

## 10. KINSELLA CRESCENT – PROPOSED NO STOPPING LINES

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-7305
<b>Officer responsible:</b>	Acting Unit Manager Transport and Greenspace
<b>Author:</b>	Steve Dejong, Traffic Engineer - Transport

### PURPOSE OF REPORT

1. The purpose of this report is to provide a vehicle for the Riccarton/Wigram Community Board to resolve that No stopping lines be installed around the bend outside number 9 Kinsella Crescent, as directed by the Board at its meeting of 21 June 2011 (Attachment 1.)

### EXECUTIVE SUMMARY

2. The Board received a letter from a resident of Kinsella Crescent requesting that no stopping lines, a centre line and parking limit lines be installed on the road outside his property. Staff first received a request for no stopping lines from this resident in July 2005. Staff responded to the resident at the time and explained that road marking would not be installed because it would not reduce the speed of vehicles at the corner as the resident expected. At its meeting on 31 August 2010, the Board requested that staff report on the feasibility of the installation of no stopping restrictions, a centre line and parking limit lines on Kinsella Crescent.
3. Kinsella Crescent is a local road within the Christchurch City Urban Traffic Area and as such is subject to the default speed limit of 50 kilometres per hour (km/h). Kinsella Crescent is approximately 560 metres in length. There are parking bays installed intermittently along the road. The road width including these parking bays is approximately 8.4 metres; the road width where there are no parking bays is 5.6 metres wide.
4. A speed count has been conducted recording the speeds of vehicles negotiating the corner. The mean speed of vehicles at the corner was 31 kilometres per hour (km/h) and data showed that 95% of traffic are travelling at 34 km/h or less when negotiating the corner. This data does not indicate that there is a speed issue at the corner. Experience has shown that the installation of no stopping lines can encourage greater speeds as an open traffic lane will be created and local traffic will become accustomed to cars not being parked near the corner. By allowing vehicles to park near the corner, local traffic will not be anticipating a clear carriageway and therefore (anticipating the possibility that they may have to avoid a parked car) will not enter the corner as fast.
5. At the meeting of the Board on the 21 June 2011, staff presented the initial Kinsella Crescent report, recommending that the status quo remain. The Board however resolved; (A) That the centre line and parking limit lines not be installed between numbers 10 to 22 Kinsella Crescent, and (B) "That staff be requested to provide a report on the installation of no stopping lines outside number 9 Kinsella Crescent".
6. Staff do not support the installation of no stopping lines outside number 9 Kinsella Crescent. It is felt that they are not required on this relatively new residential street.
7. Parking enforcement have no record of receiving any parking complaints relating to vehicles parking on the corner. On this basis parking enforcement do not support the request for no stopping lines at this stage.
8. Neighbouring residents were consulted prior to the presentation of the 21 June 2011 report to the Board, following the request for no stopping lines. Of the fourteen households consulted, ten replies were received. Eight respondents support the request for no stopping lines. The remaining two respondents did not support the request. The Halswell Residents' Association were consulted but did not wish to make comment on the necessity of parking restrictions. The owner of the property at number 9 Kinsella Crescent was consulted via mail; receiving a letter and plan. They replied by email stating: "I did look at the proposed no stopping and have no problem on that issue".

## **FINANCIAL IMPLICATIONS**

9. The estimated cost of the requested no stopping lines is approximately \$50.00.

### **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 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 current Register of Delegations. 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 Parking Strategy 2003 and the Road Safety Strategy 2004.

### **Do the recommendations align with the Council's strategies?**

18. As above.

## **CONSULTATION FULFILMENT**

19. Neighbouring residents were consulted prior to the presentation of the 21 June report to the Board, following the request for no stopping lines. Of the fourteen households consulted, ten replies were received. Eight respondents support the request for no stopping lines. The remaining two respondents did not support the request. The Halswell Residents' Association were consulted but did not wish to make comment on the necessity of parking restrictions. The owner of the property at number 9 Kinsella Crescent was consulted via mail; receiving a letter and plan. They replied by email stating: "I did look at the proposed no stopping and have no problem on that issue".

## **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board:

- (a) Retain the status quo on Kinsella Crescent, or,

- (b) Approve that the stopping of vehicles be prohibited at any time on the southwest side of Kinsella Crescent commencing at a point 73 metres north west of its intersection with Bibiana Crescent and extending initially in a north westerly direction and then around the bend to the south west for a distance of 40 metres.