

8. SIMEON STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Transport & Greenspace Manager
Author:	Steve Dejong, Traffic Engineer, Network Operations, DDI 941 6428

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval that the stopping of vehicles currently prohibited at any time on the west side of Simeon Street opposite the rear entrance to Addington School be extended. (Refer Attachment 1).

EXECUTIVE SUMMARY

2. During the consultation process with local residents regarding the planned Simeon Street kerb and channel replacement and street renewal work between Coronation Street and Howard Street, the capital projects team received feedback from staff at Addington Primary School who are concerned that the vision of oncoming traffic at the pedestrian crossing point on Simeon Street at the rear of the school is impeded by vehicles parked at the end of the existing no stopping lines.
3. This concern has been passed to the Network Operations team, as the portion of Simeon Street between Brougham Street and Howard Street which contains the School crossing point, was upgraded several years ago and therefore falls outside the boundary of the present upgrade.
4. The existing No Stopping lines extend 28 metres north from the pedestrian cut down on the east side of Simeon Street and 17 metres north from the pedestrian cut down on the west side of Simeon Street.
5. The existing No Stopping restriction gives a pedestrian standing at the crossing point cut down on either side of Simeon Street a sight distance of 50 metres to oncoming traffic from the north. The recommended safe sight distance in a 50 km/hr zone is 87 metres. There are no issues with sight distances to the south as these exceed the recommendations.
6. A report which proposed to extend the existing No Stopping restriction on both the west and east side of Simeon Street to the north by 10 metres was presented to the Board on the 18th August 2009. There was a deputation by a resident concerned about the loss of on-street parking in front of their property at number 182 Simeon Street.
7. As the visibility issue at the crossing point is for a short period of time in the morning and afternoon on school days only, the Board decided to reconsider the recommendation and asked staff to investigate other options and seek further information from the School regarding numbers of children using the crossing point.
8. The following alternatives were considered:
 - (a) Install signs restricting parking between 8.30am – 9.30am and 2.30pm – 3.30pm.

Staff Comment:

“Staff would not like to see a mixture of painted No Stopping lines and a part time signed stopping restriction as this is likely to cause confusion to the public. This would need regular enforcement and we do not believe school staff should be expected to act as parking wardens.”

- (b) The school to put out cones on the road.

Staff Comment:

“This would be ineffective if vehicles are already parked there and could cause confrontation if they are moved by someone wishing to park there. The school already put out cones at the crossing point.”

- (c) Parent education via newsletters etc.

Staff Comment:

"Good idea, many school already do this."

- (d) Broken yellow lines extended on the opposite side of the road from the school only.

Staff Comment:

"Whilst staff believe that extending the broken yellow lines on both sides is the best solution to the visibility issue, the extension of the broken yellow lines on the opposite side of the road from the school only would be acceptable. This would increase visibility for children in the morning using the crossing point unsupervised. The school currently provides a teacher to help those crossing after school from the school side. The School Principal is happy with this option."

9. The School Principal advised that about 25 children use the crossing in the morning and after school. This is higher than the number of children observed by staff and a Board member on the occasion of their visits. The numbers probably increase with fine weather.
10. It is now proposed that the existing No Stopping restriction on the west side of Simeon Street be extended to the north by 10 metres. This will give pedestrians crossing Simeon Street from the west side approximately 80 metres sight distance to traffic approaching from the north (Brougham Street).
11. This proposal will require the removal of two kerb side parking spaces outside number 191 Simeon Street, which are beside an area of raised garden and not grass berm.
12. Consultation was carried out with the owners and occupiers of the nine properties considered to be the most affected by the proposed extension to the existing No Stopping restrictions as part of the previous report. Refer to Paragraphs 23, 24 and 25 for details of consultation.

FINANCIAL IMPLICATIONS

13. The estimated cost of this proposal is approximately \$50.

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

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

LEGAL CONSIDERATIONS

15. 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.
16. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008.
17. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

18. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. 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?

20. As above.

ALIGNMENT WITH STRATEGIES

21. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

22. As above.

CONSULTATION FULFILMENT

23. The owners and occupiers of numbers 189, 191, 193 & 195 on the west side of Simeon Street, and numbers 182, 182A, 184, 184A and 186 on the east side were consulted and only the following two responses were received:

- (a) The person who owns 182 and 182A understood the intention was to improve visibility at the crossing point but opposed the proposal as there are already problems with parking over the driveway and they believe this will make it worse.
- (b) The tenant at 182A is strongly opposed the proposal as there are already problems with parking over the driveway and they believe this will make it worse. They suggested 'Children Crossing' signs or moving the crossing point further south along the road.

The tenant at 182A Simeon Street had speaking rights at the 18 August 2009 Board meeting and spoke against broken yellow lines outside her property, which is on the east side of the street.

24. The Addington Neighbourhood Association have been consulted and advise that as they have no members in Simeon Street and no knowledge of the issue, they do not support or oppose the proposal.

25. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

(a) Revoke the following parking restrictions:

That the existing parking restrictions on the west side of Simeon Street commencing at a point 135 metres south of its intersection with Jerrold Street South and extending in a southerly direction for a distance of 26 metres be revoked.

(b) Approve the following on Simeon Street:

That the stopping of vehicles be prohibited at any time on the west side of Simeon Street commencing at a point 125 metres south of its intersection with Jerrold Street South and extending in a southerly direction for a distance of 36 metres.

CHAIRPERSONS' RECOMMENDATION

That the staff recommendation be supported.