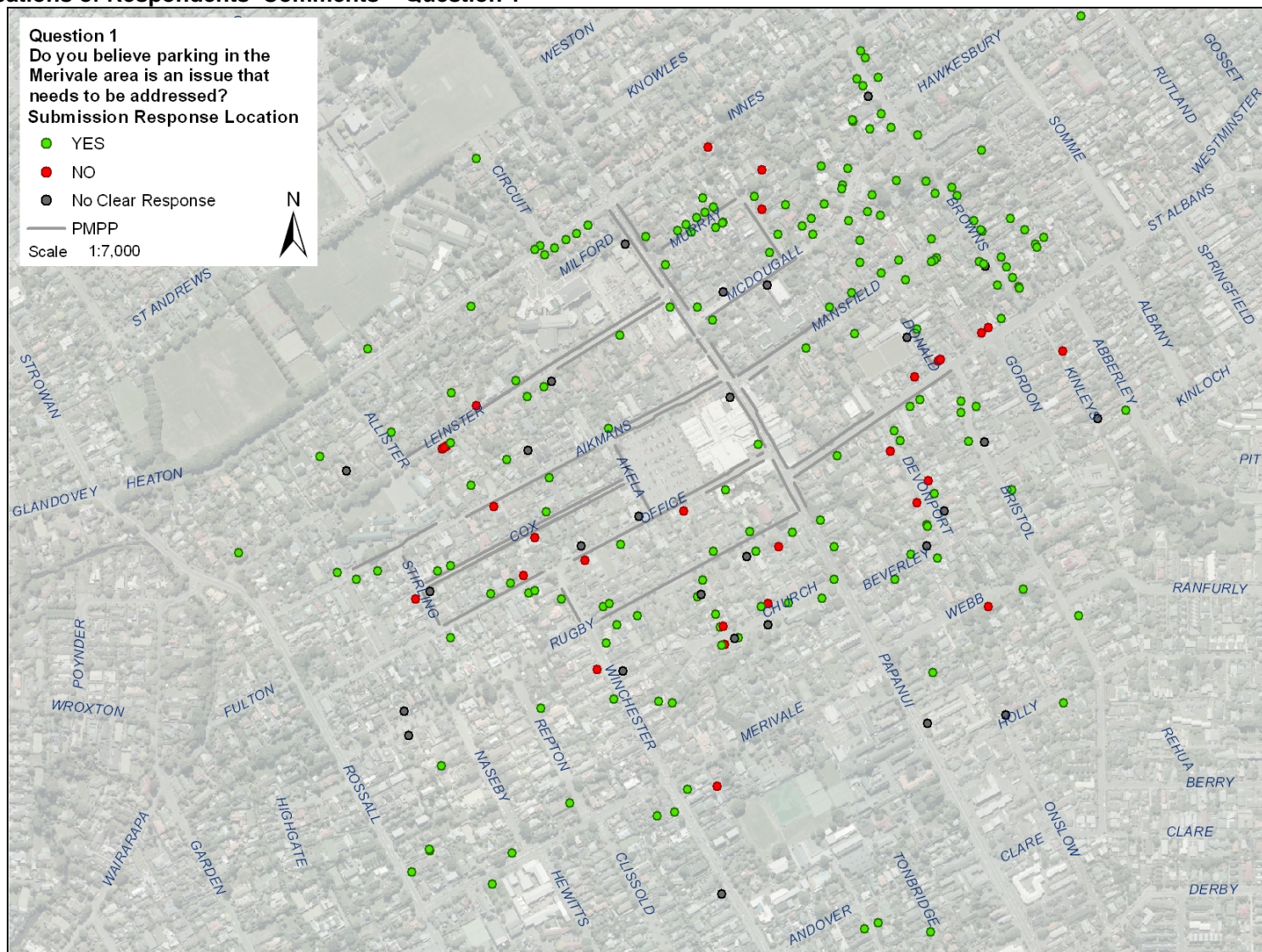
