

8. TONGA 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 to install a No Stopping Restriction in Tonga Place, Riccarton.

EXECUTIVE SUMMARY

2. Tonga Place is a 70 metre long residential cul-de-sac measuring 5.7 metres kerb to kerb. Due to the deep dish channel design of this older street, the usable road width of Tonga Place is only 5 metres wide. Currently the south side of Tonga Place has No Stopping Lines installed along its full length and also around the cul-de-sac turning head at the western end of the street.
3. In the latter quarter of 2011 the Council received two requests for the installation of further No Stopping lines in Tonga Place one from the only resident property owner in the street at number 4 Tonga Place. The other request came from the students living at number 3 Tonga Place. In both instances these residents related the great difficulty they were having exiting their properties when a vehicle was parked outside of Number 4 Tonga place just east of its vehicle entrance.
4. Staff investigating this request met the residents on site and confirmed that due to the combination of the 5 metre wide usable road width and the deep dish channel design of the street it is often impossible to exit the driveway of the property located at number 3, and difficult to exit number 4 Tonga place. These residents have no option but to door knock until they find the owner of the parked vehicle then request that they move their vehicle so they can get out. The other option of driving over the channel is almost certain to damage a private motor vehicle unless it is a SUV. (See **Attachment 1** Plan TG121101)
5. This current issue has previously not been a problem because residents parked their private motor vehicles off street. However over the years the majority of long term residents have moved out of the street and the properties are now being let to students who have numerous motor vehicles which can not all be contained off street.
6. The problem can easily be solved by the installation of a seven metre length of No Stopping Lines being marked just east of the vehicle entrance of the property at number 4 Tonga Place. The proposed No Stopping Lines would make it illegal for a vehicle to park in this location and would have minimal effect on kerb side parking by removing only one further parking space from the street.
7. The residents living at numbers 3 and 4 Tonga Place, who are most directly affected by the installation of the proposed No stopping Lines both strongly support this proposal. It was not considered necessary to consult with the rest of the residents in Tonga Place who do not suffer the same inconvenience.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$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 Strategies and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

17. As above

CONSULTATION FULFILMENT

18. The residents living at numbers 3 and 4 Tonga Place, who are most directly affected by the installation of the proposed No stopping Lines both strongly support this proposal. It was not considered necessary to consult with the rest of the residents in Tonga Place as it is considered reasonable that the tenants at number 3 Tonga Place and the resident of number 4 Tonga Place expect to be able to safely exit their property. It is further considered reasonable that these same residents believe it is the Council's responsibility to provide this egress.
19. The Officer in Charge of Parking supports the proposal.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve that the stopping of vehicles be prohibited at any time on the north side of Tonga Place commencing at a point 32 metres west of its intersection with Centennial Avenue and extending in a westerly direction for a distance of seven metres.