

## 9. ILAM ROAD – JOYCE CRESCENT – PROPOSED NO STOPPING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	George Kuek, Traffic Engineer – Transport

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time at the southeast corner of the Ilam Road/Joyce Crescent intersection.

### EXECUTIVE SUMMARY

2. The Fendalton/Waimairi Community Board's Works, Traffic and Environment Committee decided to recommend that a No Stopping at any time restriction be installed in the zone within six metres of the Ilam Road/Joyce Crescent intersection, at its southeast corner. This No Stopping restriction is to be marked with No Stopping lines (refer to **Attachment 1**).
3. This recommendation followed a deputation by Mr Richard Ibbitt of 174 Ilam Road to the Committee meeting on 26 July 2010.
4. Mr Ibbitt had explained that:
  - (a) the intersection of Joyce Crescent with Ilam Road is wide, with no GIVE WAY sign, and vehicles are able to exit Joyce Crescent at speed.
  - (b) for vehicles exiting Joyce Crescent, visibility at the junction is poor because of a Streetlamp post near the intersection, and the trees and shrubs in the neighbour's garden.
  - (c) visibility, while reversing out of Mr Ibbitt's driveway, is affected by two or three vehicles parked between the driveway and the Joyce Crescent intersection.
  - (d) vehicles often park within the six metre no stopping zone at the intersection.
5. Mr Ibbitt had suggested the following options for improving safety at the intersection:
  - (a) prohibit parking between his driveway and the Joyce Crescent intersection to improve visibility.
  - (b) curb the speed of vehicles leaving Joyce Crescent by one or more of the following:
    - (i) narrowing the entrance to Joyce Crescent
    - (ii) installing a speed hump at the entrance to Joyce Crescent
    - (iii) introducing a STOP control for traffic exiting Joyce Crescent.
6. Mr Ibbitt had previously written to the Council to express the above concerns, and staff had replied to Mr Ibbitt on 25 August 2008 to advise that there were no changes that would significantly improve the situation at this intersection.
7. Prior to the Committee meeting, staff had carried out further investigations at this intersection, and the findings were presented to the Committee in a Briefing Note dated 20 July 2010 (see **Attachment 2**).
8. Staff would not support any of the suggested solutions in paragraph five based on the findings of the investigations, for reasons already explained in the Briefing Note.

9. At the meeting on 26 July 2010, the Committee considered the concerns raised by Mr Ibbitt as well as the findings of further investigations carried out by staff, and decided to recommend to the Board to approve:
  - (a) that the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at its intersection with Joyce Crescent and extending in a southerly direction for a distance of six metres
  - (b) that the stopping of vehicles be prohibited at any time on the south side of Joyce Crescent commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of six metres.
10. The proposed prohibition would be marked with No Stopping lines, and would reinforce the prohibition on stopping of vehicles within an intersection or within six metres of an intersection under Clause 6.3 (2) of the Land Transport (Road User) Rule 2004.
11. It is unlikely that prohibiting vehicles from parking near the intersection would improve visibility between the intersection and Mr Ibbitt's driveway as it is already illegal to do so. During the many site visits, there has never been a vehicle parked in this location.
12. Marking "no stopping" lines within six meters of an intersection is not good use of the available funding as they then have to be maintained into the future. If a driver did for some reason park in this location then someone would have to phone the Police or parking wardens to have it enforced. If the "no stopping" line were not installed they can still phone for enforcement with exactly the same results. There are currently no restrictions on parking on Ilam Road and on Joyce Crescent near this intersection.
13. Staff therefore do not support the Committee's recommendation to the Board.
14. No consultation has been carried out, and it is considered not necessary because the proposed prohibition lies in the zone within six metres of an intersection where parking is already prohibited under Clause 6.3 (2) of the Land Transport (Road User) Rule 2004. The No Stopping marking sought through this proposal is to visually reinforce the No Stopping prohibition at this intersection.

#### **FINANCIAL IMPLICATIONS**

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

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

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

#### **LEGAL CONSIDERATIONS**

17. 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.
18. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 23 July 2010. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
19. 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?**

20. As above.

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

21. 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?**

22. As above.

#### **ALIGNMENT WITH STRATEGIES**

23. 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?**

24. As above.

#### **CONSULTATION FULFILMENT**

25. Consultation has not been carried out for reasons explained in paragraph 14.

#### **STAFF RECOMMENDATION**

To fulfil the Committee's recommendations, the Fendalton/Waimairi Community Board need to approve the following:

- (a) that the stopping of vehicles be prohibited at any time on the east side of Ilam Road commencing at its intersection with Joyce Crescent and extending in a southerly direction for a distance of six metres.
- (b) that the stopping of vehicles be prohibited at any time on the south side of Joyce Crescent commencing at its intersection with Ilam Road and extending in an easterly direction for a distance of six metres.