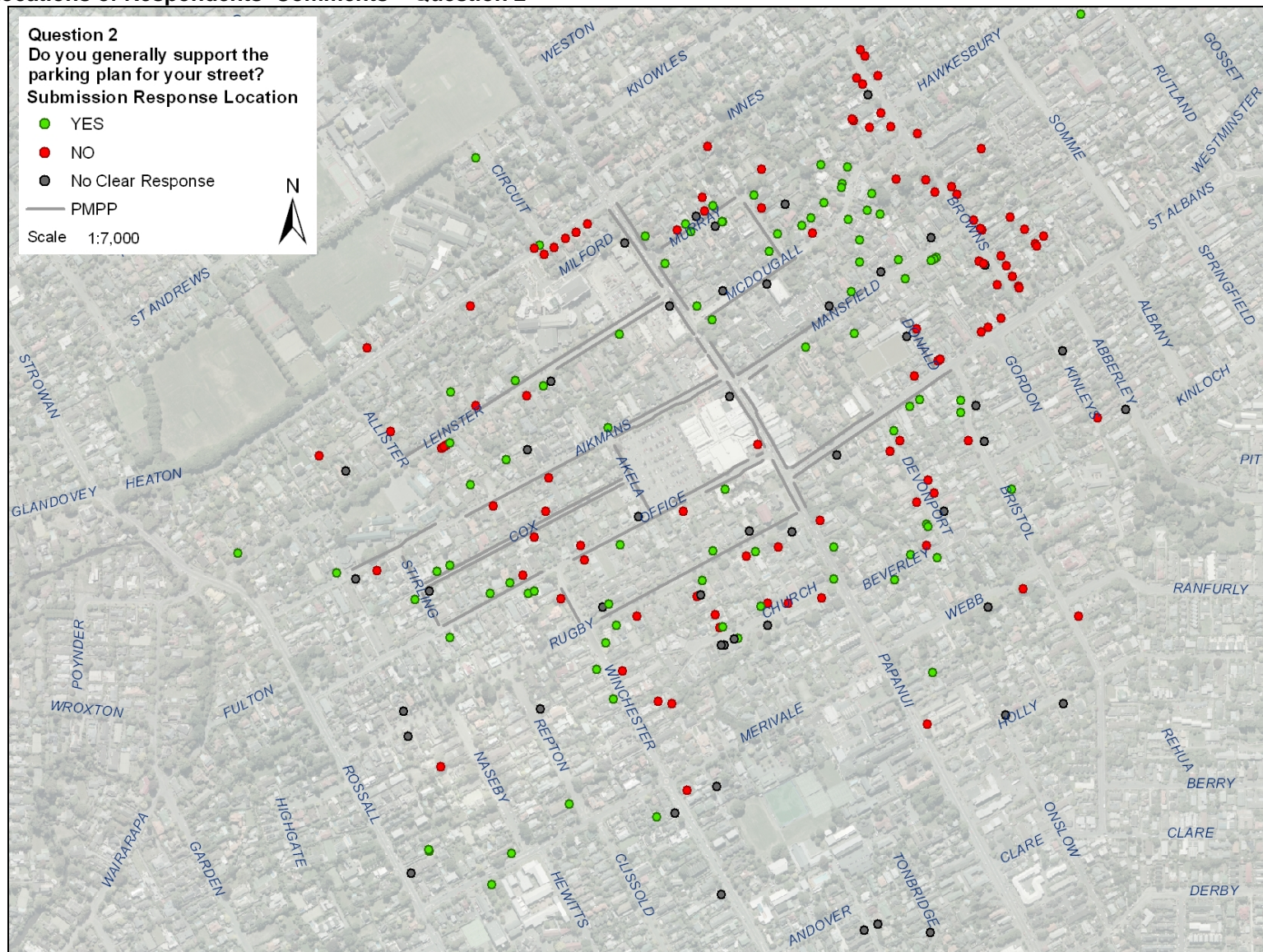


