

## 10. THE BRAE – PROPOSED NO STOPPING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	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 the south side of The Brae from St Andrews Hill Road.

### EXECUTIVE SUMMARY

2. The Council has received a request from a resident whose property fronts onto The Brae that a No Stopping Restriction be installed on the southern side of The Brae. The proposed No Stopping Restriction to apply from the intersection with St Andrews Hill Road to the vehicle entrance to 37 St Andrews Hill Road, which runs off The Brae (refer **attached**).
3. The Brae is a very narrow residential road, running predominantly north/south between St Andrews Hill and Main Road on Mount Pleasant. The main users of this local road are generally residents.
4. From its intersection with St Andrews Hill Road, The Brae runs in an easterly direction and is flat for 50 to 60 metres, before turning sharply towards the north and descending steeply. It is this first flat 50 to 60 metres of roadway from Andrews Hill Road that this report relates to.
5. The road in this section of The Brae varies between 4.5 and 5.8 metres in width. There are five houses on the northern (downhill) side, with road reserve on the southern (uphill) side until it reaches the vehicle entrance into the property of 37 St Andrews Hill Road. This is the widest point of the road and is just before the sharp blind corner and the steep downhill section.
6. There are five vehicle entrances on the northern side of this section of roadway and one vehicle entrance on the southern side. In some instances, vehicles exiting the properties on the northern side of The Brae have to reverse out of their driveways, while others have sufficient off street room to turn around so they can drive out forwards.
7. If vehicles are parked along the southern side of this section of The Brae, the available width of roadway for vehicles to exit can be reduced to between 2.5 and 3.8 metres. This reduced road width makes it difficult, and in some cases impossible, for residents to drive out of their vehicle entrances.
8. The installation of stopping restrictions for 53 metres along the south side of The Brae from the intersection of St Andrews Hill Road to the vehicle entrance into 37 St Andrews Hill Road will ensure that residents can drive out of their properties. It will also provide room to make it easier for two vehicles to pass.
9. Consultation was done with all residents whose properties fronted onto this section of The Brae. Over 71 percent of the respondents supported the proposed stopping restrictions. The Mt Pleasant Community Centre and Ratepayers Association were also consulted and supported the proposal. See paragraph 20 for full consultation details.

### FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$100.

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

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

## **LEGAL CONSIDERATIONS**

12. 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.
13. 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 restrictions and Traffic Control Devices.
14. 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?**

15. As above.

## **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

16. 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?**

17. As above.

## **ALIGNMENT WITH STRATEGIES**

18. The recommendations align with the 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?**

19. As above.

## **CONSULTATION FULFILMENT**

20. Consultation documents were distributed to the seven properties that have driveways off this section of roadway. All seven were returned. Of the seven returned:
  - (a) five or 71.5 percent unconditionally supported the requested no stopping restrictions;
  - (b) one or 14.25 percent of the respondents conditionally supported the proposed no stopping restrictions but believed that the stopping restrictions should not extend all the way to the vehicle entrance of 37 St Andrews Hill Road;
  - (c) one or 14.25 percent of the respondents objected to the proposed no stopping restrictions also stating that the restrictions should not extend all the way to the vehicle entrance of 37 St Andrews Hill Road;
  - (d) 37 St Andrews Hill Road was one of the respondents who unconditionally supported the request for no stopping restrictions.
21. The Mt Pleasant Community Centre and Ratepayers Association was consulted about the proposed installation. They support the proposal.
22. The officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve that the stopping of vehicles be prohibited at any time on the south side of The Brae commencing at its intersection with St Andrews Hill Road and extending in an easterly direction for a distance of 53 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.