

8. KINSELLA CRESCENT – REQUESTED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
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PURPOSE OF REPORT

1. The purpose of this report is to provide information to the Board regarding a resident's request to install no stopping lines, a centre line and parking limit lines between numbers 10 to 22 Kinsella Crescent.

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. Please refer to the **attached plan**.
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 kilometre 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. Centrelines are not usually installed on local roads in Christchurch. However centrelines can be installed on local roads where it is found that it would be advantageous to road users to clearly define the traffic lanes. Due to the narrow road width a centre line is not considered to be suitable at this corner. Experience shows that the installation of a centre line on this corner would most likely increase vehicle speeds resulting in a decreased level of safety on the road.
5. Currently there are no existing parking restrictions on this section of Kinsella Crescent, however no stopping lines have previously been installed for safety reasons near the child care facility and Kinsella Reserve further down Kinsella Crescent. These no stopping lines were approved by the Board at its meeting 27 April 2007.
6. Council Kerbside Parking Limit Lines Policy states: *Individual parking spaces may be marked on arterial or other roads within shopping centres where parking (P30, P60 etc) restrictions apply. If there are benefits to traffic management (including the marking of cycle ways) along arterial road, parking limit lines may be extended to areas outside the restricted parking zone. And As a matter of practice driveways are not to be individually marked with parking limit lines either side...* The Council resolved at its meeting on 24 June 2010 that *Community Boards be given delegated authority to approve exemptions to the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside the Council Policy.* Considering this policy and the fact that there is a parking bay offset from the carriageway, staff are not recommending that parking limit lines be installed between numbers 10 to 22 Kinsella Crescent.
7. 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 a centre line and 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.

8. 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.
9. Neighbouring residents were consulted on the requested 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 do not support the request. The Halswell Residents' Association were consulted on the proposal and support the proposed centreline but did not wish to make comment on the necessity of parking restrictions.

FINANCIAL IMPLICATIONS

10. The cost of the staff recommendation is \$nil.

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

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

LEGAL CONSIDERATIONS

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 current 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.

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

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. 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?

17. As above.

ALIGNMENT WITH STRATEGIES

18. 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?

19. As above.

CONSULTATION FULFILMENT

20. Refer to paragraph 8 and 9.

STAFF RECOMMENDATION

That the no stopping lines, centre line or parking limit lines not be installed between numbers 10 to 22 Kinsella Crescent.