

5. EATON PLACE – PROPOSED PARKING RESTRICTION

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 Council's approval to revoke the existing parking restrictions in Eaton Place and to install new ones (**Attachment 1**).

EXECUTIVE SUMMARY

2. The Council has received a request from Jeff Gray BMW, a Vehicle and Motorcycle Dealership on the corner of Manchester Street and Eaton Place, to provide an area of Motorcycle Parking in Eaton Place outside their premises.
3. Eaton Place is a no exit street extending approximately 114 metres in an easterly direction off Manchester Street. The dealership has recently established themselves at this location. Other businesses in Eaton Place include a restaurant, clothing manufacturer, graphics company, and industrial paints and lubricants wholesaler. The Countdown Supermarket on the corner of Moorhouse Avenue and Madras Street has its delivery entrance off Eaton Place.
4. On the north side of Eaton Place there are:
 - (a) 22 metres, (3-4 spaces) unrestricted parking.
 - (b) 60 metres, (10 - 11 spaces) P15 restricted parking.
 - (c) 32 metres of no stopping restrictions and vehicle entrances.
5. On the south side of Eaton Place there are:
 - (a) 9.6 metres (approximately 2 spaces) unrestricted parking.
 - (b) 35 metre long P5 Goods Vehicle Only Loading Zone applying At Any Time.
 - (c) 70 metres of no stopping restrictions and vehicle entrances.
6. Instead of just installing a motorcycle parking area as requested, it was decided that it would be an opportune time to consult with all businesses in the street to see if the existing parking layout met their requirements. Subsequently the businesses were visited and asked what concerns they had with the present parking layout and what changes to it they would like to have made. From this research it was established that:
 - (a) The 10 x P15 parking spaces on the north side of Eaton Place rarely had more than 2 or 3 vehicles in them during the day and would be better having a different time restriction.
 - (b) Goods Service Vehicles making deliveries to the Countdown Supermarket were being parked and unloaded from the P15 parking area at the eastern end of Eaton Place. An official Goods Vehicle Only Loading Zone was needed in that location for that purpose.
 - (c) The 35 metre long P5 Loading Zone on the south side of the street was far too long. It should be made shorter thereby freeing up parking space for other vehicles or types of parking.
7. Consequently a map, letter, and submission form outlining possible changes to the parking layout and requesting support, objections or comments was distributed to all businesses. A

number of submissions were received in response to this second layer of consultation and were incorporated into a proposed final design for parking in Eaton Place. This proposed final design was again distributed to the businesses for ratification and is presented here as the proposed changes to the parking layout in Eaton Place.

8. On the north side of Eaton Place the proposed changes are:
 - (a) 30 metres of the existing 60 metres of P15 parking spaces be changed to P60 parking.
 - (b) 6 metres of the remaining 30 metres of P15 parking spaces be changed to Motorcycle Parking.
 - (c) 6 metres of the remaining 24 metres of P15 parking spaces be changed and added to the current 22 metres of unrestricted parking. (Increases the unrestricted parking spaces to 28 metres).
 - (d) The remaining 18 metres of P15 parking spaces be changed to P30 Loading Zone for Goods Vehicles Only. (At the eastern end of the street to service the Countdown Supermarket).
9. On the south side of Eaton Place the proposed changes are:
 - (a) The existing 35 metre P5 Goods Vehicle Only Loading Zone be shortened to 24 metres and moved east to clear an existing vehicle entrance over which it presently is illegally installed.
 - (b) This will create 23 metres of parking space from close to the intersection with Manchester Street extending east to 1 metre from the western edge of the above mentioned vehicle entrance. This to be changed to P120 parking for approximately four vehicles.
 - (c) The existing 55 metres of stopping restriction commencing outside 12 Eaton Place be shortened to 45 metres to accommodate the moving east of the P5 Goods Vehicle Only Loading Zone.
10. As discussed above, the initial request to install a small area of motorcycle parking in Eaton Place was requested by one business in Eaton Place, but it was decided to review all parking in the street. All businesses in the street were contacted to provide input, comment and approval of the final design. There was 100 per cent support received for the proposed changes outlined in this report.

FINANCIAL IMPLICATIONS

11. The estimated cost of this proposal is approximately \$1,200.

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

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

LEGAL CONSIDERATIONS

13. 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.
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.

Do the recommendations align with the Council's Strategies?

19. As above.

CONSULTATION FULFILMENT

20. All businesses in Eaton Place were initially visited and verbally consulted as to what changes they would like to the parking layout in Eaton Place. Following on from that initial verbal consultation:
- (a) Nine copies of a possible parking layout was distributed to all business premises asking for support, objections or suggestions.
 - (b) Three responses were received with two in support and one objecting.
 - (c) The one objector requested that the P5 Loading Zone be not moved from outside his premises. This request has been accommodated.
21. A draft final plan incorporating the above suggested change was then distributed to all businesses informing them that the layout would be presented to the Community Board and Council for approval if there were no further objections or suggested changes received. None were received.
22. This is an industrial or business area and there are no residences in Eaton Place.
23. The Officer in Charge of Parking Enforcement agrees with the proposed changes.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Revoke any existing parking or stopping restrictions applying on both the north and south sides of Eaton Place.

It is recommended that the Council approve:

On the north side of Eaton Place

- (b) That the stopping of vehicles be prohibited at any time on the north side of Eaton Place commencing at its intersection with Manchester Street and extending in an easterly direction for 9 metres.
- (c) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Eaton Place commencing at a point 9 metres east of its intersection with Manchester Street and extending in a easterly direction for a distance of 13 metres.

- (d) That a Motorcycle Park be installed on the north side of Eaton Place commencing at a point 30.5 metres east from its intersection with Manchester Street and extending in a easterly direction for a distance of 6 metres.
- (e) That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Eaton Place commencing at a point 71.5 metres east from its intersection with Manchester Street and extending in a easterly direction for a distance of 24 metres.
- (f) That a time limited Loading Zone-for Goods Vehicles Only (maximum period of 30 minutes) be installed on the north side of Eaton Place commencing at a point 95.5 metres east from its intersection with Manchester St and extending in a easterly direction for a distance of 18 metres. This restriction to apply At Any Time.

On the south side of Eaton Place

- (g) That the stopping of vehicles be prohibited at any time on the south side of Eaton Place commencing at its intersection with Manchester Street and extending in an easterly direction for 14.5 metres.
- (h) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Eaton Place commencing at a point 14.5 metres east from its intersection with Manchester Street and extending in an easterly direction for a distance of 23 metres.
- (l) That a time limited Loading Zone-for Goods Vehicles Only (maximum period of 5 minutes) be installed on the south side of Eaton Place commencing at a point 44 metres east from its intersection with Manchester St and extending in a easterly direction for a distance of 24 metres.
- (j) That the stopping of vehicles be prohibited at any time on the south side of Eaton Place commencing 70 metres east of its intersection with Manchester Street and extending in a easterly direction for a distance of 45 metres.