

## CHISLEHURST PLACE- REQUEST FOR EXTENSION OF NO STOPPING LINES

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The purpose of this report is to update the Board on requests from some residents for the no stopping lines in Chislehurst Place to be extended, at its intersection with Wairakei Road.

### BACKGROUND

Requests have been received from some residents in Chislehurst Place to extend the existing no stopping lines on one or both sides of the street in the vicinity of its Wairakei Road intersection. Reasons cited include improving traffic safety for those entering and exiting the street, and enabling rubbish and recycling trucks to access the street (it was suggested by residents that the trucks have on occasion required guidance by truck passengers to travel through small gaps between parked vehicles or to not be able to access the street at all).

### DISCUSSION

Chislehurst Place is a cul de sac with a carriageway of 7.7 metres. At its intersection with Wairakei Road there are existing no stopping lines in place; on the eastern side they extend for 8.7m, and on the western side they extend for 10.3m. The existing lines are sufficient to enable general vehicle movements in and out of Chislehurst Place, and provide suitable visibility.

With a width of 7.7 metres and a car parked on one side there is a remaining width of some 5.7 metres. With cars parking opposite each other there is some 3.7 metres remaining for a vehicle to pass. A truck is a maximum of 2.5 metres wide (including mirrors extending beyond this, its width can be a little over 3 metres- but these mirrors are generally high up).

The location has been visited by staff on at least five occasions with no dangerous or undesirable situations being observed with parked vehicles. One of these visits was with a Senior Traffic Engineer. On all visits vehicles have been observed parking in a legal manner, and not opposite each other.

A check of the RFS System (CCC Request For Service database) for reports of rubbish not being collected was undertaken. Since May 2001 there was one report of recycling not being collected (27/3/04). There is no indication that this was due to the truck not being able to access the street.

There are no reported crashes in the last five years related to the residents concerns.

From the Transport and City Streets Unit perspectives of safety and asset management, no stopping lines should only be installed where required from a technical perspective to maximise safety, efficiency and compliance, and to minimise maintenance costs.

### Options:

Option 1: That the existing no stopping lines are not extended.

Option 2: That the existing no stopping lines be extended on the western side of Chislehurst Place for a distance of 15.2 metres. This would remove parking up to the driveway of 51 Wairakei Road (Chislehurst Place frontage).

Option 3: That the existing no stopping lines be extended on the eastern side of Chislehurst Place for a distance of 18.5 metres. This would remove parking up to the driveway of 47 Wairakei Road (Chislehurst Place frontage).

Option 4: That the existing no stopping lines be extended on both the eastern and western sides of Chislehurst Place for distances specified in Options 2 & 3.

It should be noted that for Options 2, 3 & 4, removing more parking at this location is likely to increase vehicle speeds in and out of this intersection. In this regard option 3 would be preferred over option 2 to minimise the effect. Any of these options are also likely to shift any issues with narrowness further along the cul de sac, should cars choose to park opposite each other.

### CONSULTATION

Residents' concerns have been noted and investigated on a number occasions since August 2003. This has included discussions with two residents, and more recently receipt of email submissions.

In addition, the Florist was visited in June 2004 and the matter discussed with staff who overlook the intersection. Florist staff reported that they have never seen a vehicle (including a rubbish truck) not being able to enter Chislehurst Place.

**CONCLUSION**

Given the road environment, information from site visits and current parking demand, the present situation is deemed by staff to be suitable.

**Staff**

**Recommendation:** Option 1: That the existing no stopping lines are not extended.