

## 9. TOWER STREET: PROPOSED NO STOPPING RESTRICTION & P120 PARKING 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 Community Board's approval to install a No Stopping Restriction and a P120 Parking restriction in Tower Street.

### EXECUTIVE SUMMARY

2. Tower Street is classified as a local road under the Christchurch City Plan.
3. Council have received a request from the New Zealand Police requesting the installation of a No Stopping Restriction on the inside bend of the road outside the Hornby Police Station located at 9 Tower Street.
4. Following the recent earthquake activity, police resources have been reallocated to various locations around the city. This includes 30 additional staff that now operate from the Hornby station site. The staff numbers have also increased the level of activity on the site and this includes additional emergency vehicle call outs from this location. These vehicles in particular require safe and efficient access to and from their site.
5. The existing road environment provides unrestricted parking directly outside the police station and this is frequently utilised for long term commuter parking purposes. Owing to the proximity of the police station's vehicle crossings and the sharp bend in the road, the kerbside vehicles are restricting visibility for emergency vehicles exiting the site; that often do so with haste.
6. It is not normal practice to install No Stopping Restrictions on bends within local streets unless there are extenuating circumstances. It is recognised that the presence of No Stopping lines will likely result in an increase in traffic speeds around the corner, however as the proposed location of these No Stopping lines is directly outside the Hornby Police Station it is not considered that this will be an issue in this instance.
7. Installing a No Stopping Restriction around the bend in the road and between the police station's vehicle crossings will improve the advance visibility for vehicles approaching the site from the north and also improve visibility for vehicles exiting the site (refer **Attachment 1**).
8. On the same eastern side of Tower Street at the end near the intersection with Brynley Street is an existing P10 Parking Restriction. It is understood that this is historical and links back to when post office boxes occupied the site. Owing to the surrounding land use activity, there appears to be little use for 10 minute parking in this location.
9. It is proposed to replace the existing P10 with a P120 which will provide a more practical use of the road space and would be more conducive and compatible with the adjoining and nearby land use activities. Retaining time restricted parking, as opposed to removing the parking restriction altogether, would ensure that the parking spaces still turn-over and would not be occupied by long term (all-day) parking.
10. On 2 May 2012, staff visited the tenants occupying the properties of 2 Brynley Street (Barker and Associates – Barristers and Solicitors) and 5 Tower Street (Hornby Dental Centre) which could be affected by this proposal. They have both indicated that the existing P10 receives little or no use and that they have no concerns with it being removed or changed.

### FINANCIAL IMPLICATIONS

11. The estimate cost of this proposal is \$300.00

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

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

### **LEGAL CONSIDERATIONS**

13. 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.
14. 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 Community Boards includes the resolution of parking restrictions and traffic control devices.
15. 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?**

16. As above.

### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

17. 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?**

18. As above.

### **ALIGNMENT WITH STRATEGIES**

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

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

20. As above.

### **CONSULTATION FULFILMENT**

21. Consultation was not undertaken for the No Stopping Restrictions as this is considered a safety issue and the occupiers of the directly affected property have requested this change.
22. On 2 May 2012, staff visited the tenants occupying the properties of 2 Brynley Street (Barker and Associates – Barristers and Solicitors) and 5 Tower Street (Hornby Dental Centre) which could be affected by this proposal. They have both indicated that the existing P10 receives little or no use and that they have no concerns with it being removed or changed.

### **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the east side of Tower Street commencing at a point 114 metres south of its intersection with Brynley Street and extending in a southerly direction around the curve to the south east for a distance of 38 metres.
- (b) That the parking of vehicles currently restricted to a maximum period of 10 minutes on the east side of Tower Street commencing at a point 28 metres south of its intersection with Brynley Street and extending in a southerly direction for a distance of 23 metres, be revoked.
- (c) That the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Tower Street commencing at a point 28 metres south of its intersection with Brynley Street and extending in a southerly direction for a distance of 23 metres.