

RESULTS OF CONSULTATION CONCERNING ON-STREET CAR PARKING

On Street Parking in Otara Street (South) between Memorial Avenue and Hamilton Avenue.

A total of 75 questionnaires were distributed in mid September 2006 to all residents in Otara Street (north and south of Memorial Avenue), Hamilton Avenue residents 50 metres east and west of the Hamilton Avenue/Otara Street intersection and Memorial Avenue residents 50 metres west of the Memorial Avenue/Otara Street intersection. The questionnaire was also distributed to businesses operating within the confines of the Fendalton Mall complex. Of the 75 questionnaires distributed 21 (28%) were completed and returned in the form they were delivered. A collective response with 18 signatures was received from Mr. Piers Seed, a resident of 17 Otara Street on behalf of the residents he is representing with each name acting as a separate submission giving a total of 38 (51%).

The questionnaire, acting on instructions from the Christchurch City Council offered three options to manage on street parking, those being:

1. A 120 minute parking restriction on the east side of Otara Street.
2. A 120 minute parking restriction on the west side of Otara Street.
3. Retain the status quo leaving unrestricted parking on both sides of Otara Street.

Currently there are 14 private residences in Otara Street (south) and Mr. Seed's collective agreement although numbering 18 respondents includes two, and in one case three people from the same residential address signing his petition. Therefore of the 13 signed names from Otara Street (south) this covers 10 private residences (5, 7a, 8, 9a, 11, 14, 15, 15a, 17, 19), the four names from Hamilton Avenue cover 2 (corner) residences (54 and 58) and one signature was gained from the (corner) residence of 27 Memorial Avenue. Despite Mr. Seed's (verbal) inference that he has the support of all residents on Otara Street (south), in actuality 71% of individual properties have signed his collective agreement.

It should be noted that the questionnaire gave 3 options with a section for further comments but the collective response from Mr. Seed acted only to reinforce his earlier statement that the residents he represents consider that a P120 parking restriction should be put in place for both sides of Otara Street (south) 8am-5pm Monday-Friday. Therefore, with this response selecting none of the 3 options available, the data has not been considered for analysis in Tables 1-4 which deal specifically with the responses relating to options 1-3 offered in the questionnaire.

Table 1: Total responses to the questionnaire.

Option	Total	Percentage
Option 1 East side	5	23.8
Option 2 West side	6	28.6
Option 3 No change	7	33.3
No option selected	3	14.3
Total responses	21	100

The options that were offered have the ability to impact on one side of Otara Street (south) in isolation, both sides or neither side therefore there is that possibility that residents may respond promoting their own self interest. Tables 2, 3 and 4 show the origin of each response.

Table 2: Origin of responses for Option 1: A 120 minute parking restriction on the east side of Otara Street

Option	Origin of Questionnaire
Hamilton Avenue	2
Memorial Avenue	1
Otara Street (south of Memorial Avenue)	0
Otara Street (north of Memorial Avenue)	2
Businesses in Fendalton Mall	0
Origin unknown	0

Table 3: Origin of responses for Option 2: A 120 minute parking restriction on the west side of Otara Street.

Option	Origin of Questionnaire
Hamilton Avenue	1
Memorial Avenue	0
Otara Street (south of Memorial Avenue)	2
Otara Street (north of Memorial Avenue)	3
Businesses in Fendalton Mall	0
Origin unknown	0

Table 4: Origin of responses for Option 3: Retain the status quo leaving unrestricted parking on both sides of Otara Street.

Option	Origin of Questionnaire
Hamilton Avenue	1
Memorial Avenue	2
Otara Street (south of Memorial Avenue)	0
Otara Street (north of Memorial Avenue)	2
Businesses in Fendalton Mall	1
Origin unknown	1

The data in Table 1 shows there is no clear trend as to which is the preferred option selected by the residents. The difference between the most and least preferred option (excluding 'no option selected') was a total of 2 responses. The most preferred response was to maintain the status quo leaving unrestricted parking on both sides of Otara Street (south) but this contrasts with the collective response submitted by Mr. Seed which has more than twice this figure requesting a P120 restriction be implemented on both sides.

The origin of responses in Tables 2-4 reveals two factors. The first is that residents in the neighbouring area are concerned with the possibility that a parking restriction may result in the migration of vehicles into other streets and potentially in front of their property. This is shown in Table 4 whereby 5 of the 7 respondents were from the neighbouring areas of Hamilton Avenue, Memorial Avenue, Otara Street (north) and none from Otara Street (south). This feeling of possible migration of parked vehicles was reinforced in general comments that were made in the section of the questionnaire that asked "Do you have any other suggestions and/or comments on how you would like to see parking in the area managed?" The second factor revealed in Tables 2-4 is that the majority of residents of Otara Street (south) are in agreement and represented by Mr Seed (or did not respond) because only 2 individual respondents originating from Otara Street (south) stated they would prefer a particular side of the road to have restricted parking. It should be noted that one resident both supported Mr. Seed's collective agreement for restricted parking on both sides of the street and forwarded an individual submission for a parking restriction only on the west side of Otara Street (south).

