

11. CHOLMONDELEY AVENUE – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval that the stopping of vehicles be prohibited at any time on Cholmondeley Avenue at the Opawa Tennis Club.

EXECUTIVE SUMMARY

2. The Council has received a request from the Treasurer of Opawa Tennis Club that No Stopping restrictions be installed opposite the angle parking in front of the tennis club on Cholmondeley Avenue. (refer to the **attached plan**).
3. Cholmondeley Avenue is a local road that runs north east from Fifield Terrace to Opawa Road. The Opawa Tennis Club, Risingholme Community Centre and St Marks School are located in the street.
4. When a street renewal project was undertaken in Cholmondeley Avenue some ten years ago, the carriageway was reduced to six metres wide with indented parking bays. Indented parallel parking was installed in front of some residential properties and indented angle parking was installed in front of the community facilities in the street.
5. At times of high parking demand, such as an event at the tennis club, vehicles have parked opposite the angle parking at the tennis club. This reduces the carriageway to one lane and makes exiting the angle parking very difficult.
6. Where a street is less than seven metres wide, it is Council practise to remove parking on one side of the street to ensure access for emergency vehicles, maintain access to property and through traffic movement.
7. To enable vehicles to access and exit the angle parking at the tennis club, it is proposed to mark No Stopping restrictions on the south eastern side of Cholmondeley Avenue and a short section on the north western side of the street.
8. A consultation letter and plan explaining the proposed No Stopping restrictions was sent to the Opawa Tennis Club, Risingholme Community Centre, Cholmondeley Avenue property owners and residents in the vicinity of the Tennis Club and the Opawa/St Martins Residents Association. For details refer to paragraphs 19 – 24.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$100.

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

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

LEGAL CONSIDERATIONS

11. 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.

12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

16. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. A consultation letter and plan was sent to the Opawa Tennis Club, the Risingholme Community Centre, and the Cholomondeley Avenue residents and property owners near the tennis club. Thirteen letters were sent out and five replies received, of which four support the proposal.
20. The resident who does not support the proposal is concerned that this will limit parking in the street and encourage parking on grass berms.
21. The Tennis Club supports the proposal but would like the parking outside the tennis club restricted to club members only. They have been informed that this is public parking.
22. Risingholme Community Centre supports the proposal but requested that the broken yellow lines be marked across their driveway. They also raised concerns in regard to parking on grass berms. It is Council practice not to put marked broken yellow lines across vehicle entrances, as manoeuvring vehicles scrub out the paint which increases the maintenance costs.
23. Opawa/St Martins Residents Association has been consulted but no reply has been received.
24. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

Approve the following on Cholmondeley Avenue:

- (a) That the stopping of vehicles be prohibited at any time on the south east side of Cholmondeley Avenue commencing at a point 51 metres north east of its intersection with Fifield Terrace and extending in a north easterly direction for a distance of 41 metres.
- (b) That the stopping of vehicles be prohibited at any time on the north west side of Cholmondeley Avenue commencing at a point 89 metres north east of its intersection with Fifield Terrace and extending in a north easterly direction for a distance of six metres.

CHAIRPERSONS' RECOMMENDATION

For discussion.