

Officer responsible City Streets Manager	Author Barry Cook, Area Engineer
Corporate Plan Output: Roading Improvements 9.5 text 54	

At the 4 August meeting the Board was addressed by Mr John Tweedie from 81 Main Road who requested that the Council fund the widening of his vehicle entrance a distance of 1.5 m because of the location of a pedestrian island. The Board resolved to seek an Officer's Report.

In 1996 two islands with kerb buildouts were installed in Main Road Redcliffs to act as gateways to the shopping area. This was after many requests from the community, led by the 'Super 60s' coordinator and supported by the Redcliffs Residents Association and the Hagley/Ferrymead Community Board.

Consultation over the position of the island outside No 81 involved many people including residents in the drive to the west at No 97 and of course the Mobil Garage opposite. The location of islands like these, is always a juggling act, to fit between driveways, to be located under a street light, and to also meet minimum standards for safety. Although the previous owner of No 81 was a very elderly gentleman, he was happy for the island to be located as constructed. There was no reported problems with access, from his elderly friends or family.

This island and the kerb build outs, although primarily installed as a 'gateway' to the shopping area, has been very successful as a pedestrian crossing point. Some older residents have contacted the Council saying that they feel safer crossing at this island, than at the shops on the zebra crossing.

The house at No 81 is very old, is set back quite a distance from the road, and has a single car garage incorporated in it. The driveway and kerb crossing is quite narrow, approximately 2.6 metres wide. In fact the stone pillar on the east side of the drive has been removed because of the narrowness creating an additional 0.3 metres.

The minimum width for a new kerb crossing is 3.5 metres. For a high volume minor arterial road like Main Road, it is advisable to have more than the minimum width to allow vehicles to get out of the traffic stream quickly. In this situation however the kerb build out prevents vehicles from parking to the west of the drive (the vehicle approach for the city side) and the curve on the kerb build out provides a smooth entry to the crossing point. When approaching from Sumner, the painted median in which the island is located and was installed as part of the work, provides an area to wait for traffic to clear, before turning right into the drive. The island provides protection while waiting. The problem only occurs when wanting to leave the property. When turning out to the right with a trailer on behind or backing out across the road to go to Sumner the island becomes a problem. Backing out is not advised and when using a trailer there are other route options that include, going around the block (Beachville Road is only 46 metres away) or using the forecourt of the Mobil Garage.

The Council gets many requests to fund driveway alterations. It is not the Council's responsibility to fund this sort of work. There are no budgets specifically for this and therefore funding would have to be sought for it. The previous written offer to fund half the cost was given a time limit to 31 July 1999. The Board may wish to consider funding the alterations which is estimated to be \$418 + GST. Because the Tweedies bought the property with the island in place, then they should accept the responsibility to pay for the crossing alterations, the same as other people. Discussions with the Tweedies indicate that they intend to build a garage in front of the house some time in the future. To provide access to the garage their driveway will have to be widened towards the east boundary. The vehicle crossing would also have to be widened to match.

The issue of vehicles parking too close to or over the crossing, because of the shops, is an enforcement issue and is not unique to No 81 Main Road. The Tweedies mentioned installing a parking time restriction. Previous requests have not been pursued as agreement amongst the business owners has not been obtained. Such a restriction would be implemented after reviewing what was appropriate for the whole shopping area. Surveys have shown that there is good turnover of vehicles and that there is always parking available, although not necessarily outside the shop the customer wishes to use. Because these are community shops it is not too difficult for one shop owner to ask staff from another shop not to park in front of his or her shop. The main complaint is at night when people visit Gilly's Wine Bar, which is outside the time period a parking restriction would operate.

If a parking restriction was to be agreed to by the business owners, there would be no problems having one installed. At the time of installation, white parking markings would also be installed.

Because there are broken yellow 'no stopping lines' marked around the kerb build out, it is possible to extend these to cover the vehicle crossing to No 81 Main Road. This may help to resolve the problem, but experience with similar situations indicates that broken yellow lines would not solve the illegal parking problem.

- Recommendation:**
1. That the information be received.
 2. That the Board does not support Council funding of alterations to the vehicle crossing to No 81 Main Road.
 3. That the broken yellow 'no stopping lines' be extended to cover the vehicle entrance to No 81 Main Road.

**Chairman's
Recommendation:** For discussion.