

**10. MATIPO STREET – PROPOSED NO STOPPING RESTRICTION**

<b>General Manager responsible:</b>	General Manager, City Environment DDI 941-8608
<b>Officer responsible:</b>	Manager, Transport and Greenspace
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**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval of the Riccarton/Wigram Community Board to prohibit the stopping of vehicles at any time on Matipo Street south of Blenheim Road. (Refer **Attached**)

**EXECUTIVE SUMMARY**

2. Council staff have received a request that that no stopping restrictions be installed on Matipo Street south of Blenheim Road to eliminate a conflict point and improve the traffic flows.
3. Matipo Street is a collector road running north for 1.2 kilometres from the Main South Railway line to Riccarton Road. It is a popular route through to Wrights Road, Birmingham Drive, Lincoln Road and Lyttelton Street to the south, and to Blenheim Road and Riccarton Road to the north. It is the section of Matipo Street from the railway line to Blenheim Road that this reports relates to. At peak traffic times over 600 vehicles per hour use this section of Matipo Street in both directions.
4. A left turn slip lane off Blenheim Road allows westbound vehicles to bypass the traffic lights and turn south into Matipo Street. No stopping restrictions extend along the southern edge of the slip lane stopping where it meets Matipo Street. From this point a tapered edge line extends south for 35 metres to the first of two vehicle entrances. Six metres south of the vehicle entrances there is a bus stop. It is current practice to install no stopping lines inside the tapered edge lines. There are no such markings in this instance.
5. Vehicles are parking along this 35 metre section of roadway between the slip lane and the vehicle entrance. These parked vehicles extend over the edge-line and into the southbound vehicle carriageway. The carriageway width for southbound traffic is limited by these parked vehicles to approximately 3.8 metres. Vehicles are also parking in the six metre space between the southern end of the vehicle entrance and the bus stop making bus access difficult.
6. Vehicles travelling south on Matipo Street and turning right into the service station opposite stop in the 3.8 metre wide lane to await for a gap in the oncoming traffic. Due to there being parked vehicles to the left of the right turning vehicle, following vehicles are unable to pass on the inside. A right turning vehicle into the service station can cause a queue back into Blenheim Road.
7. The installation of no stopping restrictions inside the tapered edge line from the slip lane south to the bus stop will not only provide space for vehicles to pass inside a turning vehicle, but also allow buses to move onto the bus stop without having to go around any vehicle parked in the 6 metre space between the vehicle entrance and the bus stop.
8. In the course of investigating this request it was discovered that a similar parking situation occurred on the western side of Matipo Street approaching the service station entrance. Vehicles are parking close to the entrance, over the tapered edge line, and extending into the carriageway. This interferes with entry into and out of the service station. The extending of the existing no stopping restrictions south of the vehicle entrance to the end of the tapered limit line would improve access and be consistent with current practices.
9. For purposes of consistency and ease of enforcement, it is also appropriate to revoke all existing no stopping restrictions around both southern corners of the Matipo Street and Blenheim Road intersection and to reinstate them as one whole package along with the proposed extended stopping restriction.

**FINANCIAL IMPLICATIONS**

10. The estimated cost of this proposal is approximately \$200.

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

11. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets

**LEGAL CONSIDERATIONS**

**Have you considered the legal implications of the issue under consideration?**

12. 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.
13. 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.
14. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

**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 Parking, Road Safety, and Safer Christchurch Strategies.

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

18. As above.

**CONSULTATION FULFILMENT**

19. No consultation was done with the businesses situated on the south eastern corner of Matipo Street and Blenheim Road. There is considerable amount of existing off-street parking at that location. Staff from the Caltex Service Station on the south western corner of Matipo Street and Blenheim Road made the request for the stopping restrictions.

**STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board:

Revoke the following:

- (a) That any existing parking restrictions applying at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a easterly direction for a distance of 112.5 metres be revoked.
- (b) That any existing parking restrictions applying at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a westerly direction for a distance of 13.5 metres be revoked.
- (c) That any existing parking restrictions applying at any time on the western side of Matipo Street commencing at the intersection with Blenheim Road and extending in a southerly direction for a distance of 47.5 metres be revoked

Approve the following:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a easterly direction for a distance of 113 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Blenheim Road commencing at the intersection with Matipo Street and extending in a westerly direction for a distance of 14 metres.
- (c) That the stopping of vehicles be prohibited at any time on the western side of Matipo Street commencing at the intersection with Blenheim Road and extending in a southerly direction for a distance of 79 metres.
- (d) That the stopping of vehicles be prohibited at any time on the eastern side of Matipo Street Road commencing at the intersection with Blenheim Road and extending in a southerly direction for a distance of 61 metres.