

9. FENHALL STREET AREA PARKING PLAN

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Ryan Rolston – Traffic Consultant and Steve Dejong - Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Fendalton/Waimairi Community Board's approval that Parking Restrictions be installed on Fenhall Street, Pinehurst Crescent, Penwood Street, Geraldo Place, Bentley Street, and Oakwood Place in accordance with the Fenhall Street Area Parking Plan (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. The Airport Business Park is a recently developed business park zoned B4 with access from Russley Road and restricted access to Fenhall Street. The business park conforms with its resource consent with regard to the provision of parking, but, as a result of the February 2011 earthquake and the relocation of businesses from the central city, has attracted office type tenants which generate commuter parking that is not fully contained within the site. This has created commuter parking demand that exceeds supply on the surrounding residential streets.
3. The Board, at the meeting on 27 February 2012, resolved that Council staff prepare a report on the parking issues being encountered by residents and for time limited parking in the area, yellow no stopping lines at the end of Fenhall Street (on both sides at the entrance to the business park) and road calming measures to be investigated.
4. During the investigation into the parking issues within the vicinity of Fenhall Street, staff confirmed that there are problems with demand for kerb side parking which exceeds supply on Fenhall Street and Pinehurst Crescent.
5. Staff also identified a number of safety concerns resulting from high parking demand on these narrow residential streets. These include limited visibility at intersections and streets being limited to one-way flow with insufficient space to enable opposing traffic to pass. On several occasions staff witnessed that motorists have to reverse along Fenhall Street to allow an opposing vehicle to pass. Other issues include difficulty with rubbish collection, and high pedestrian numbers on Pinehurst Crescent in the vicinity of Pinehurst Reserve, which is used as a thoroughfare by pupils of Russley Primary School. Staff confirmed that a parking plan is necessary to alleviate the problems identified above.
6. The proposed Fenhall Street Area Parking Plan was developed and involves staggered P120 parking restrictions, No Stopping restrictions at intersections and at the Business Park entrance on Fenhall Street, and improvements to existing bus stops on Bentley Street.
7. No Stopping restrictions are recommended around corners at intersections to provide increased sight lines and improve safety. They also provide areas to maintain two-way flow.
8. P120 parking (maximum two hour parking) restrictions are proposed for at least one side of all streets within the Plan area. The P120 restriction will generally alternate from side to side on each street. By leaving portions of each street unrestricted, the all day commuter parking will be dispersed throughout the identified Plan area, rather than being transferred completely onto other nearby residential streets. Some commuters may take this opportunity to switch to public transport as an alternate to using their private motor vehicles to travel to work. The impact on commuters that continue to drive will be the extra walking distance between their vehicle and office, but this will remain well within a comfortable walking distance and a short distance by comparison to other office developments within the city.

9. The Plan provides for similar amounts of day time kerb side parking for residents living within the area, which are currently without any kerbside parking near their homes every weekday due to the commuter parking. The proposed parking restrictions will operate from 8am to 6pm on Monday to Friday. This effectively allows residents the opportunity to use the restricted parking spaces during the weekends and from 4pm to 10am the next morning on weekdays without restriction. The staggered parking restrictions allow for convenient parking for residents, visitors or tradespersons returning to, or visiting an address within the area. These people will be able to park across the road from the property they intend to visit and in half of every street they will be able to park directly outside the property, except for areas of no stopping.
10. Some outlying streets within the area covered by the Plan, such as Penwood Street and Geraldo Place, are not currently affected by all day commuter parking. However these streets will be affected by the potential migration of the all day commuter parking from streets closer to the Business Park when P120 restrictions are installed in these streets.
11. This parking demand issue is a result of the migration of central city businesses to this business park. The intensity of parking may only endure until such time as the central city is redeveloped. As a result this parking plan is seen as a short term operational reaction to that migration and may be altered as future demand for commuter parking changes.
12. Whilst traffic calming measures have been considered, it was determined that adequate traffic calming is generated by the narrowness of the streets.
13. Consultation was undertaken with all residents within the identified distribution area, which included those properties within the extent of the proposed parking restrictions as well as Russley Primary School and the Russley Plunket Centre.
14. One hundred and seventy three consultation documents (refer **Attachment 2**) were hand delivered to the properties outlined above, with the documents also posted to absentee owners. There is a clear majority of property owners / residents in support of the Plan, with 73 percent support overall. The level of support for parking restrictions on individual streets varied, although there is majority support for parking restrictions on each street within the area. The lowest level of support was on Fenhall Street (60 percent support) and the highest was on Pinehurst Crescent and Penwood Street (100 percent support). Further details are shown on **Attachment 3**.

FINANCIAL IMPLICATIONS

15. The estimated cost of this proposal is approximately \$8,400.

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

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

LEGAL CONSIDERATIONS

17. 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.
18. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
19. 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?

20. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. 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?

