

11. CRICHTON TERRACE – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Sonia Pollard, Traffic Engineer – Transport and Greenspace

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 on the east side of Crichton Terrace adjacent to the bowling club.

EXECUTIVE SUMMARY

2. Council staff have received a request from residents that additional no stopping restrictions be installed on Crichton Terrace. (Refer to **Attachment 1**).
3. Crichton Terrace is a local urban road with a road width varying between 6.8 metres to 5.5 metres at the location of the proposed no stopping restriction. As per the City Plan the minimum roadway width for a local urban road is 7.5 metres. Crichton Terrace was built prior to the current City Plan and the existing road width is less than the minimum outlined in the City Plan. There is no footpath in this area.
4. There is currently a no stopping restriction which extends for 19 metres around the bend on the west side of Crichton Terrace. This was installed in 2002 in response to complaints regarding vehicles parked on the bend making the road hard to negotiate.
5. There is a bowling club and tennis club situated in this area with the entrance to the bowling club on Crichton Terrace. On tournament days traffic build up is increased with vehicles parking as close to the entrance as possible. This reduces the available carriageway, causing safety issues for motorists and other road users such as pedestrians and cyclists.
6. Parking in this area is obstructing traffic lanes and increasing the level of congestion on the road. It is also decreasing the visibility of, and for, pedestrians, and affecting the ease of movement for residents and pedestrians. Safety of all road users should be given priority at all times and in order to improve safety in this area it is recommended that an area of no stopping be installed on the east side of Crichton Terrace. This will improve safety and improve traffic flow where parked vehicles would otherwise impede traffic flow or obscure visibility. In addition, two angle parking spaces will be removed (refer to the **attached plan**) outside the bowling club where the road is particularly narrow. The bowling club have agreed to this proposal.
7. This is a safety issue so information leaflets were distributed to residents located near this proposal and the Cashmere Residents' Association. This was discussed with the resident raising the issue and the Cashmere Bowling Club and all contacted agree with the proposal.

FINANCIAL IMPLICATIONS

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

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

9. The installation of signs and roadmarkings are covered by Transport and Greenspace Operational budgets.

LEGAL CONSIDERATIONS

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

10. 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.

11. 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.
12. 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

13. 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?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001 and the Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. This is deemed a safety issue so an information leaflet was distributed to local residents in the area, the Cashmere Residents' Association and the Community Board Adviser. A number of residents contacted the council to discuss this proposal following the distribution of the initial information leaflet. In response to the feedback from residents the proposal was amended so that the existing no stopping restriction on the west side of Crichton Terrace is retained, and that the proposed no stopping length be reduced. An amended plan was then distributed to residents, who offered support for the new proposal.
19. The Officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Spreydon /Heathcote Community Board:

Retain the following parking restrictions:

- (a) That the existing parking restriction on the west side of Crichton Terrace commencing at a point 176 metres south from its intersection with Cashmere Road and extending in a southerly direction for a distance of 19 metres be retained.

Approve the following on Crichton Terrace:

- (b) That the stopping of vehicles be prohibited at any time on the east side of Crichton Terrace commencing at a point 155 metres southwest from its intersection with Cashmere Road and extending in a predominantly southerly direction for a distance of 116 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.