

14. HUSSEY ROAD – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Manager, Transport and Greenspace
Author:	Penny Gray, Traffic Engineer

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 along the south side of Hussey Road, east of the intersection with Watermill Boulevard and on the north and south side of Hussey Road between Watermill Boulevard and Glen Oaks Drive. Staff also seek the Board's approval for the installation of a bus stop box at an existing bus stop outside 7 Millcreek Lane.

EXECUTIVE SUMMARY

2. Staff have received a request from two local residents and the manager at Styx Mill Club to increase the amount of 'no stopping' restrictions along Hussey Road (refer **attachment 1**).
3. Hussey Road is classified as a local road, is 10 metres wide and has a 50 kilometres per hour posted speed limit. Bus route number 11 travels east and west on Hussey Road. For a local road it carries a reasonable amount of traffic with access to the Styx Mill Country Club and Willowbank Wildlife Park off Hussey Road. Hussey Road also operates as the link for the local area of Northwood to the arterial routes of Gardiners Road, Johns Road and Main North Road.
4. The café at the Styx Mill Country Club has increased the demand for parking along this section of Hussey Road. Drivers are utilising all parking spaces and some drivers are parking inappropriately. Staff are proposing the installation of 'no stopping' restrictions at corners and pinch points to allow all road users to travel along Hussey Road unimpeded. 'No stopping' restrictions are also proposed for 6 metres either side of the intersection with Country Club Terrace. This terrace has reasonable volumes of traffic exiting it with the Country Club carpark and a number of town houses having access off this terrace. This 'no stopping' restriction will increase the sightlines for drivers exiting this terrace. At the uncontrolled pedestrian crossing point 6 metres of 'no stopping' restrictions are proposed to increase the sightlines for pedestrians using this crossing to access the local neighbourhood amenities.
5. Eight residents were consulted which included the two local residents who made the request, 7 and 9 Millcreek Lane, 162 Hussey Road, 65 Country Club Terrace, 62 Glen Oaks Drive, 2 Royal Court and the Styx Mill Country Club. We received two responses, with both being in favour of the proposal. One resident requested additional 'no stopping' restrictions but staff believe this will create a high speed environment.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$400.

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

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

LEGAL CONSIDERATIONS

8. 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.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
10. 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?

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. 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?

13. As above.

ALIGNMENT WITH STRATEGIES

14. 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?

15. As above.

CONSULTATION FULFILMENT

16. Eight residents and the Styx Mill Country Club were consulted. Two responses were received with both responses being in favour of the proposal.
17. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- (a) Revoke the following parking restrictions on Hussey Road:
- (i) All existing parking restrictions on the south side of Hussey Road between its western intersection with Glen Oaks Drive and its eastern intersection with Glen Oaks Drive, with Glen Oaks Drive being a crescent.
- (b) Approve the following on Hussey Road:
- (i) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 11 metres from the eastern kerbline of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 27 metres;
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 53 metres from the eastern kerbline of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 19 metres;
 - (iii) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 99 metres from the eastern kerbline of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 69 metres;
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 183 metres from the eastern kerbline of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 7 metres;
 - (v) That a bus stop box be installed on the south side of Hussey Road commencing at a point 168 metres from the eastern kerbline of the western intersection with Glen Oaks Drive and extending in an easterly direction for a distance of 15 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.