

10. **BLenheim ROAD, ANNEX ROAD AND SPARKS ROAD - PROPOSED NO STOPPING RESTRICTIONS IN CYCLE LANES**

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Paul Forbes, Assistant Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install 'No Stopping' lines at all cycle lanes that are adjacent to the kerb that are not currently marked with no-stopping lines in the Riccarton/Wigram ward.

EXECUTIVE SUMMARY

2. Prior to 2004, lanes marked for cyclists were not legally recognised as a special vehicle lane and vehicles were able to park in them. To overcome any issues with vehicles parking in these lanes specially marked for cyclists, 'No Stopping' lines were installed.
3. With the inclusion of cycle lanes as a special vehicle lane in 2004 as part of the Land Transport Rule, Traffic Control Device 2004, vehicles are now prohibited from parking in cycle lanes. This meant that "No Stopping" lines are no longer required as it is covered in the national road rules.
4. As a result some cycle lanes have therefore been installed without 'No Stopping' lines. The Parking Enforcement Officers are now experiencing difficulties in enforcing vehicles parked in the cycle lanes throughout the city where 'No Stopping' lines have not been installed.
5. Blenheim Road is a Major Arterial 60 kilometres per hour road. It has existing cycle lanes on the both sides of the road. High volumes of traffic use this road on a daily basis and there are limited access points onto and off this road. Some existing cycle lanes, on both the north and south side of the road between Curletts Road and Mandeville Street, do not have 'no stopping' restrictions. Staff are proposing to install 'no stopping' restrictions along these sections to complete the network and make it continuously 'no stopping'. The proposed sections of road to have 'no stopping' lines installed are shown in **Attachments 1, 2, 3, 4 and 5**.
6. Annex Road is a 50 kilometres per hour road located in an industrial area. It has existing cycle lanes on both sides of the road and some parking bays are provided. This road is frequented by heavy goods vehicles and a wide cycle lane has been allowed to provide a buffer for the cyclists. Parts of this cycle lane could be mistaken as a parking area. Staff are proposing to install 'no stopping' restrictions as shown in **Attachment 4**.
7. Sparks Road is a Minor Arterial 60 kilometres per hour road. It has existing cycle lanes on both sides of the road leading into and out of the intersection of Halswell Road and Sparks Road and P30 time restricted parking bays are provided on both sides of the road. The kerb and flat channel on the northern side of Sparks Road ends at the entrance to the Halswell Library. From the south western corner of number 481 Sparks Road to the walkway entrance to Garforth Green there is a grass berm, footpath and cycle lane. The cycle lane and footpath are often confused for a parking area. Following a recent request from the public, improvements were made to help clearly define the footpath and cycle lane. Improvements made included sealing the cycle lane, removal of existing edge marker posts, installation of additional cycle and pedestrian symbols and installation of edge marker posts and no stopping signage. Staff are requesting that the Board retrospectively approve the 'no stopping' restrictions as shown in **Attachment 5**.
8. 'No Stopping' lines are to be installed within cycle lanes because if one vehicle is parked over the cycle lane road marking symbol it is unclear for the drivers of other vehicles that there is a cycle lane and they are not permitted to park in a cycle lane.
9. Installation of 'No Stopping' lines within these cycles lanes will remove any possible confusion regarding parking within a cycle lane which will instantly improve the safety for cyclists and increase the functionality of the cycle network.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is \$1,300.

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 the 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 9 December 2010. 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, Pedestrian Strategy 2001, 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. No-one has been consulted in regard to the installation of these 'No Stopping' restrictions. We are formalising an existing situation and the installation of broken yellow lines confirms to road users that they cannot park in cycle lanes. There is no change to road users or residents living adjacent to these sections of road.
21. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Board:

Revoke the following parking restrictions:

- (a) All existing parking restrictions on the north side of Blenheim Road from its intersection with Curletts Road and extending in a easterly direction to its intersection with Hansons Lane.

- (b) All existing parking restrictions on the north side of Blenheim Road from its intersection with Picton Avenue and extending in a easterly direction to its intersection with Manderville Street.
- (c) All existing parking restrictions on the north-eastern side of Annex Road from its intersection with Lunns Road to its intersection with Birmingham Drive.
- (d) All existing parking restrictions on the south-western side of Annex Road from its intersection with Lunns Road to its intersection with Venture Place.
- (e) All existing parking restrictions on the north side of Sparks Road from its intersection with Halswell Road to its intersection with MacArtney Avenue.

Approve the following on Blenheim Road:

- (f) That the stopping of vehicles be prohibited at any time on the north side of Blenheim Road commencing at it's intersection with Curletts Road and extending in an easterly direction for a distance of 123 metres.
- (g) That the stopping of vehicles be prohibited at any time on the north side of Blenheim Road commencing at a point 145 metres from the it's intersection with Curletts Road and extending in an easterly direction for a distance of 241 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Blenheim Road commencing at a point 406 metres from it's intersection with Curletts Road and extending in a easterly direction for a distance of 92 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south side of Blenheim Road commencing at its intersection with Annex Road and extending in a westerly direction to its intersection with Hansons Lane.
- (j) That the stopping of vehicles be prohibited at any time on the north side of Blenheim Road commencing at its intersection with Picton Avenue and extending in an easterly direction to its intersection with Manderville Street.
- (k) That the stopping of vehicles be prohibited at any time on the south side of Blenheim Road commencing at its intersection with Foster Street and extending in a westerly direction to its intersection with Whiteleigh Road.
- (l) That a Bus Stop be installed on the north side of Blenheim Road commencing at a point 123 metres from it's intersection with Curletts Road and extending in a easterly direction for a distance of 22 metres.
- (m) That a Bus Stop be installed on the north side of Blenheim Road commencing at a point 386 metres it's intersection with Curletts Road and extending in a easterly direction for a distance of 20 metres.

Approve the following on Annex Road:

- (n) That the stopping of vehicles be prohibited at any time on the north-eastern side of Annex Road commencing at its intersection with Lunns Road and extending in a south-easterly direction to its intersection with Midas Place.
- (o) That the stopping of vehicles be prohibited at any time on the north-eastern side of Annex Road commencing at it's intersection with Lunns Road and extending in a south-easterly direction for a distance of 157 metres.
- (p) That the stopping of vehicles be prohibited at any time on the north-eastern side of Annex Road commencing at a point 174 metres from it's intersection with Lunns Road and extending in a south-easterly direction to its intersection with Birmingham Drive.

- (q) That the stopping of vehicles be prohibited at any time on the south-western side of Annex Road commencing at its intersection with Nazareth Avenue and extending in a south-easterly direction for a distance of 26 metres.
- (r) That the stopping of vehicles be prohibited at any time on the south-western side of Annex Road commencing at its intersection with Venture Place and extending in a south-easterly direction for a distance of 52 metres.
- (s) That the stopping of vehicles be prohibited at any time on the south-western side of Annex Road commencing at its intersection with Lunns Road and extending in a south-easterly direction to its intersection with Venture Place.
- (t) That the parking of vehicles be restricted to a maximum period of 5 minutes on the north-eastern side of Annex Road commencing at a point 157 metres its intersection with Midas Place and extending in a south-easterly direction for a distance of 17 metres.

Approve the following on Sparks Road:

- (u) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at its intersection with Halswell Road and extending in an easterly direction for a distance of 18 metres.
- (v) That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Sparks Road commencing at a point 18 metres in an easterly direction from its intersection with Halswell Road and extending in an easterly direction for a distance of 16 metres.
- (w) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at a point 34 metres west of its intersection with Halswell Road and extending in an easterly direction for a distance of 138 metres.