

15. KERBSIDE PARKING LIMIT LINES

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 provide the Council with the information requested on “Kerbside Parking Limit Lines”.

EXECUTIVE SUMMARY

2. The Council at it's meeting on 13 May 2010, when reviewing the Burwood/Pegasus Community Board Report of 12 April 2010, requested:
 - (a) “that the policy on Parking Kerbside Policy Limit be reviewed to consider giving Community Boards delegation to approve parking kerbside policy limit lines, and that the review is to be presented to the Council in one month.”
3. The Council approved its policy on Kerbside Parking Limit Lines on 23 October 1996 (see paragraph 16).
4. This policy with no delegations has worked well for handling requests from the public.
5. The reason why the policy was formed is set out in the background of this report.

FINANCIAL IMPLICATIONS

6. There are no financial implications with the preparation of this report, or with the staff recommendations. However if the decision was to change the existing policy, then there may be an impact on ‘new road markings’ and ‘maintenance of road markings’.

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

7. As above.

LEGAL CONSIDERATIONS

8. Markings are legally required to define angle parking. For parallel parking, ‘parking limit lines’ have no legal standing as motorists must park parallel to the kerb face. Therefore, ‘parking limit lines’ are installed only to assist motorists when parking.

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

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to 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?

11. As above.

ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Council Strategies including the Safer Christchurch Strategy and the Parking Strategy.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. No consultation has been carried out as this report is for information only.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Receive the information requested.
- (b) Confirm that the current Council policy on 'Kerbside Parking Limit Lines' remains, and that no delegations for exemptions be made.
- (c) Change the words in point (v) from 'City Streets Manager' to 'The Manager at the time who has responsibility as the roading asset owner'.
- (d) Change the words in '(c)' from 'City Services Committee' to 'Council'.

BACKGROUND (THE ISSUES)

15. Current Council Policy –

Kerbside Parking Limit Lines

- (a) *The following guidelines be adopted as Council policy.*
 - (i) *Parallel and angle kerbside parking spaces to be individually marked in areas controlled by parking meters or parking coupons.*
 - (ii) *All angle parking spaces to be individually marked on roads in the city. This is a legal requirement as motorists must park their vehicles parallel to the kerb face unless signs or markings indicate that angle parking is permissible.*
 - (iii) *Individual parking spaces may be marked on arterial or other roads within shopping centres where parking (P30, P60 etc) restrictions apply. If there are benefits to traffic management, (including the marking of cycleways) along arterial roads, parking limit lines may be extended to areas outside the restricted parking zone.*
 - (iv) *As a matter of practise driveways are not to be individually marked with parking lines either side. However, in certain areas of the city where parking limit lines have been painted in the past to define driveways, consideration should be given to allow them to wear out and not be repainted.*
 - (v) *Owners of property who have caused white lines to be painted on the roadway outside their business premise or residence are approached with a view to having the lines removed. All road markings on roads under the Council's control must be duly authorised by delegated authority from the City Streets Manager.*
- (b) *Community Boards be advised that the policy must be adhered to.*
- (c) *Community Boards may make a recommendation to the City Services Committee for the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside the Council policy.*

16. This policy was formulated to provide clear guidance to staff when processing requests from the public and has worked well.

17. In effect, the 'parking limit lines' are installed for three reasons:

- (a) To indicate to motorists that they must park at an angle to the kerb or edge of roadway;
- (b) To mark an area for parking for which a payment has been made; and
- (c) To minimise the disruption to through traffic on arterial roads where there is a high turnover of parking; ie there is a parking restriction of 60 minutes or less.

18. 'Parking limit lines' are not installed to reinforce traffic rules; ie to define driveways. The traffic rules are sufficient for enforcement purposes.

OPTIONS

Option 1 Status Quo

19. Since October 1996 when the current policy was approved by the Council it is estimated that on average there has been a request for an exemption from the policy every three years.

20. The indiscriminate use of 'parking limit lines' will result in a reduction in the parking available. When a space is marked, it has to be large enough to allow for 90 per cent of vehicles. Many cars require less space than this, and therefore more vehicles will fit in an area which is unmarked.
21. The policy was formulated to ensure consistency in the installation of 'Kerbside Parking Limit Lines' across the city.
22. The Community Board has a say in the exemptions as a 'Part A' Board Report is already required for this process.
23. Maintaining the status quo is the staff preferred option.

Option 2 Delegate the Installation of all 'Kerbside Parking Limit Lines' to Community Boards

24. If the delegation was given to Community Boards for the installation of **all** 'Kerbside Parking Limit Lines' then there would be a requirement for a Board Report each time 'Kerbside Parking Limit Lines' were installed. This would create unnecessary workloads as 'Kerbside Parking Limit Lines' do not require formal approval as they have no legal standing except in the case of angle parking.
25. This option is not supported by staff.

Option 3 Delegate any exemptions from Council policy to Community Boards

26. If the delegation for **exemptions** to the current Council policy was given to Community Boards, then there is a risk that a Community Board that does not agree with the policy will issue exemptions freely and other Community Boards may not issue any. This has the potential to create an inconsistency across the city and create unbudgeted costs.
27. The initial installation of 'parking limit lines' are relatively inexpensive, approximately \$10 per limit line. However the 'life cycle cost' (maintenance from then on) can be more significant. The cumulative effect of marking increasing numbers of 'parking limit lines' is substantial.
28. This option is not supported by staff.