



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

**TRANSPORT AND ROADING COMMITTEE
AGENDA**

FRIDAY 13 FEBRUARY 2009

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

Telephone: 941-6501

Email: liz.beaven@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

	PAGE NO	CLAUSE	
PART B	3	1.	APOLOGIES
PART B	3	2.	DEPUTATIONS BY APPOINTMENT
PART B	3	3.	CORRESPONDENCE
PART B	3	4.	BRIEFINGS
PART C	4	5.	KILMARNOCK STREET – PROPOSED REMOVAL OF MOBILITY PARK
PART C	7	6.	HAYTON ROAD – PROPOSED P10 PARKING RESTRICTIONS

We're on the Web!

www.ccc.govt.nz/Council/Agendas/

INDEX	PAGE NO	CLAUSE	
PART C	11	7.	110 YALDHURST ROAD – BUS SHELTER
PART B	14	8.	UPDATE ON CURRENT TRANSPORT ISSUES
PART B	14	9.	ELECTED MEMBERS’ INFORMATION EXCHANGE

13. 2. 2009

- 3 -

1. **APOLOGIES**
2. **DEPUTATIONS BY APPOINTMENT**
3. **CORRESPONDENCE**
4. **BRIEFINGS**

5. KILMARNOCK STREET – PROPOSED REMOVAL OF MOBILITY PARK

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Transport and Roding Committee's recommendation to the Board to approve a Mobility Park be removed on the south side of Kilmarnock Street.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a resident at 31 Kilmarnock Street requesting that the Mobility Park in front of their property be removed or they be granted a permit to park in the Mobility Park. (**attachment 1**).
3. Kilmarnock Street is a minor arterial road with a 50 km/h speed limit. It runs between Straven Road and Deans Avenue and has an average daily traffic count of 16,640 vehicles. The Main North Railway line crosses Kilmarnock Street directly to the east of its intersection with Matai Street West.
4. On the south side of Kilmarnock Street in this area, there is an existing No Stopping restriction running west from the railway crossing to the start of the Mobility Park outside 31 Kilmarnock Street. Unrestricted parking extends westwards from the end of the Mobility Park.
5. The Mobility Park was installed to cater for the needs of the CCS Disability Action Centre situated at 27 Kilmarnock Street. Owing to the proximity of the railway crossing, the nearest available location was in front of 31 Kilmarnock Street.
6. A resident from number 31 Kilmarnock Street has requested that some all day on-street parking be provided in front of his property. As the CCS Disability Action Centre (CCS) has now been sold and CCS have moved out of 27 Kilmarnock Street and the new owners, as a condition of their resource consent, are required to provide on site parking for their operation. It is considered appropriate to remove the Mobility Park and return the Mobility Park to unrestricted parking.
7. This proposal will remove the existing Mobility Park outside number 31 Kilmarnock Street which is no longer required and return this to unrestricted on-street parking. The owners and residents of numbers 27, 31 and 33 Kilmarnock Street and the Riccarton/Kilmarnock Residents Association support this proposal.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$200.

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 and traffic controls.

5 Cont'd.

12. The installation of any parking restriction signs and or 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 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 following people were consulted and support this proposal:
- The owner of 27 Kilmarnock Street.
 - The NZ Cripple Children Society Canterbury & West Coast (INC) who own 31 Kilmarnock Street.
 - The residents of 31 Kilmarnock Street.
 - The owner of 33 Kilmarnock Street.
19. The Riccarton/Kilmarnock Residents Association support this proposal.
20. The Officer in Charge, Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Transport and Rooding Committee recommends that the Riccarton/Wigram Board approve that the parking of vehicles reserved for disabled persons displaying the appropriate permit in their vehicle, currently located on the south side of Kilmarnock Street commencing at a point 148 metres in an easterly direction from its intersection with Harakeke Street and extending in a easterly direction for a distance of 14 metres be revoked.



Mobility Park
Proposed to
be Removed



Original Plan Size: A4
 ISSUE.1 18/12/08
 TG100933 MCD

KILMARNOCK STREET
 Proposed Removal of Mobility Parking
For Board Approval



6. HAYTON ROAD – PROPOSED P10 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager, Alan Beuzenberg
Author:	Jon Ashford and Lorraine Wilmshurst Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Transport and Roading Committee's recommendation to the Board to formalise the installation of a P10 Parking Restriction on the indented parking area on the north side of Hayton Road.