22. As above.

ALIGNMENT WITH STRATEGIES

23. The recommendations align with Council Strategies including the Parking Strategy 2003 and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

24. As above.

CONSULTATION FULFILMENT

25. Consultation was undertaken with all residents within the distribution area, which included those properties within the extent of the proposed parking restrictions as well as Russley Primary School and the Russley Plunket Centre. 173 consultation documents were hand delivered to the properties outlined above, with the documents also posted to absentee owners. The consultation documents advised of a drop-in session that was held at the Fendalton Library on Thursday 2 August and attended by approximately 12 residents and two Community Board members.
26. A total of 65 submissions were received from property owners or residents, equal to a response from 40 percent. There was a clear majority of 73 percent of property owners / residents in support the Plan. The level of support for parking restrictions on individual streets varied, although there is majority support for parking restrictions on each street within the area. The lowest level of support was on Fenhall Street (60 percent support) and the highest was on Pinehurst Crescent and Penwood Street (100 percent support).
27. Some minor modifications were made to the Plan following the suggestions made in submissions, relating to extensions of No Stopping restrictions and P120 restrictions. Those residents affected by these amendments were sent a letter advising of changes to the Plan and Plunket was also contacted by telephone. Of the affected residents, three responded and were all in favour of the proposed changes. Plunket also indicated support for the proposed P120 along the Pinehurst Reserve frontage.
28. Although the consultation documents were not distributed initially to the Airport Business Park, a total of eight submissions were received from individuals, via Have Your Say website, that commute to the Business Park. These submissions were generally opposed to the parking restrictions. A further submission was received from Environment Canterbury, in support of parking restrictions and seeking a review of bus stop positions on Bentley Street, which was undertaken resulting in a proposed upgrade of the existing bus stops to current standards.

STAFF RECOMMENDATION

It is recommended that the Board approve the Fenhall Street Area Parking Plan as outlined below in the following 49 resolutions.

Bentley Street

- (a) Revoke the following on Bentley Street:
 - (i) That all existing parking restrictions on the southern side of Bentley Street commencing at its intersection with Russley Road and extending in an easterly direction to its intersection with Fovant Street be revoked.

- (ii) That all existing parking restrictions on the northern side of Bentley Street commencing at its intersection with Russley Road and extending in an easterly direction to its intersection with Oakhurst Place be revoked.
- (b) Approve the following on Bentley Street:
- (i) That the stopping of vehicles be prohibited at any time on the southern side of Bentley Street commencing at its intersection with Russley Road and extending in an easterly direction for a distance of 25 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the southern side of Bentley Street commencing at a point 25 metres east of its intersection with Russley Road and extending in an easterly direction for a distance of 85 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the southern side of Bentley Street commencing 110 metres east of Russley Road and extending in an easterly direction for a distance of four metres.
 - (iv) That a “bus stop” be installed on the southern side of Bentley Street commencing 114 metres east of Russley Road and extending in an easterly direction for a distance of 14 metres.
 - (v) That the stopping of vehicles be prohibited at any time on the southern side of Bentley Street commencing at its intersection with Fovant Street and extending in a westerly direction for a distance of 12 metres.
 - (vi) That the parking of vehicles be restricted to a maximum period of 120 minutes on the southern side of Bentley Street commencing at a point 12 metres west of its intersection with Fovant Street and extending in a westerly direction for a distance of 62 metres.
 - (vii) That the stopping of vehicles be prohibited at any time on the northern side of Bentley Street commencing at its intersection with Russley Road and extending in an easterly direction for a distance of 23 metres.
 - (viii) That the stopping of vehicles be prohibited at any time on the northern side of Bentley Street commencing at its intersection with Fenhall Street and extending in a westerly direction for a distance of 12 metres.
 - (ix) That the stopping of vehicles be prohibited at any time on the northern side of Bentley Street commencing at its intersection with Fenhall Street and extending in an easterly direction for a distance of 11 metres.
 - (x) That the parking of vehicles be restricted to a maximum period of 120 minutes on the northern side of Bentley Street commencing at a point 11 metres east of its intersection with Fenhall Street and extending in an easterly direction for a distance of 48 metres.
 - (xi) That the stopping of vehicles be prohibited at any time on the northern side of Bentley Street commencing 59 metres east of Fenhall Street and extending in an easterly direction for a distance of 14 metres.
 - (xii) That a “bus stop” be installed on northern side of Bentley Street commencing at a point 73 metres east of Fenhall Street and extending in an easterly direction for a distance of 14 metres.
 - (xiii) That the stopping of vehicles be prohibited at any time on the northern side of Bentley Street commencing at a point 87 metres east of Russley Road and extending in an easterly direction for a distance of four metres.
 - (xiv) That the stopping of vehicles be prohibited at any time on the northern side of Bentley Street commencing at its intersection with Oakhurst Place and extending in a westerly direction for a distance of 12 metres.

- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Bentley Street commencing at its intersection with Oakhurst Place and extending in an easterly direction for a distance of 11 metres.