Figure 6 Locations of Respondents' Comments – Question 2



3. Cont'd

DEPUTATIONS AT 24 NOVEMBER 2008 MEETING

35. A number of deputations were presented to the Works, Traffic and Environment Committee at its meeting on 24 November 2008. Generally these were grouped around the following areas:

Murray Place

36. Murray Place residents were consulted as part of the PMPP. Murray Place responses are shown in Figures 5 and 6. There were 15 responses received which is an approximate response rate of 45%. The response to Question 1 indicates 80% consider parking is a problem in Murray Place. The PMPP included Murray Place within the parking restriction area. The response to Question 2 indicates 47% support for the PMPP proposals that infer residents want Murray Place in one form or another to be included in the PMPP area. This consultation data contradicts the message delivered by the deputation.
37. The results of the consultation reflect the earlier residents' survey results undertaken in September 2004 where there was also a 42% response rate and 92% of residents said the parking of non-residential parking in Murray Place was a major problem. This also correlates well with the motorists' survey that was also undertaken in September 2004 where there was a 51% response rate and 86% of motorists stated parking in excess of four hours indicating commuting parking. The November 2006 survey that was undertaken to check the validity of the September 2004 survey results indicated that parking occupancy in Murray Place increased between 2004 and 2006 by approximately 5%.
38. Overall the reason for implementing parking restrictions in Murray Place, because of its convenient location for free all day parking to nearby commercial activities and its attractiveness for commuters remains. Extending the PMPP area to Murray Place and the installation of parking restrictions on one side only is expected to discourage existing commuter parking yet still retain the ability for residents to park for periods greater than 24 hours. Not including Murray Place in the PMPP is likely to mean that this area would become increasingly attractive to commuter parking and exacerbate existing environmental problems.
39. It is a recommendation that Murray Place remain in the PMPP and Attachment 3 includes the appropriate detailed recommendation.

Merivale Mall

40. The planning conditions for Merivale Mall have been investigated. These show that Merivale Mall has existing use rights. This means that in the majority Merivale Mall does not have to supply onsite parking for staff and only has to provide onsite parking for customers. Consequently, although Merivale Mall is operating within its planning permission, by not providing onsite parking for staff negative environmental effects are being experienced by nearby residents. The City Plan does not anticipate these negative environmental effects within residential areas.
41. The PMPP intends to improve the environment for residents in the Merivale area, including the area near Merivale Mall. The PMPP recommendations strongly align with Council's Parking Strategy 2003. The Merivale Mall issues are noted and the recommendation for the PMPP remains. Attachment 3 includes the appropriate detailed recommendations.

Heaton Street

42. Heaton Street residents were consulted as part of the PMPP. Heaton Street responses are shown in Figures 5 and 6. There were seven responses received representing 11 households that reflect a response rate of about 25%. The response to Question 1 indicates 36% consider parking is a problem in Heaton Street. The PMPP did not include Heaton Street within the parking restriction area. The response to Question 2 indicates 9% support for the PMPP that infers that residents on Heaton Street want the PMPP area to be extended and include Heaton Street. This was one of the key messages delivered by the deputations.

3. Cont'd

43. The September 2004 survey shows a 16% response rate and only 16% of residents said the parking of non-residential parking in Heaton Street was a major problem. This correlates well with the occupancy survey where the maximum occupancy was recorded in one hour as 46% and for the whole day average of 35%. The November 2006 survey that was undertaken to check the validity of the September 2004 survey results indicated that parking occupancy in Heaton Street increased between 2004 and 2006 by approximately 5%. Given the low level of identified issues, Heaton Street was not recommended within the PMPP.
44. An updated occupancy survey was undertaken on Heaton Street on 27 November 2008 and the results are shown in Figure 7.
45. The November 2008 Heaton Street survey shows that free all day parking on Heaton Street near Papanui Road, St Georges Hospital and Heaton Intermediate School is very heavily demanded. Generally by 9am parking is 100% occupied until about 3pm where parking occupancy declines gradually until about 5pm. After 5pm parking occupancy reduces further although even at 6pm parking occupancy is still high at 33% and still at the levels recorded for the whole day in 2004. These results indicate Heaton Street is probably subject to all day commuter parking and the PMPP should be extended to include at least the south side of Heaton Street between Papanui Road and Allister Avenue. That said it must be recognised that Heaton Street is classified in the City Plan as a Minor Arterial and its primary purpose is for the movement of traffic, not the provision of parking. There are many complicating factors on Heaton Street that makes parking restrictions challenging to finalise.
46. Rather than recommending parking restrictions for implementation on Heaton Street at this stage that then may have to be subsequently changed, it is recommended that a detailed investigation is completed into the surrounding issues such as the hospital and school and their interrelated nature, including possible introduction of cycle lanes, changes to nearby bus stop locations and any changing parking demands on Circuit Street. It is considered that parking restrictions are required for Heaton Street, but further investigation is necessary to make any recommendations as effective as possible. The Heaton Street issues are noted and a recommendation included that Heaton Street, between Allister Avenue and Papanui Road is subject to a separate study.