EXECUTIVE SUMMARY

2. The Network Operations Team have received a request from the owners of 'The Workers Foodbar' at 30A Hayton Road, that a P10 Parking Restriction be installed for the full length of a newly constructed indented parking bay located opposite their shop on the north side of Hayton Road. (**Attachment 1**).
3. Hayton Road runs between Main South Road and Wigram Road in the Sockburn light industrial area. The western end of Hayton Road, where the food bar is located, is a collector road with a 50 km/hr speed limit. Hayton Road was recently upgraded by the Council Capital Projects Team and, as part of the works, an indented parking bay 41 metres long was constructed opposite the food bar.
4. The indented parking area was originally designed at 30 metres, however, as a result of the kerb and channel renewal project consultation, it was increased to 41 metres to compensate for some of the existing unrestricted on-street parking being lost to no stopping restrictions on the corner outside number 40 Hayton Road.
5. On the south side of Hayton Road, there is an existing 12 metre, P10 parking restriction outside 'The Workers Foodbar' at number 30A and 15 unrestricted parking spaces. With the exception of the indented parking bay on the north side of Hayton Road, the remainder of both sides of the road in this area have broken yellow line parking restrictions. A new small scale business park that has recently been completed to the east of the food bar has ample off-street parking and is not expected to impact on the demand for on-street parking.
6. The owners of 'The Workers Foodbar' are of the understanding that the indented parking area was being provided for them, to formalise an existing sealed area that was used as parking by trucks stopping at the lunch bar. They would like a P10 parking restriction installed for the full length of the indented parking bay.
7. Staff have monitored parking at the site four times during the food bar's peak period (as advised by the food bar owners) of 10.00am to 1.00pm and during their observations noted that only ten percent of food bar customers used the indented parking area. They also noted that demand for kerb side parking does not currently exceed supply.
8. P10 Parking Restriction signs have currently been placed at each end of the indented parking bay, however, this parking restriction has not been approved by the Board and, as such, is not legally enforceable.
9. The proposed installation of P10 restricted parking for the full length of the indented parking area will provide a parking area which can accommodate large trucks stopping at the food bar. As this parking area is on the opposite side of Hayton Road, and staff have reported that the demand for kerb side parking does not currently exceed supply, consultation has not been undertaken with the neighbouring businesses.

6 Cont'd.

FINANCIAL IMPLICATIONS

10. As the parking restriction signs are already in place, there is no cost for this proposal.

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

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

LEGAL CONSIDERATIONS

12. 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.
13. 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.
14. The installation of any parking restriction signs and/ or 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-Safety and Community.

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

17. As above.

ALIGNMENT WITH STRATEGIES

18. The recommendations align with the 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?

19. As above.

CONSULTATION FULFILMENT

20. As this parking area is on the opposite side of Hayton Road from the local businesses, and staff have reported that the demand for kerb side parking does not currently exceed supply, consultation has not been undertaken with the neighbouring businesses.
21. The Wigram Park Community Association were consulted as part of the Capital Works Team's street renewal project and, as no residential properties are considered to be affected by this proposal, no further consultation has taken place.
22. The Officer in Charge, Parking Enforcement agrees with this recommendation.

6 Cont'd.

STAFF RECOMMENDATION

It is recommended that the Transport and Roading Committee recommends that the Board approve that the parking of vehicles be restricted to a maximum period of ten minutes on the north side of Hayton Road commencing at a point 44 metres east from the extension of the eastern kerb of Washbournes Road and extending in an easterly direction for a distance of 41 metres.



© Copyright Christchurch City Council. Aerial Photography Copyright Terralink International Ltd

Original Plan Size: A4
 ISSUE. 1 12.08
 RAH

HAYTON ROAD
 Proposed P10 Parking Restriction
For Board Approval



\\sfradsa\file location - R:\PROJECTS\001 TO 200\001 TO 025\01 CSR CONTRACTED WARD'S HAYTON ROAD - P10\HAYTON ROAD.DWG

7. 110 YALDHURST ROAD – BUS SHELTER

General Manager responsible:	General Manager, City Environment, DDI 941-8608
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 seek the Transport and Roading Committee's recommendation to the Board to install a new bus shelter at the existing bus stop outside 110 Yaldhurst Road. (**Attachment 1**).

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, Mrs T Shand, who has 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.

