

**8. MONCKS SPUR ROAD – PROPOSED NO STOPPING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	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 western side of Moncks Spur Road.

**EXECUTIVE SUMMARY**

2. Staff have received a request from a resident to install no stopping restrictions on the western side of Moncks Spur Road on its approach to the intersection with Cave Terrace.
3. Moncks Spur Road is a residential road running uphill from its intersection with Cave Terrace for almost two kilometres to its intersection with Mount Pleasant Road. The roadway varies from over nine metres to less than six metres in width. From approximately 80 metres above its intersection with Cave Terrace the road width reduces to less than six metres. It is here that the proposed no stopping restrictions are proposed (refer **Attachment 1**).
4. In November 2008 this Community Board resolved to extend the existing no stopping restriction on the eastern side of Mocks Spur Road to prevent vehicles from parking on both sides of the road and narrowing the carriageway to one lane.
5. Residents now report that vehicles descending Moncks Spur Road on the approach to the intersection with Cave Terrace are being forced onto the right hand side of the road to manoeuvre around vehicles parked on the western side of the road. Should there be a vehicle coming around the corner at the Cave Terrace intersection, this uphill bound vehicle can be suddenly confronted by a car on their side of the road with little room to take evasive action.
6. Additional signs and road markings have been installed to improve safety at this intersection. However only by prohibiting the stopping of vehicles on the western side of Moncks Spur Road can the need for descending vehicles to cross onto the wrong side of the roadway be eliminated.
7. It is therefore proposed that no stopping restrictions be installed on the western side of Spur Road from a point nine metres north of the intersection with Cave Terrace, through the intersection with Cave Terrace for a total distance of 86 metres. Above this point the road is wide enough to accommodate parked and moving vehicles.
8. Affected residents and the Redcliffs Residents' Association were consulted about this proposal. The Residents' Association supported the proposal as long as the majority of affected residents were also in support. 87.5 per cent of the affected residents who responded supported the proposed installing of no stopping restrictions. See Paragraphs 19 to 21 for further details.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$125.

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

10. The installation of road markings is within the current 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.

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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 in this area.
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 current Road Safety Strategy and the current Safer Christchurch Strategy.

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

18. As above.

### **CONSULTATION FULFILMENT**

19. Consultation documents were distributed to 11 properties in the vicinity of the proposed restrictions:
  - (a) Eight or 73 per cent responded;
  - (b) Seven or 87.5 per cent were in support of the proposed stopping/parking restrictions;
  - (c) One or 12.5 per cent objected to the proposed stopping/parking restrictions.
20. The sole objector believed the issue was "...one simply of excessive speed as cars complete their descent of the road and enter the bend..."
21. The Redcliffs Residents' Association gave their support to this proposal as long as the majority of affected residents supported it.

### **STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve that the stopping of vehicles be prohibited at any time on the western side of Moncks Spur Road commencing at a point nine metres north from its intersection with Cave Terrace and extending in a southerly or uphill direction through the intersection with Cave Terrace for 86 metres.

### **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.