Church Lane

47. Church Lane residents were consulted as part of the PMPP. Church Lane responses are shown in Figures 5 and 6. There were 14 responses received which is an approximate response rate of 41%. The response to Question 1 indicates 57% consider parking is a problem in Church Lane. The PMPP did not include Church Lane within the parking restriction area. The response to Question 2 indicates 29% support for the PMPP proposals that infer residents want Church Lane in one form or another to be included in the PMPP area. This was one of the key messages delivered by the deputations.
48. The results of the consultation reflect the earlier residents' survey results undertaken in September 2004 where there was a 39% response rate and only 36% of residents said the parking of non-residential parking was a major problem. This also correlates well with the motorists' survey that was also undertaken in September 2004 where there was a 41% response rate and only 38% of motorists indicated parking in excess of 4 hours indicating commuting parking was occurring, but not to any significant extent. The November 2006 survey that was undertaken to check the validity of the September 2004 survey results indicated that parking occupancy in Church Lane decreased between 2004 and 2006 by approximately 5%. Given the low level of identified issues, Church Lane was not recommended within the PMPP. Further consultation was undertaken on Church Lane in December 2008 where 21 responses were received that reflects a response rate of 57%. Overall 70% of respondents supported the PMPP being extended to Church Lane. Of these 87% preferred the PMPP to extend to both rather than just one side of Church Lane.

3. Cont'd

49. The PMPP has been proposed to only include one side of the identified streets as a compromise between discouraging commuter parking through the parking restriction and enabling residents to park for more than 24 hours on-street. Installing the PMPP on both sides of Church Lane is likely to have disbenefits for residents in that they will have to move their vehicle every 24 hours and any weekday visitors will only be able to visit Church Lane for a maximum two hours between 11 and 3pm. Consequently it is recommended that the restriction only be on one side of the road although it is appreciated the Committee might want to temper this recommendation with the consultation results. If the Committee decided to recommend implementing the parking restriction on both sides the integrity of the PMPP would not be undermined.
50. It is a recommendation that Church Lane is included in the PMPP and Attachment 3 includes the appropriate detailed recommendation that a parking restriction be installed on the north side of Church Lane.

Figure 7

Heaton Street Parking Occupancy Survey



3. Cont'd

DISCUSSION

51. 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.
52. 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.
53. 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
54. The highest proportion of responses comments indicate that amendments are required to the four stages 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.
55. 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.
56. 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.

3. Cont'd

57. 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.

