

4. KATHLEEN CRESCENT – PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Michael Thomson, Senior Traffic Engineer Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for a “no stopping” restriction in Kathleen Crescent at the Denton Park entrance (refer to **attached** plan).

EXECUTIVE SUMMARY

2. A pathway crosses Denton Park on the south side of the cycle track from Chalmers Street to Kathleen Crescent. This pathway is a shared footpath/cycleway.
3. A resident has advised that vehicles are often parked across the entrance to this path at the Kathleen Crescent entrance. The resident has observed difficulties for a person in a mobility scooter, trying to access the path due to parked vehicles. While the path entrance, with associated kerb cut down is obvious, it is not an infringement for motorists to park at this location. A “no stopping” restriction at this entrance will resolve this issue.

FINANCIAL IMPLICATIONS

4. The cost is minimal and can be installed using the existing road marking budget.

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

5. N/A.

LEGAL CONSIDERATIONS

6. Land Transport Rule, Road User Rule 2004, provides for this.

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

7. Yes see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. N/A.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. N/A.

ALIGNMENT WITH STRATEGIES

10. Yes.

Do the recommendations align with the Council’s strategies?

11. Aligns with the Parking Strategy.

CONSULTATION FULFILMENT

12. Adjoining residents are requesting the restriction and are aware of this report.

STAFF RECOMMENDATION

That the Board approves that the stopping of vehicles be prohibited at any time on the eastern side of Kathleen Crescent commencing at a point 198 metres easterly and then southerly (following the kerb line) from its northern intersection with Parker Street and extending in a southerly direction for a distance of 5 metres.