

### 13. 106 MAIN SOUTH ROAD PROPOSED NO STOPPING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	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 for a no stopping restriction outside 106 Main South Road.

#### EXECUTIVE SUMMARY

2. The Council has received a request for the installation of No stopping Restrictions at Our Lady of Victories School, 104-106 Main South Road.
3. This section of Main South Road is classified as a Minor Arterial road. There is a pedestrian zebra crossing toward the southern end of the School and Church frontage to Main South Road.
4. The issue raised is that there are high parking demands on Main South Road in the vicinity of the School/Church and as a result drivers park unreasonably close to driveways and to the zebra crossing, resulting in limited visibility for vehicles to turn onto the road and for pedestrians waiting to cross the Main South Road at the crossing. A letter (refer **Attachment 1**) from the School outlines the issue and identifies a recent non-injury crash at the School/Church access points. A search of the New Zealand Transport Agency's Crash Analysis System does not identify a pattern of crashes associated with the accesses in the vicinity in the last five years, however.
5. Council staff have investigated this issue further. Whilst generally high parking demands were observed on-street, it is not considered that on-street parking has a detrimental effect on the School/Church accesses beyond the level that is typically experienced on an Arterial Road. There is presently a No stopping restriction between the two access points on Main South Road serving the School/Church. It is noted that the School/Church has alternative access via Craven Street. This enables drivers to access Main South Road from the Craven Street intersection which has No Stopping restrictions on Main South Road to enhance visibility each side of the intersection.
6. Council staff have observed that eastbound drivers generally become aware of pedestrians waiting at the crossing late and then have to brake aggressively to stop. This indicates a potential visibility problem which would typically lead to rear-end crashes on the approach to the crossing. The Crash Analysis System identifies several crashes in the last five years that could be attributed to this issue. The Manual of Traffic Signs and Markings recommends that No stopping restrictions are installed within 15 metres of a pedestrian crossing to ensure that waiting pedestrians are visible to approaching drivers. The current layout enables drivers to park within 9 metres of the crossing.
7. It is proposed to install a No stopping restriction on the northern side of Main South Road, west of the zebra crossing to enhance visibility of the crossing for eastbound traffic (refer **Attachment 2**). This will increase the visibility between pedestrians and drivers and hence improve safety. With drivers observing pedestrians earlier, it is expected that drivers will slow less aggressively on the approach to the crossing which will reduce the potential for rear-end crashes. There are presently No stopping restrictions on the other kerb sections adjacent to the crossing that readily exceeds the recommended 15 metres.
8. The proposed No stopping restriction is limited to the School/Church frontage to Main South Road. The School Principal has been contacted regarding this proposal, and supports it.

#### FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$20.00.

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

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

**LEGAL CONSIDERATIONS**

11. The installation of any markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
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.

**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. This contributes to improve the level of service for safety.

**ALIGNMENT WITH STRATEGIES**

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

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

17. As above.

**CONSULTATION FULFILMENT**

18. The proposed No stopping restriction is limited to the School/Church frontage to Main South Road. The School Principal has been contacted regarding this proposal, and supports it.

**STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board approve that the stopping of vehicles be prohibited at any time on the northwestern side of Main South Road commencing 117 metres southwest of its intersection with Craven Street and extending in a southwest direction for a distance of 25 metres.