

#### 14. EDMONTON ROAD PROPOSED 30 MINUTE PARKING RESTRICTION

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Steve Dejong, Traffic Engineer

##### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install a P30 Parking Restriction on Edmonton Road (**attached**).

##### EXECUTIVE SUMMARY

2. Edmonton Road is classified as a local road under the Christchurch City Plan and has a primary function of providing property access to the underlying Business 5 (General Industrial) zoned land. This includes access for all vehicle types including heavy vehicles.
3. The Council have received a request from the café operator located at 29 Edmonton Road to install a time limited parking restriction outside their site so as to enable trucks to stop along the road frontage.
4. The existing road environment provides unrestricted parking along both sides of Edmonton Road. This results in high, all day kerbside parking demand during weekday periods and has become particularly noticeable following recent earthquake activity in the city which has resulted in the migration of more intensive business activities to these industrial areas in the west.
5. Installing the proposed P30 parking restriction outside 29 Edmonton Road will ensure moderate turn-over that will be of benefit to the adjoining businesses. It will also be available for other nearby businesses and their clients. Providing a P30 parking restriction for a distance of 32 metres (the entire length between the vehicle crossings of 27 and 29 Edmonton Street) will also enable a truck to safely park.
6. On 9 May 2012, staff discussed the proposal with the occupiers of 29 Edmonton Road. Their original preference was for P10 parking, however following discussion with them it was suggested that P30 would have wider benefits not only for themselves but for other nearby businesses. They agreed. Given that the parking restriction does not extend past any other properties, no other property is considered to be directly affected by the proposal.

##### FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is \$300.00.

##### **Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

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

##### LEGAL CONSIDERATIONS

9. 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.
10. 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.
11. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

##### **Have you considered the legal implications of the issue under consideration?**

10. As above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. 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?**

14. As above.

#### **ALIGNMENT WITH STRATEGIES**

15. The recommendations align with the Council Road Safety Strategy 2004 and Parking Strategy 2003.

#### **Do the recommendations align with the Council's strategies?**

16. As above.

#### **CONSULTATION FULFILMENT**

17. On 9 May 2012 staff discussed the proposal with the occupiers of 29 Edmonton Road. Their original preference was for P10 parking, however following discussion with them it was suggested that P30 would have wider benefits not only for themselves but for other nearby land use activities. They agreed. Given that the parking restriction does not extend past any other properties, no other property is considered to be directly affected by the proposal.

#### **STAFF RECOMMENDATION**

It is recommended that the Board approve the parking of vehicles be restricted to a maximum period of 30 minutes on the south-east side of Edmonton Road commencing at a point 89 metres north-east of its intersection with Yukon Place and extending in a north-east direction for a distance of 32 metres.