

### 13. LESLIE STREET – PROPOSED NO STOPPING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment Group, 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 Transport and Greenspace Committee's recommendation to the Board that it approve a No Stopping Restriction in Leslie Street.

#### EXECUTIVE SUMMARY

2. Leslie Street is classified as a local road in the Christchurch City Plan and therefore has a primary function of providing property access. This road bisects a Business 2 zone (District Centre) on the southern side and Living 2 zone (Inner Suburban) on the northern side.
3. Council have received complaints from motorists requesting the installation of a No Stopping Restriction along both sides of the road outside Joe's Garage café. This is where the road narrows creating a pinch point for two-way traffic.
4. Although the adjoining land uses on both sides of the road is mixed, the area is predominantly characterised by commercial activities. Most noticeable is the wide expanse of car parking on the southern side of the road. Given that Leslie Street provides access to this commercial centre, traffic volumes are relatively high for a local road. Road narrowing and speed humps have previously been installed along this road to reduce traffic speeds. No Parking restrictions have also been installed on the immediate approach and departure legs to the Waimairi Road intersection. These No Parking restrictions however do not extend further westward through to where the road narrowing commences. Accordingly, kerbside car parking (particularly outside Joes Garage café) is restricting two-way traffic flow along Leslie Street (**attachment 1**).
5. Prior to the establishment of Joe's Garage café, the building on the site was occupied by a Taylor shop which had on-site parking directly in front for two or three vehicles. Vehicles therefore rarely parked kerbside outside the site because of the presence of the vehicle crossing and kerb cut-down. Given that this on-site parking has since been converted into café/seating space, the vehicle crossing is no longer required. This has provided the opportunity for some drivers to park directly outside the site. The resulting effect of this is the restriction of two-way flow on this section of Leslie Street.
6. Extending the existing no-stopping restriction on both sides of Leslie Street from the Waimairi Road intersection through to a point where the road narrows would enable two opposing vehicles to safely pass each other without either vehicle having to cross into the line of oncoming traffic. Although the presence of kerbside parking often has the effect of reducing vehicle speeds, the carriageway width between the proposed No Stopping Restrictions on both sides of Leslie Street would still provide a width of 6.5 metres. This is considered to be a sufficient width for two opposing vehicles to pass at a slow, yet safe speed and is proportionate with the speed ideals promoted with the remainder of the street.
7. On the 16 May 2012 staff visited 7 Leslie Street (Joes Garage café) which could be affected by this proposal. They indicated that they had no concerns regarding the parking restrictions outside their property. Furthermore, it is noted that this property has its own on-site car parking. The properties located on the northern side of the road (8 and 10 Leslie Street) are also provided with on-site garaging and are not considered to be affected by the proposal.

#### FINANCIAL IMPLICATIONS

8. The estimate cost of this proposal is \$50.00.

#### 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 the 16 May 2012 staff visited 7 Leslie Street (Joes Garage café) which could be affected by this proposal. They indicated that they had no concerns regarding the parking restrictions outside their property. Furthermore, it is noted that this property has its own on-site car parking. The properties located on the northern side of the road (8 and 10 Leslie Street) are also provided with on-site garaging and are not considered to be affected by the proposal.

## **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Transport and Greenspace Committee recommends that the Board approve:

- (a) That the stopping of vehicles currently prohibited at any time on the southern side of Leslie Street, commencing at its intersection with Waimairi Road and extending in a westerly direction for a distance of 37 metres, be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the southern side of Leslie Street commencing at its intersection with Waimairi Road and extending in a westerly direction for a distance of 62 metres.
- (c) That the stopping of vehicles currently prohibited at any time on the northern side of Leslie Street commencing at its intersection with Waimairi Road and extending in a westerly direction for a distance of 54 metres be revoked.
- (d) That the stopping of vehicles be prohibited at any time on the northern side of Leslie Street commencing at its intersection with Waimairi Road and extending in a westerly direction for a distance of 66 metres.