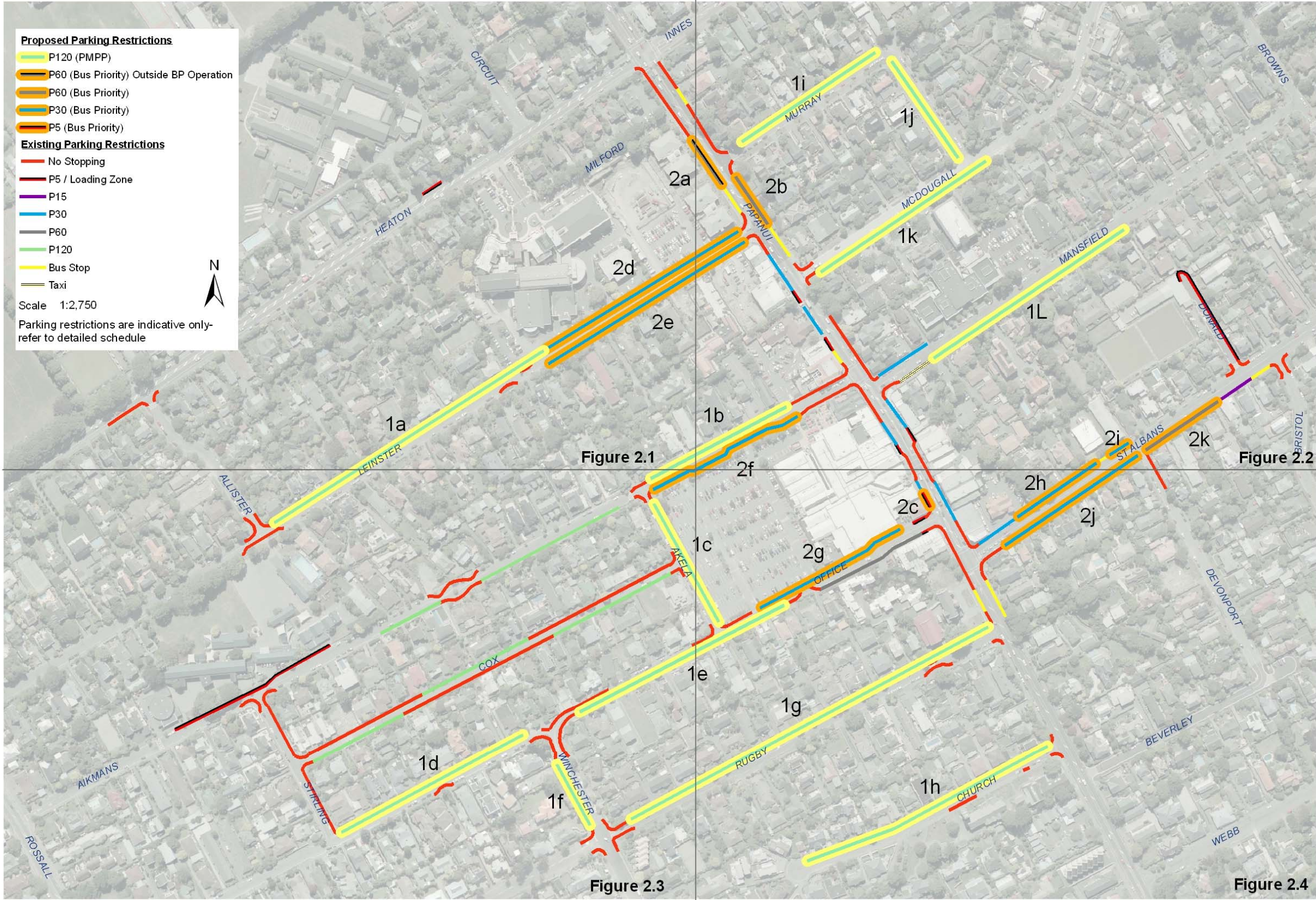
SUMMARY OF RECOMMENDATIONS

58. 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.
59. 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 Papanui Road bus priority scheme and Cox Street kerb and dish channel replacement. A layout of the final PMPP parking restriction recommendations, which include the bus priority and Cox Street parking restrictions, is shown in **Attachment 2** (Figures 2 to 2.4) and **Attachment 3 for Board approval**.



Existing Parking Restrictions, PMPP Area - Figure 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.



