

14. BIBIANA STREET - PROPOSED NO STOPPING RESTRICTION

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager, City Environment Group, DDI 941-8608 |
| Officer responsible: | Unit Manager, Transport and Greenspace |
| Author: | Steve Dejong, Traffic Engineer |

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval for the installation of No Stopping Restrictions on Bibiana Street.

EXECUTIVE SUMMARY

2. The Council has received numerous complaints from residents, motorists and from the office of Amy Adams, MP Selwyn, regarding traffic congestion along Bibiana Street. It is claimed that the high kerbside parking along this road is impeding two-way traffic flow. Particular concern is given to the right-angle bend in this road which is causing some visibility issues. (See **Attachment 1**).
3. Bibiana Street is classified as a local road in the City Plan and therefore has a primary function of providing property access. The road carriageway is narrow, generally ranging between 7.5 metres along the northern portion (outside the Anthony Wilding Retirement Village) to 8.5 metres along the western portion. The right angle bend however increases to a maximum width of 12.5 metres. Bibiana Street is also provided with indented parking bays and these experience high demand during weekday periods.
4. The high kerbside parking is largely attributed to staff vehicles associated with the nearby Anthony Wilding Retirement Village. Additional vehicles are however also parking kerbside along other portions of Bibiana Street and given the narrow carriageway width, such parking is restricting two-way flow. The issue is compounded where parking occurs along both sides.
4. The retirement village provides a complying number of car parking spaces and has resource consent approval. It is also understood that the retirement village is not contravening any of their resource consent conditions in relation to parking. The solution therefore is to better manage the kerbside parking. This however needs to be appropriately balanced. For example, restricting kerbside parking in one area might displace or push it further along the road. Similarly, parking restrictions that result in wider unimpeded carriageway widths can also increase vehicle speeds, which can have safety implications.
5. The proposed No Stopping restriction around the inside curve of Bibiana Street will provide clear forward visibility for motorists. This could be complemented with further parking restrictions on the opposite side (outside 31 Bibiana Street). This would still enable two-way traffic flows, although it would also maintain slow vehicle speeds, especially where cars continued to use the remaining available road space for parking. It is proposed to install further parking restrictions around the Gabriel Grove T-intersection, this will provide clear visibility for motorists entering or exiting the side road. It would also enable two-way traffic flows along Bibiana Street and by default would largely confine the kerbside parking along the eastern side to the dedicated indented parking bays only.
6. All the owners and occupiers on Bibiana Street and Gabriel Grove that are affected by the proposal were all informed by letter on 19 June 2012. No objections to the proposal were received.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is \$120.

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

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

LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
10. 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.
11. 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?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. 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?

14. As above

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. All the owners and occupiers of on Bibiana Street and Gabriel Grove that are affected by the proposal were all informed by letter on 19 June 2012. No objections to the proposal were received.

STAFF RECOMMENDATION

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

- (a) That the stopping of vehicles be prohibited at any time on the north west side of Bibiana Street commencing at a point 71 metres east of its intersection with Bernadette Street, and extending in an easterly direction around the bend to the north east for a total distance of 52 metres.
- (b) That the stopping of vehicles be prohibited at any time on the east side of Bibiana Street commencing at a point 70 metres southwest of its intersection with Gabriel Grove and extending in a southwest direction for a distance of 14 metres.
- (c) That the stopping of vehicles be prohibited at any time on the east side of Bibiana Street commencing at its intersection with Gabriel Grove and extending in a southerly direction for a distance of 28 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Gabriel Grove commencing at its intersection with Bibiana Street and extending in a south easterly direction for a distance of 6 metres.

- (e) That the stopping of vehicles be prohibited at any time on the north side of Gabriel Grove commencing at its intersection with Bibiana Street and extending in a southeast direction for a distance of 6 metres.
- (f) That the stopping of vehicles be prohibited at any time on the east side of Bibiana Street commencing at its intersection with Gabriel Grove and extending in a northerly direction for a distance of 11 metres.