

10. BARBADOES, MADRAS AND MELROSE STREETS – PROPOSED STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time on sections of Barbadoes Street and Madras Street, in the vicinity of Melrose Street.

EXECUTIVE SUMMARY

2. The Council has received a request from a representative of the Moa Neighbourhood Committee that the existing stopping restrictions that extend north on Barbadoes Street from its intersection with Melrose Street, and the existing stopping restrictions that extend south on Madras Street from its intersection from Melrose Street be extended (refer **attached**).
3. Melrose Street is a residential local street running east/west between Barbadoes and Madras Street with a low traffic volume. Barbadoes and Madras Streets are two lane, one way streets.
4. *Barbadoes Street:*
 - (a) At the intersection of Melrose Street and Barbadoes Street, existing no stopping lines extend 13 metres in a northerly direction. After the last broken yellow "no stopping" line there is a 4.5 metre space to the vehicle entrance into 405 Barbadoes Street. It is an offence to park within 1 metre of any vehicle entrance so this leaves 3.5 metres for a vehicle to legally park. Very few vehicles can park within such a small space without encroaching over the no stopping lines or within the 1 metre distance required from the vehicle entrance;
 - (b) In addition, if a vehicle does park close up to the last broken yellow line, the view of approaching traffic to a driver exiting from Melrose Street is restricted by the parked vehicle to approximately 26 metres. A vehicle travelling at the 50 kilometres per hour speed limit covers that distance in approximately 1.9 seconds;
 - (c) Extending the existing stopping restrictions north for a further 4 metres to the edge of the vehicle entrance will prevent vehicles from illegally parking in the restricted space, will prevent the offence of a vehicle being parked within 1 metre of a vehicle entrance, and will extend the visibility of approaching vehicles to over 43 metres, thereby increasing the amount of time in which a driver has to make a decision.
5. *Madras Street:*
 - (a) At the intersection of Melrose Street and Barbadoes Street, existing stopping restrictions extend 10.5 metres in a southerly direction along the eastern side of Barbadoes Street. If a vehicle is parked close to the last broken yellow line, the view of approaching traffic to a driver exiting from Melrose Street is restricted by that parked vehicle to approximately 22 metres. A vehicle travelling at the 50 kilometres per hour speed limit covers this distance in approximately 1.6 seconds;
 - (b) Extending the existing stopping restrictions south for a further 4.5 metres will increase the visibility of approaching vehicles in the inner lane to over 43 metres. This will increase the time in which a driver has to make a decision.

6. Seventeen consultation documents were distributed to residents in the area. 75 per cent of the respondents supported the proposal, 25 per cent objected. The Moa Neighbourhood Committee, which is the Residents Association for this area, was the applicant and supports the proposed changes. Full details of the consultation are detailed in paragraph 17.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$60.

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

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

LEGAL CONSIDERATIONS

9. 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.
10. 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 restricts and traffic control devices.
11. 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?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. 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?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. Consultation was carried out with the occupants of 401, 405, and 407 Barbadoes Street, 388 and 390 Madras Streets and 4 Melrose Street. Many of these properties have flats or units on them. 17 documents were distributed, eight or 47 per cent were returned.

Six (75 per cent) supported the proposed changes while two (25 per cent) objected to the proposed changes.

One of those opposed gave no reason for objecting. The other said as there was already limited off street parking in the vicinity they did not want to lose another one or two on street parks. They also said parking in the area was popular with city workers during the week and so they would be forced to park elsewhere.

18. The Moa Neighbourhood Committee was the applicant in this instance, and therefore support the proposed changes.
19. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board:

Revoke the following:

- (a) Revoke the existing stopping restrictions that extend north for 13 metres along the western side of Barbadoes Street from its intersection with Melrose Street.
- (b) Revoke the existing stopping restrictions that extend south for 10.5 metres along the eastern side of Madras Street from its intersection with Melrose Street.

Approve the following:

- (c) Approve the stopping of vehicles be prohibited at any time on the western side of Barbadoes Street commencing at the intersection with Melrose Street and extending in a northerly direction for a distance of 17 metres.
- (d) Approve the stopping of vehicles be prohibited at any time on the eastern side of Madras Street commencing at the intersection with Melrose Street and extending in a southerly direction for a distance of 15 metres.

CHAIRPERSON'S REPORT

That the staff recommendation be adopted.