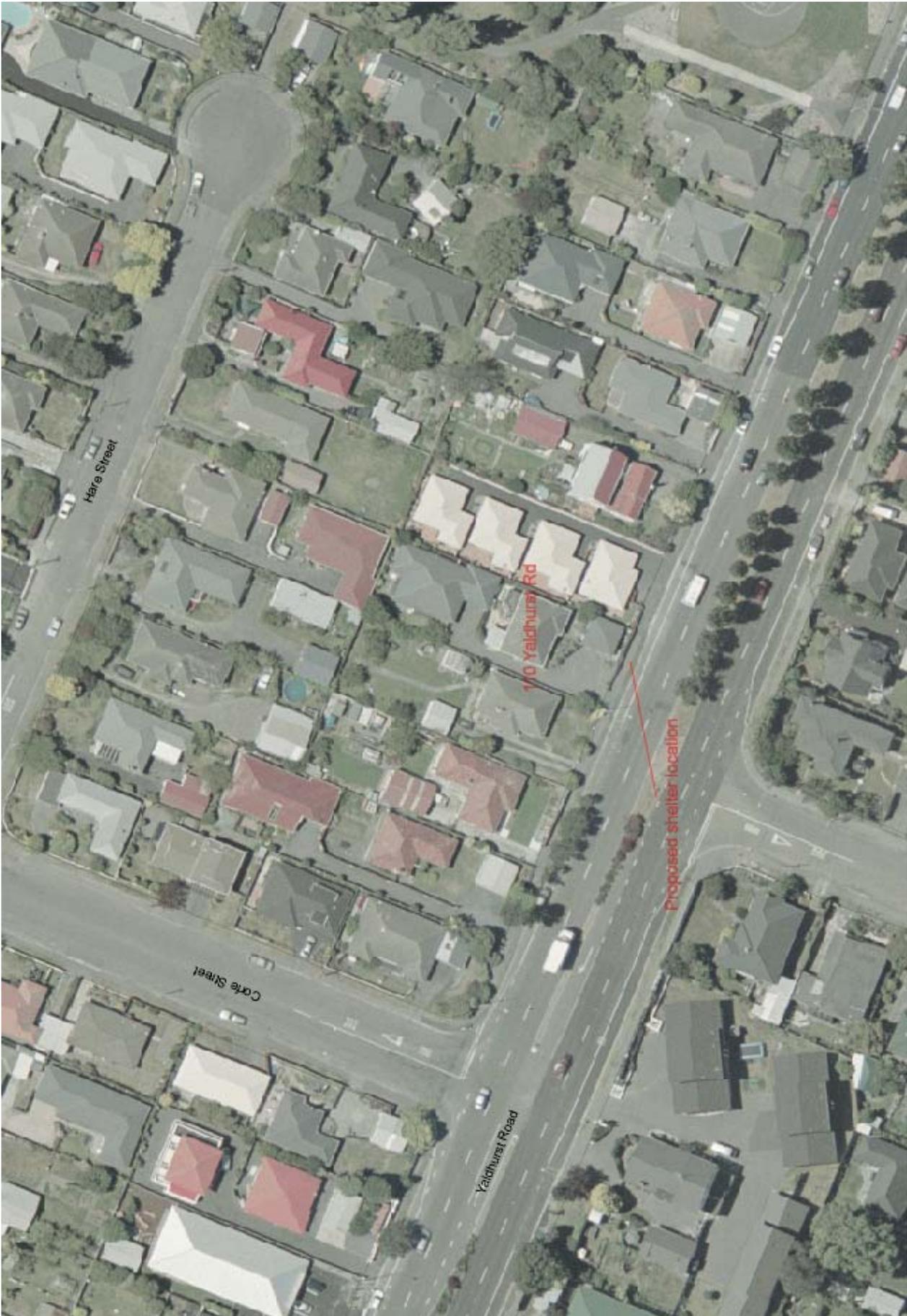
7 Cont'd.

CONSULTATION FULFILMENT

12. The adjacent land is owned and occupied by Mrs T Shand who has agreed in writing to the placement of the shelter.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that Board approve the installation of a bus shelter at the bus stop outside 110 Yaldhurst Road, Riccarton.



13. 2. 2009

- 14 -

- 8. UPDATE ON CURRENT TRANSPORT ISSUES**

- 9. ELECTED MEMBERS' INFORMATION EXCHANGE**