

9. 1000 FERRY ROAD – 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 a section of the south side of Ferry Road (refer **attached**).

EXECUTIVE SUMMARY

2. As a consent condition for development on the north side of Ferry Road, a pedestrian crossing point was installed outside 1000 Ferry Road near the middle of the Ferrymead commercial area. The pedestrian crossing point comprises kerb cut-downs or ramps to assist access of pedestrian and wheelchairs onto and from the road surface level. There is also a central pedestrian island where users can wait for gaps in the traffic before crossing the remaining part of the road. It is not a "zebra" crossing where pedestrian have priority. People using this facility have to give way to vehicles.
3. On the northern side of Ferry Road the parking of vehicles over or near the kerb cut-down for the crossing is prohibited by no stopping/parking markings. On the south side of the road these are absent, resulting in vehicles often parking over or near the access point. The effect of this is often to make it use by pedestrians difficult and its use by wheelchair users impossible. Even if no vehicles are actually parked over the kerb crossing, by parking close to it they can restrict the view of approaching vehicles to its users. This is a particular problem to wheelchair users who may be looking for oncoming vehicles from a height that is lower than the top of the nearby parked vehicles.
4. This section of Ferry Road is a Minor Arterial road, which carries on average over 16,500 vehicles per day (as at September 2009). The existing pedestrian crossing point provides the best possible facilities to enable users to safely cross the road. To do this, the parking of vehicles in front of and beside the access point on the southern side of Ferry Road should be prohibited as it is on the northern side.
5. The installation of no stopping restrictions for five metres on the eastern side of the southern kerb cut-down/access point will not only ensure its easier use, but will also improve the view of approaching east bound traffic to its users. On the western side of the crossing there is a vehicle entrance nine metres from the kerb cut-down/access point, and if parking was prohibited for five metres it would leave a three metre gap that is too small for most vehicles to legally park in. it is appropriate therefore to extend the stopping restrictions nine metres to the vehicle entrance.
6. The only property affected by this proposal is Kovacs Furniture Manufacturers at 1000 Ferry Road. They have been consulted and support the proposed stopping restrictions in the interests of providing a safe crossing point for pedestrians. Two parking spaces would be lost as a result of this proposal.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$50.

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 the 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 restrictions 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 the Council Strategies including the Road Safety Strategy 2004, the Safer Christchurch Strategy 2005, and the Pedestrian Strategy 2001.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. The only property affected by this proposal is Kovacs Furniture at 1000 Ferry Road as the central pedestrian island is outside their property. They support the proposed installation of stopping restrictions as it provides a safer crossing point for pedestrians.
18. No consultation was carried out with the Ferrymead-Brookhaven Residents Association.

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 Ferry Road commencing at a point 193 metres east from its intersection with Waterman Place and extending east for a distance of 15 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.