

10. MIDAS PLACE PROPOSED NO STOPPING RESTRICTION

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

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval of the installation of a No stopping Restriction in Midas Place.

EXECUTIVE SUMMARY

2. Midas Place is classified as a local road in the Christchurch City Plan and this has a primary function of providing property access to the underlying Business 5 (General Industrial) zoned land. This includes access for all vehicle types including heavy vehicles.
3. Council have received a letter from the proprietors of 9 and 11 Midas Place requesting the installation of a No stopping Restriction on the cul-de-sac head outside their properties (refer **Attachment 1**).
4. Following the recent earthquake activity, western areas of the city have experienced increased commercial activity which in turn has resulted in high kerbside parking demand. This is particularly noticeable during normal weekday business hours whereby Midas Place including the cul-de-sac head is fully occupied by parked commuter vehicles.
5. The existing road environment provides unrestricted parking around the cul-de-sac head and the remainder of Midas Place. Kerbside parking around the cul-de-sac head is restricting the ability for larger heavy vehicles (including B-Trains) to adequately turn. Furthermore, the location of some parked vehicles are also restricting access for the same heavy vehicles to access their properties. Nearby business activities have referred to three separate incidents where damage to kerbside vehicles has been caused by such manoeuvring constraints.
6. Installing a No stopping Restriction outside 9 and 11 Midas Place will improve the manoeuvrability of vehicles turning on the cul-de-sac and will also enable safe and efficient access for all vehicles to the adjoining properties (refer **Attachment 2**).
7. On 2 May 2012, staff visited the proprietors of 15 Midas Place (Radio Network) which could be affected by this proposal. While they noted the parking constraints faced by them (and others) in the area, they raised no concerns with the proposed no parking restrictions. In fact they indicated that the presence of visible no-stopping lines would make it clearer for them where they can and cannot park. The proprietors of 9 and 11 Midas Place have not been visited because they have both initiated the proposed changes and are supportive of them.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is \$80.00

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

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

LEGAL CONSIDERATIONS

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 signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

15. As above.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council Road Safety Strategy 2004 and Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. On 2 May 2012, staff visited the proprietors of 15 Midas Place (Radio Network) which could be affected by this proposal. While they noted the parking constraints faced by them (and others) in the area, they raised no concerns with the proposed no parking restrictions. In fact they indicated that the presence of visible no-stopping lines would make it clearer for them where they can and cannot park. The proprietors of 9 and 11 Midas Place have not been visited because they have both initiated the proposed changes and are supportive of them.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve the stopping of vehicles be prohibited at any time on the north-western side of Midas Place commencing at a point 122 metres northeast of its intersection with Annex Road and extending around the cul-de-sac head in a clockwise direction for a distance of 33 metres.