Existing and Proposed Parking Restrictions, PMPP Area - Figure 2

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



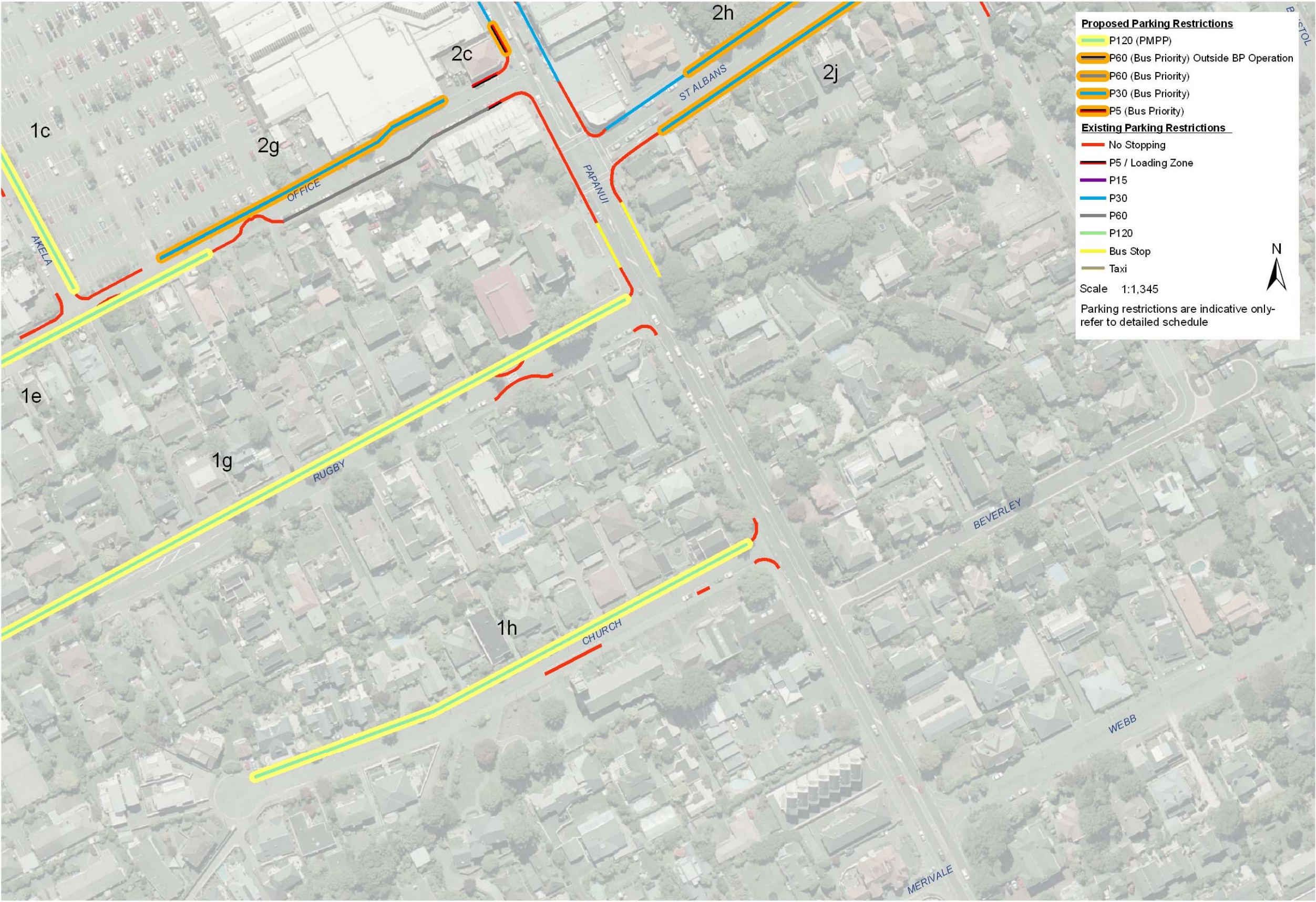
Existing and Proposed Parking Restrictions, PMPP Area - Figure 2.1



Existing and Proposed Parking Restrictions, PMPP Area - Figure 2.2



Existing and Proposed Parking Restrictions, PMPP Area - Figure 2.3



Existing and Proposed Parking Restrictions, PMPP Area - Figure 2.4

PROPOSED MERIVALE PARKING PLAN - STAFF RECOMMENDATIONS FOR BOARD APPROVAL

That the Fendalton/Waimairi Works Traffic and Environment Committee recommend that the Fendalton/Waimairi Community Board approve:

Merivale North Parking Plan: Restrictions

- 1a(i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Leinster Road commencing at a point 17 metres north east of its intersection with Allister Avenue and extending in a north easterly direction for a distance of 63 metres.
- 1a(ii) That the stopping of vehicles be prohibited (at any time) on the north west side of Leinster Road commencing at a point 80 metres north east of its intersection with Allister Ave and extending in a north easterly direction for a distance of 43 metres.
- 1a(iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Leinster Road commencing at a point 123 metres north east of its intersection with Allister Avenue and extending in a north east direction for a distance of 120 metres.
- 1b(i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Aikmans Road commencing at a point 61 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 27 metres.
- 1b(ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Aikmans Road commencing at a point 126 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 58 metres.
- 1c(i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north east side of Akela Street commencing at a point 16 metres south east of its intersection with Aikmans Road and extending in a south easterly direction for a distance of 18 metres.
- 1c(ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north east side of Akela Street commencing at a point 38 metres south east of its intersection with Aikmans Road and extending in a south easterly direction for a distance of 83 metres.
- 1d(i) That the stopping of vehicles be prohibited (at any time) on the north east side of Stirling Street commencing at its intersection with Office Road and extending in a north westerly direction for a distance of 11 metres.
- 1d(ii) That the stopping of vehicles be prohibited (at any time) on the north west side of Office Road commencing at its intersection with Stirling Street and extending in a north easterly direction for a distance of 15 metres.
- 1d(iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Office Road commencing at a point 15 metres north east of its intersection with Stirling Street and extending in a north easterly direction for a distance of 169 metres.
- 1e(i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Office Road commencing at a point 150 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 30 metres.
- 1e(ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Office Road commencing at a point 284 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 54 metres.
- 1f That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Winchester Street commencing at a point 10 metres north west of its intersection with Rugby Street and extending in a north westerly direction for a distance of 55 metres.

