

8. CLIFTON TERRACE – PROPOSED NO 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 the eastern side of Clifton Terrace just uphill of Tuawera Terrace.

EXECUTIVE SUMMARY

2. Staff have received a request from a resident that the existing No Stopping Restrictions installed outside 69 and 71 Clifton Terrace be extended for a further 10 metres for safety reasons (refer **Attachment 1**).
3. Clifton Terrace runs predominantly north/south from Main Road at Clifton Bay up Clifton Hill with a December 2006 recording for a seven day average of 2563 vehicles. It is steep and narrow and in the section that this report relates to it is between 6.8 and 7.4 metres wide.
4. Above its intersection with Tuawera Terrace, Clifton Terrace commences to curve to the right as it climbs. The visibility of vehicles travelling in opposite directions on Clifton Terrace is restricted by the curve and by high banks and foliage.
5. Along the eastern side of the road, commencing at the southern side of the vehicle entrance to 69 Clifton Terrace, painted no stopping lines extend for 22.5 metres. These lines finish 10 metres below the vehicle entrance into 71 Clifton Terrace leaving sufficient space for a vehicle to park below the entrance. A vehicle parked in this area is approximately 12 to 15 metres from the apex of the right hand curve mentioned above.
6. When there are no vehicles parked in this space, vehicles travelling up or down the hill can safely negotiate the bend without having to encroach onto the other side of the road. However when vehicles are parked in this 10 metre space, a vehicle travelling uphill has to cross onto the right hand side of the road to get past. The right turning curve in the road and the steep foliage covered bank at the curve prevents the uphill bound vehicle, which is now on the right hand side of the road, from seeing any approaching downhill bound vehicles. This could result in the two vehicles suddenly becoming aware of each other and on the same side of the road with limited space or time for either to take evasive action. While there is no record of any collision of this nature happening to date, there have been a number of occasions when there has been close calls.
7. The extending of the existing 22.5 metres of no stopping restriction on the eastern side of Clifton Terrace for a further 10 metres to the northern or downhill side of the vehicle entrance into 71 Clifton Terrace will stop vehicles from parking in this location and will prevent the need for uphill bound vehicles to cross on to the opposite side of the road. One parking space will be lost as a result of this extension but traffic safety improved.
8. Thirteen Consultation Documents were distributed to nearby residences. 78 per cent of the respondents supported the proposal and 22 per cent objected. The Clifton Neighbourhood Committee were consulted and support this proposal. Full details of the results of consultation are contained in clauses 19 to 21.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$75.

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

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

LEGAL CONSIDERATIONS

11. 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.
12. 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.
13. 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?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. 13 Consultation Documents were distributed to nearby residences:
 - (a) Nine or 69 per cent were returned with;
 - (b) Seven or 78 per cent indicating support for the proposal, and;
 - (c) Two or 22 per cent objecting.
20. The two objectors stated that they believed that a vehicle parked below the vehicle entrance into 71 Clifton Terrace actually caused downhill bound vehicles to slow down. While this may occur in some instances, the parked vehicle also caused uphill bound vehicles onto the downhill bound vehicles side of the road. In this position neither vehicle is easily seen by the other vehicle until they are within 10 to 15 metres of each other.
21. The Clifton Neighbourhood Committee were consulted and support the proposal.

STAFF RECOMMENDATION

It is recommended the Hagley/Ferrymead Community Board approve that:

- (a) The existing stopping restrictions on the eastern side of Clifton Terrace commencing 17.5 metres south of its intersection with Tuawera Terrace and extending south for 22.5 metres be revoked.
- (b) The stopping of vehicles be prohibited at any time on the eastern side of Clifton Terrace commencing at a point 17.5 metres south from its intersection with Tuawera Terrace and extending in a southerly direction for a distance of 32.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.