

15. AIDANFIELD DRIVE/MCMAHON INTERSECTION - PROPOSED NO STOPPING RESTRICTIONS

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 No Stopping Restrictions at the intersection of Aidanfield Drive and McMahan Drive.

EXECUTIVE SUMMARY

2. The Council has received a request for the installation of No Stopping restrictions at the intersection of Aidanfield Drive and McMahan Drive, which is a roundabout. The request stated that vehicles have a tendency to park near the intersection, which combined with the curved and narrow approaches, creates a road safety issue.
3. Both Aidanfield Drive and McMahan Drive are classified as Local Roads within the Christchurch City Plan. Together, these roads provide the key access points to the Aidanfield subdivision.
4. Each approach to the Aidanfield Drive and McMahan Drive intersection is offset. This has led to the roundabout approaches being curved. The combination of narrow and curved approaches, roundabout splitter islands and parked vehicles increases the complexity of negotiating this intersection. This may lead to conflict, and requires driver attention that could otherwise be focused on observing other vehicles approaching the intersection. The lack of road space also makes cyclists vulnerable on the approaches.
5. The approaches to the roundabout splitter islands are marked with No Overtaking lines, for which it is illegal for drivers to cross when overtaking, this includes overtaking parked vehicles. There is insufficient road space for motorists to pass a vehicle parked along the kerbside without crossing the centreline/no overtaking line, and hence the present situation encourages drivers to undertake an illegal manoeuvre, which should be rectified.
6. The installation of the proposed No Stopping restrictions will prevent motorists parking near the intersection, ensuring unimpeded movement through the intersection is provided. Hence, restrictions are proposed as shown on **Attachment 1**. These extend as far as the No Overtaking lines on the approaches, reaching the Somerville Crescent intersection with McMahan Drive southwest of Aidanfield Drive.
7. All property owners and residents directly affected by the installation of the proposed No Stopping restrictions and those adjoining or opposite the restrictions have been informed of the proposal through a letter. Two responses were received, both supportive of the proposal.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$350.00.

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 the 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 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 Council Strategies including the parking strategy 2003 and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. The property owners and residents directly affected by the installation of the proposed No Stopping restrictions and those adjoining or opposite the restrictions have been informed of the proposal through a letter. It is noted that one owner owns multiple properties in the vicinity and that some of the sections have not been built on or are under construction. Responses were received from the owners of 63 Aidanfield Drive and 89 Somerville Crescent, with both owners being supportive of the proposal.

STAFF RECOMMENDATION

It is recommended that the Board approve the following:

- (a) That the stopping of vehicles be prohibited at any time on the south west side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a south easterly direction for a distance of 25 metres.
- (b) That the stopping of vehicles be prohibited at any time on the north east side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a south easterly direction for a distance of 38 metres.
- (c) That the stopping of vehicles be prohibited at any time on the south east side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a north easterly direction for a distance of 30 metres.
- (d) That the stopping of vehicles be prohibited at any time on the north west side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a north easterly direction for a distance of 39 metres.
- (e) That the stopping of vehicles be prohibited at any time on the east side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a northerly direction for a distance of 44 metres.
- (f) That the stopping of vehicles be prohibited at any time on the west side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a northerly direction for a distance of 45 metres.
- (g) That the stopping of vehicles be prohibited at any time on the north west side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a south westerly direction to its northern intersection with Somerville Crescent.

- (h) That the stopping of vehicles be prohibited at any time on the north west side of McMahon Drive commencing at its northern intersection with Somerville Crescent and extending in a south westerly direction for a distance of 10 metres.
- (i) That the stopping of vehicles be prohibited at any time on the north east side of Somerville Crescent commencing at its northern intersection with McMahon Drive and extending in a north westerly direction for a distance of 10 metres.
- (j) That the stopping of vehicles be prohibited at any time on the south west side of Somerville Crescent commencing at its northern intersection with McMahon Drive and extending in a north westerly direction for a distance of 10 metres.
- (k) That the stopping of vehicles be prohibited at any time on the south east side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a south westerly direction for a distance of 45 metres.