Fenhall Street

(c) Approve the following on Fenhall Street:

- (i) That the stopping of vehicles be prohibited at any time on the western side of Fenhall Street commencing at its intersection with Bentley Street and extending in a northerly direction for a distance of 25 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the western side of Fenhall Street commencing at a point 106 metres north of its intersection with Bentley Street and extending in a northerly direction for a distance of 100 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the western side of Fenhall Street commencing at a point 276 metres north of Bentley Street and extending in a northerly direction for a distance of 30 metres to the end of the street.
- (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Fenhall Street commencing at its intersection with Bentley Street and extending in a northerly direction for a distance of 18 metres.
- (v) That the parking of vehicles be restricted to a maximum period of 120 minutes on the eastern side of Bentley Street commencing at a point 18 metres north of its intersection with Bentley Street and extending in a northerly direction for a distance of 83 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the eastern side of Fenhall Street commencing at its intersection with Pinehurst Crescent extending in a southerly direction for a distance of 15 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Fenhall Street commencing at its intersection with Pinehurst Crescent extending in a northerly direction for a distance of 13 metres.
- (viii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the eastern side of Bentley Street commencing at a point 13 metres north of its intersection with Pinehurst Crescent and extending in a northerly direction for a distance of 66 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the eastern side of Fenhall Street commencing at a point 79 metres north of Bentley Street and extending in a northerly direction for a distance of 32 metres to the end of the street.

Pinehurst Crescent

(d) Approve the following on Pinehurst Crescent:

- (i) That the stopping of vehicles be prohibited at any time on the southern side of Pinehurst Crescent commencing at its intersection with Fenhall Street and extending in an easterly direction for a distance of 12 metres.
- (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the southern side of Pinehurst Crescent commencing at a point 137 metres east of its intersection with Fenhall Street and extending initially in an easterly direction and then to the south around the bend for a total distance of 161 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the northern side of Pinehurst Crescent commencing at its intersection Fenhall Street and extending in an easterly direction for a distance of 14 metres.

- (iv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the northern side of Pinehurst Crescent commencing at a point 14 metres east of its intersection with Fenhall Street and extending in an easterly direction for a distance of 122 metres.
- (v) That the stopping of vehicles be prohibited at any time on the northeast side of Pinehurst Crescent commencing at its intersection with Penwood Street and extending in a northwesterly direction for a distance of 15 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the northeast side of Pinehurst Crescent commencing at its intersection with Penwood Street and extending in a southeasterly direction for a distance of 11 metres.
- (vii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the northeast side of Pinehurst Crescent commencing at a point 11 metres southeast of its intersection with Penwood Street and extending in a southerly direction for a distance of 49 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the eastern side of Pinehurst Crescent commencing at its intersection with Geraldo Place and extending in a northerly direction for a distance of 18 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Pinehurst Crescent commencing at its intersection with Geraldo Place and extending in a southerly direction for a distance of 24 metres.
- (x) That the parking of vehicles be restricted to a maximum period of 120 minutes on the eastern side of Pinehurst Crescent commencing at a point 24 metres south of its intersection with Geraldo Place and extending in a southerly direction for a distance of 53 metres.

Oakhurst Place

- (e) Approve the following on Oakhurst Place:
 - (i) That the stopping of vehicles be prohibited at any time on the western side of Oakhurst Place commencing at its intersection with Bentley Street and extending in a northerly direction for a distance of 11 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the western side of Oakhurst Place commencing at a point 11 metres north of its intersection with Bentley Street and extending in a northerly direction for a distance of 77 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the western side of Oakhurst Place commencing at a point 88 metres north of Bentley Street and extending initially in a northerly direction around the cul de sac head following the kerbline in a clockwise direction for a distance of 52 metres.
 - (iv) That the stopping of vehicles be prohibited at any time on the eastern side of Oakhurst Place commencing at its intersection with Bentley Street and extending in a northerly direction for a distance of 12 metres.

Penwood Street

- (f) Approve the following on Penwood Street:
 - (i) That the stopping of vehicles be prohibited at any time on the northwest side of Penwood Street commencing at its intersection with Pinehurst Crescent and extending in a northeasterly direction for a distance of 14 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the western side of Penwood Street commencing 14 metres northeast of Pinehurst Crescent and extending initially in a northeasterly direction and then to the north for a total distance of 99 metres.

- (iii) That the stopping of vehicles be prohibited at any time on the southeast side of Penwood Street commencing at its intersection with Pinehurst Crescent and extending in a northeasterly direction for a distance of 11 metres.

Geraldo Place

- (g) Approve the following on Geraldo Place:
 - (i) That the stopping of vehicles be prohibited at any time on the southern side of Geraldo Place commencing at its intersection with Pinehurst Crescent and extending in an easterly direction for a distance of 10 metres.
 - (ii) That the stopping of vehicles be prohibited at any time on the northern side of Oakhurst Place commencing at its intersection with Pinehurst Crescent and extending in an easterly direction for a distance of 13 metres.
 - (iii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the northern side of Oakhurst Place commencing at a point 13 metres east of its intersection with Pinehurst Crescent and extending initially in an easterly direction, then northward, and then around the cul de sac head following the kerbline in a clockwise direction for a total distance of 189 metres.

Fovant Street

- (h) Approve the following on Penwood Street:
 - (i) That the stopping of vehicles be prohibited at any time on the western side of Fovant Street commencing at its intersection with Bentley Street and extending in a southerly direction for a distance of 11 metres.