

## 8. NEWBERY STREET – PROPOSED “NO STOPPING” RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Patricia Su & Michael Thomson, Traffic Engineers

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install broken yellow “no stopping” line on Newbery Street (refer to **attached** plan).

### EXECUTIVE SUMMARY

2. The Council has received a request from Opawa School and the Police Education Officer regarding the safety of school children crossing on Newbery Street. These problems are attributed to the lack of a safe pedestrian crossing point from Opawa School to the western side of Newbery Street.
3. Currently, the pedestrian and cycle access into Opawa School on Newbery Street is shared with the vehicle accessway and the pedestrian crossing point on the other side of the road. A driveway is located directly opposite the school. This is not an ideal situation and to improve the safety of the pedestrians and cyclists, the school will be creating another access for pedestrians and cyclists only, separating them from the vehicular traffic. An access onto the footpath from the road will also need to be formed on the west side of Newbery Street, directly opposite the new school’s pedestrian crossing point.
5. As a result of creating safer crossing points to improve the safety of pedestrians and cyclists, it is proposed that broken yellow “no stopping” lines be installed adjacent to the new crossing points to improve the visibility of pedestrians. This is considered the most cost effective and practical solution to the problem. It is believed that prohibiting stopping by signage is not as effective.

### FINANCIAL IMPLICATIONS

6. The total estimated cost for undertaking the works is \$650 (\$50 for broken yellow lines and \$600 for a pedestrian kerb cut down and a bridge block crossing point).

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

7. The works are within the LTCCP operational budgets.

### LEGAL CONSIDERATIONS

8. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

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

9. As noted in paragraph 8.

### Alignment with LTCCP and Activity Management plans

10. Aligns with the Streets and Transport activities by contributing to the Council’s Community outcomes:
  - Safety (by providing a safe transport system).
  - Community (by providing easy access to facilities).

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

11. This contributes to improve the level of service for safety and also providing improved access to the school.

### **ALIGNMENT WITH STRATEGIES**

12. The recommendations align with the Council's Parking Strategy 2003 and the Pedestrian Strategy for Christchurch City (2001).

### **Do the recommendations align with the Councils strategies?**

13. As noted In paragraph 12.

### **CONSULTATION FULFILMENT**

14. Consultation with the directly affected property owners was undertaken and their first preference was to have a no stopping restriction for the required time only. This would then allow parking outside their properties when the no stopping is not required. To achieve this, the parking restriction would have to be controlled by signage. They supported having broken yellow "no stopping" lines marked when they understood that their first preference would be impractical and ineffective.
15. As the request originally came from the Opawa School for improved safety and access for the school children, they fully support the proposal.

### **STAFF RECOMMENDATIONS**

It is recommended that the Board approves:

- (a) The stopping of vehicles that are prohibited at any time on the east side of Newbery Street, commencing at a point 95.5 metres south of the Newbery Street/Ford Road junction and extending in a southerly direction for a distance of 21.0 metres, be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the east side of Newbery Street, commencing at a point 82.5 metres south of the Newbery Street/Ford Road junction and extending in a southerly direction for a distance of 34.0 metres.
- (c) That the stopping of vehicles be prohibited at any time on the west side of Newbery Street, commencing at a point 84.5 metres south of the Newbery Street/Ford Road junction and extending in a southerly direction for a distance of 19.5 metres.

### **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be supported.