

10. CANTERBURY STREET – PROPOSED P60 PARKING RESTRICTIONS

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

1. The purpose of this report is to seek the Board's approval that a P60 Parking Restriction and associated no stopping be installed on both sides of Canterbury Street, north of its intersection with London Street.

EXECUTIVE SUMMARY

2. The Council Traffic Operation Team has received a request from a Canterbury Street business owner, including letters of support from the neighbouring businesses, for time restricted parking to be installed in Canterbury Street north of its intersection with London Street. A site visit, on site discussions and an investigation into time restricted parking in this area, have highlighted a need for P60 parking restrictions outside the commercial properties in this location. Refer to the **Attachment**.
3. Canterbury Street is a collector road that runs north from Norwich Quay uphill towards the hills and in some sections is quite steep. It is one of the main access roads into the residential and commercial areas of Lyttelton township. At present there is no time restricted parking on the section of Canterbury Street from London Street to Winchester Street. It is a steep section of the street and is generally occupied by all day parking.
4. The initial request for time restricted parking was from the owner of "The Stables - Wellness Centre" at 22 Canterbury Street, which is on the eastern side of the street. This business offers physiotherapy, acupuncture and osteopathy services and appointments are usually for one hour. Any parking spaces that are available for their clients are usually on the western side of the street where vehicles park facing up the steep hill. The elderly, disabled or infirm find parking in these spaces very difficult, as the weight of the car door makes getting in and out of their vehicle a challenge.
5. Several other commercial premises near the London Street intersection have also indicated that they would also like to see some time limited parking in this vicinity.
6. The proposed P60 parking restriction over four (4) spaces on the eastern side and two spaces on the western side of Canterbury Street will provide convenient, accessible parking for clients and customers to the businesses in the vicinity of the intersection. This is consistent with the other time restricted parking in the Lyttelton commercial area.
7. This proposal also involves the installation of associated no stopping restrictions on both sides of Canterbury Street. Formalising the no stopping and any parking restrictions on London Street will be covered in a separate report to the Community Board.
8. A consultation letter and plan explaining the proposed changes was sent to the businesses and property owners, the Lyttelton Harbour Business Association and Lyttelton Community Association. For details of consultation refer to paragraphs 19 to 23.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$750.

Do the Recommendations of this Report Align with 2009-19 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 the 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 2009-19 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. The initial request from "The Stables" including letters of support from three neighbouring businesses who will be affected by the changes.
20. A consultation letter and plan explaining the proposed changes was sent to the affected businesses and property owners, the Lyttelton Harbour Business Association and Lyttelton Community Association.
21. One of the supporting business owners replied to the consultation letter supporting the parking restrictions but requesting a P10 parking restriction next to the pedestrian crossing. This request was declined due to the visibility requirements for pedestrian crossings.
22. The Lyttelton Harbour Business Association and the Lyttelton Community Association support the proposed parking restrictions.
23. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Lyttelton/Mt Herbert Community Board:

- (a) **Revoke** the following on Canterbury Street:
 - (i) That any existing parking restrictions on the east side of Canterbury Street commencing at its intersection with London Street and extending in a northerly direction for a distance of 43 metres be revoked.

- (ii) That any existing parking restrictions on the west side of Canterbury Street commencing at the intersection of London Street and extending in a northerly direction for 26 metres be revoked.

(b) **Approve** the following on Canterbury Street:

- (i) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Canterbury Street commencing at a point 12.5 metres north from its intersection with London Street and extending in a northerly direction for a distance of 10 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Canterbury Street commencing at a point 27 metres north from its intersection with London Street and extending in a northerly direction for a distance of 6 metres.
- (iii) That the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Canterbury Street commencing at a point 37.5 metres north from its intersection with London Street and extending in a northerly direction for a distance of 5.5 metres.
- (iv) That the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Canterbury Street commencing at a point 15 metres north from its intersection with London Street and extending in a northerly direction for a distance of 11 metres.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Canterbury Street commencing at its intersection with London Street and extending in a northerly direction for a distance of 12.5 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Canterbury Street commencing at a point 22.5 metres north from its intersection with London Street and extending in a northerly direction for a distance of 4.5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Canterbury Street commencing at a point 33 metres north from its intersection with London Street and extending in a northerly direction for a distance of 4.5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the west side of Canterbury Street commencing at its intersection with London Street and extending in a northerly direction for a distance of 15 metres.