- 1g(i) That the stopping of vehicles be prohibited (at any time) on the south west side of Papanui Road commencing at its intersection with Rugby Street and extending in a north westerly direction for a distance of 4 metres.
- 1g(ii) That the stopping of vehicles be prohibited (at any time) on the north west side of Rugby Street commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 10 metres.
- 1g(iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Rugby Street commencing at a point 10 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 29 metres.
- 1g(iv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Rugby Street commencing at a point 80 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 262 metres.
- 1h That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Church Lane commencing at a point 15 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 216 metres.
- 1i(i) That the stopping of vehicles currently prohibited (at any time) on the north west side of Murray Place commencing at its intersection with Papanui Road and extending in a north easterly direction for a distance of 14 metres, be revoked.
- 1i(ii) That the stopping of vehicles be prohibited (at any time) on the north west side of Murray Place commencing at its intersection with Papanui Road and extending in a north easterly direction for a distance of 26 metres.
- 1i(iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Murray Place commencing at a point 26 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 126 metres.
- 1j That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Murray Place commencing at a point 16 metres north west of its intersection with McDougall Avenue and extending in a north westerly direction for a distance of 85 metres.
- 1k That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of McDougall Avenue commencing at a point 15 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 179 metres.
- 1l(i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Mansfield Avenue commencing at a point 66 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 23 metres.
- 1l(ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Mansfield Avenue commencing at a point 117 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 98 metres.
- 1l(iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Mansfield Avenue commencing at a point 238 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 9 metres.

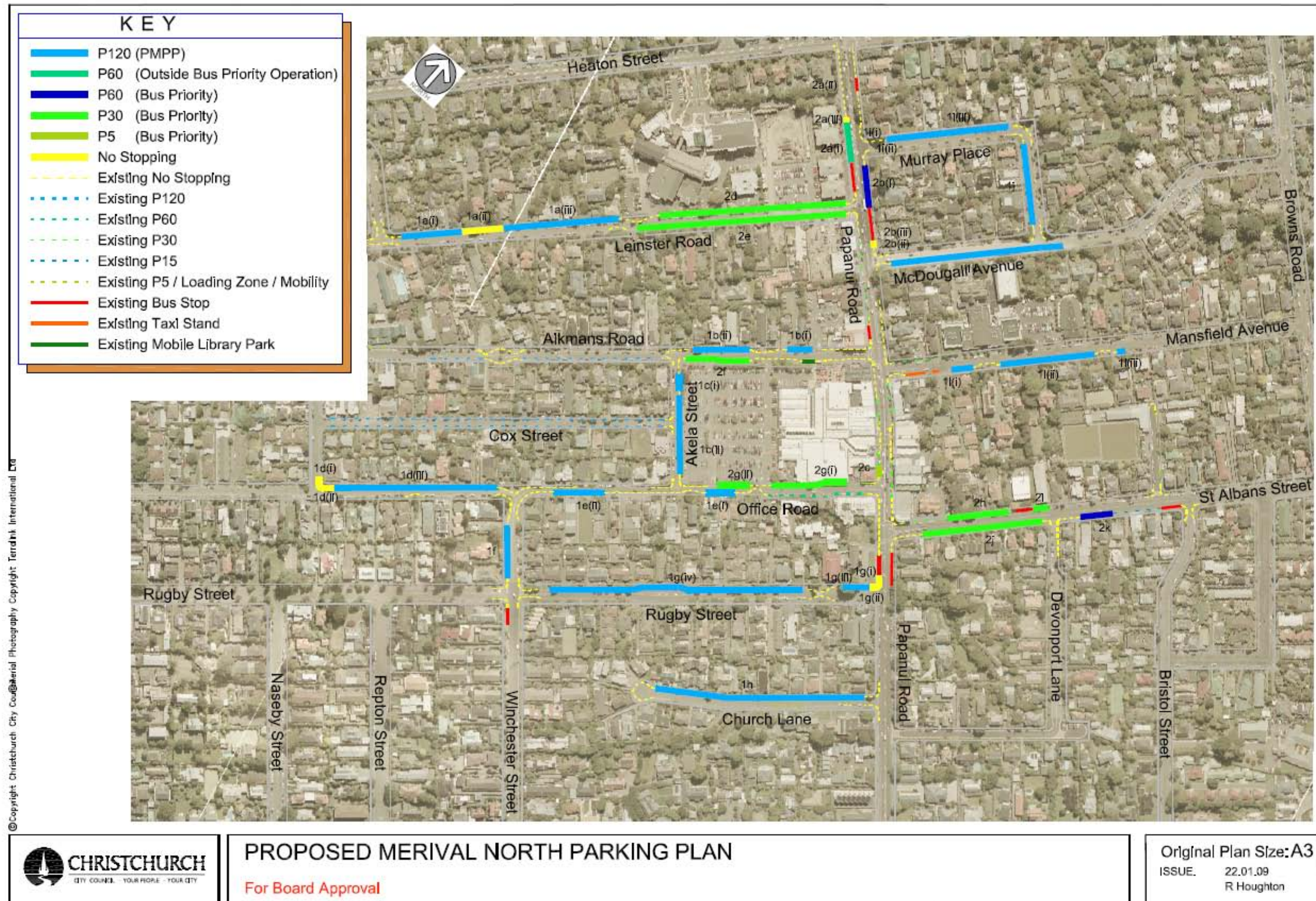
Papanui Bus Priority Project: Restrictions