Discussion

Otara Street is the most favourable location for on street parking for employees of businesses located in the Fendalton Mall because it is the closest available parking and an entranceway is present on Otara Street (south) adjacent to the Fendalton Eye Clinic allowing pedestrian access. Otara Street (north) has a narrow width (6.4 metres) and poses a potential danger to parked vehicles from through traffic. Hamilton Avenue is currently receiving new kerb and channel allowing no parking whilst construction occurs. On street parking on the north side of Memorial Avenue opposite Fendalton Mall is limited by a Clearway 8am-6pm with parking becoming available immediately to the west of Otara Street on both the north and south side of Memorial Avenue. On street parking on Clyde Road south of the Fendalton Road/Memorial Avenue intersection is limited by a mixture of parking restrictions (P5, 8-9 2:45-3:45 Monday – Friday, P120, 8:30-4:00 Monday – Friday).

Other Matters - Road Safety

Mr. Seed forwarded photographs he took on 28 September 2006 in an attempt to reinforce his point of the safety issues involved exiting his driveway, exiting Otara Street north onto Memorial Avenue and the on street issues when two vehicles pass with cars parked on both sides of the street. These issues are shown in Figures 1-5.



Figure 1: Exiting Mr Seed's residence looking north to Memorial Avenue.



Figure 2: Exiting Mr. Seed's residence looking south to Hamilton Avenue.



Figure 3: Exiting Otara Street (south) looking east up Memorial Avenue (in the direction of Fendalton Mall).



Figure 4: Exiting Otara Street (south) looking west up Memorial Avenue.



Figure 5: Vehicles passing on Otara Street (south).

Figures 1 and 2 show the common issue of reduced vision for drivers exiting private residence that occurs in streets with high volumes of on street parking although nothing displayed in the pictures exists to suggest the vehicles present are parked illegally within 1 metre of the driveway. Figures 3 and 4 also question Mr Seed's case that the presence of on street parking in Otara Street (south) and the relocated of the exit to Fendalton mall approximately 40 feet from the Otara Street intersection means, "Otara St is now

a dead end street, unexitable at the Northern end.” In Mr. Seed’s correspondence Figure 5 was accompanied by the comment, “Showing the lack of clearance when two vehicles attempt to pass. Generally vehicles have to turn into people’s driveways to let the other car past.” Again there is no evidence present in this photograph to suggest either vehicle has a necessity to turn into a driveway to allow an approaching vehicle to pass. The width of Otara Street (south) is 8.8 metres. The situation is generally acceptable for cars and vans however heavy commercial vehicles would experience difficulty.

Additional Off-Street Parking Issues

Further to the issues of road safety Mr. Seed is promoting and attempting to visually display through Figures 1-5, is that fact that he considers Mr. Jim Turner the owner of Fendalton Mall has not complied with the resource consent application. Mr. Seed states that:

“...the root cause of this problem is the Council’s breaching of promises made to residents. The resource consent application for the Fendalton Mall extension as notified to residents specified the Mall would provide “35 additional staff car parks”. This did not happen - there are in fact only 15 staff car parks.”

Mr Seed makes reference to a property he considers was supposed to be purchased in Hamilton Avenue. Mr. Seed further states that Fendalton Mall employees have been specifically instructed by mall management to park in Otara Street (south) although this is subjective and denied by Mr. Turner.

Correspondence was received from Mr Turner on 10 October 2006 offering the views of Fendalton Mall Ltd. In this document reference is made to the situation of the purchase of property however it is noted it is not in Hamilton Avenue but rather 17 Memorial Avenue which is owned by Fendalton Mall Ltd. It also states:

“It is noted by way of background that when Fendalton Mall Ltd. obtained the resource consent for renovation of Fendalton New World Supermarket several years ago the original proposal included development of part of the residential property at 17 memorial Avenue to provide for staff car parking. There was opposition to this despite the proposal including generous landscaping provision and the hearing panel at the time formed the view that the proposed additional car parking was unnecessary.”

The correspondence finished by saying that the property at 17 Memorial Avenue is still in the possession of Fendalton Mall Ltd. and Mr. Turner is open to discussions regarding the possibility of it being utilised in some other way. With this particular issue seeming to be the base of Mr. Seed’s argument with Mr. Turner it may be an ideal point to begin amicable consultation between the two parties.

Conclusion

Based solely on the questionnaires returned there is no clear view from respondents as to how on street parking should be managed. However, if account is taken of the petition received from Mr. Piers Seed and other signatories then there is a majority view that the parking should be restricted to 2 hours Monday – Friday 8am-5pm for both sides of the street.

There are two other matters currently being investigated by the Council that could impact on any decision concerning the management of on street parking i.e. the status of the Resource Consent for the provision of 35 additional off street parking spaces at 17 Memorial Avenue and the possible effects of any road safety issues that may result in the removal of on street parking. As well as these matters, the actual extent of on street parking is likely to be currently influenced by the road construction in Hamilton Avenue.

Recommendation

Residents should also be advised that there was no clear preference for any of the options put forward by the Council for managing on-street car parking in Otara Street. However staff are of the view that this issue needs to be resolved and it is considered that the most suitable outcome for Otara Street, once the Hamilton Avenue construction is complete, is the installation of a 120 minute parking restriction in the following locations: the west side of Otara Street between the Hamilton Avenue intersection and number 9 Otara Street and the east side of Otara Street between the Memorial Avenue intersection and number 10 Otara Street.