- 2a(i) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south west side of Papanui Road commencing at a point 42 metres north west of its intersection with Leinster Road and extending in a north westerly direction for a distance of 42 metres. This restriction is to apply from 8am to 3pm Monday to Friday and from 8am to 6pm Saturday and Sunday.
- 2a(ii) That the stopping of vehicles currently prohibited (at any time) on the south west side of Papanui Road commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 76 metres, be revoked.
- 2a(iii) That the stopping of vehicles be prohibited (at any time) on the south west side of Papanui Road commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 81 metres.
- 2b(i) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north east side of Papanui Road commencing at a point 15 metres south east of its intersection with Murray Place and extending in a south easterly direction for a distance of 44 metres.
- 2b(ii) That the stopping of vehicles currently prohibited (at any time) on the north east side of Papanui Road commencing at its intersection with McDougall Avenue and extending in a north westerly direction for a distance of 10 metres, be revoked.
- 2b(iii) That the stopping of vehicles be prohibited (at any time) on the north east side of Papanui Road commencing at its intersection with McDougall Avenue and extending in a north westerly direction for a distance of 17 metres.
- 2c That the parking of vehicles be restricted to a maximum period of 5 minutes on the south west side of Papanui Road commencing at a point 6 metres north west of its intersection with Office Road and extending in a north westerly direction for a distance of 12 metres.
- 2d That the parking of vehicles be restricted to a maximum period of 30 minutes on the north west side of Leinster Road commencing at a point 11 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 194 metres.
- 2e That the parking of vehicles be restricted to a maximum period of 30 minutes on the south east side of Leinster Road commencing at a point 11 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 217 metres.
- 2f That the parking of vehicles be restricted to a maximum period of 30 minutes on the south east side of Aikmans Road commencing at a point 127 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 66 metres.
- 2g(i) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north west side of Office Road commencing at a point 33 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 78 metres.
- 2g(ii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north west side of Office Road commencing at a point 134 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 33 metres.

ATTACHMENT 3

- 2h That the parking of vehicles be restricted to a maximum period of 30 minutes on the north west side of St Albans Street commencing at a point 57 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 64 metres.
- 2i That the parking of vehicles be restricted to a maximum period of 30 minutes on the north west side of St Albans Street commencing at a point 146 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 16 metres.
- 2j That the parking of vehicles be restricted to a maximum period of 30 minutes on the south east side of St Albans Street commencing at a point 32 metres north east of its intersection with Papanui Road and extending in a north easterly direction for a distance of 125 metres.
- 2k That the parking of vehicles be restricted to a maximum period of 60 minutes on the south east side of St Albans Street commencing at a point 23 metres north east of its intersection with Devonport Lane and extending in a north easterly direction for a distance of 34 metres.

(Note: The above clause numbers correspond to the numbers detailed on the plan for board approval included with this attachment.)



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