

11. PARK TERRACE – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Mark Millar, Senior Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Lyttelton/Mt Herbert Community Board's approval that the stopping of vehicles be prohibited at any time at two corners at the eastern end of Park Terrace.

EXECUTIVE SUMMARY

2. The Traffic Operations Team have received a request from the Lyttelton/Mt Herbert Community Board to investigate the installation of No Stopping restrictions on Park Terrace at the corner known as 'white gates' and the next corner east from this, which is at the location where Park Terrace becomes Brittan Terrace. Please refer to **Attachment 1**.
3. Park Terrace is an arterial road with a speed limit of 50 km/h. It is a winding and sometimes narrow road which joins Governors Bay Road at its western end and Brittan Terrace at its eastern end. No Stopping restrictions (broken yellow lines) are already installed at several locations along Park Terrace and Brittan Terrace.
4. It would appear from aerial photos and information from a long term resident that broken yellow lines have previously been installed at the Park Terrace / Brittan Terrace corner but have been sealed over and not remarked.
5. Both 'white gates' and the Park Terrace / Brittan Terrace corner are 90° bends, or close to that, with a steep bank and vegetation on the inside of the corner which completely obscures the visibility of oncoming traffic. When vehicles are parked at or close to these corners, traffic rounding the corner is forced to cross the centre line and has no visibility of oncoming traffic. This can be particularly dangerous when large vehicles are rounding the corner.
6. At 'white gates' corner, it is proposed that no stopping restrictions be installed on both sides of the road. The outer carriageway at Park Terrace / Brittan Terrace corner widens out and at this stage it is proposed that no stopping restrictions be installed only on the inside of the corner. Should this proposal not resolve the associated parking issues, then no stopping restrictions can be considered for the outside of this corner at a later date.
7. The installation of no stopping restrictions at these corners is consistent with other tight corners along Park Terrace and Brittan Terrace. The broken yellow line marking is also understood by overseas tourists as indicating a No Stopping restriction. Preventing vehicles from parking at these corners will significantly improve the level of safety for road users.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$450.

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

9. The installation of road markings and signs is within the LTP 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.

12. 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?

13. As above.

ALIGNMENT WITH LTP 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 LTP?

15. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. Nine consultation letters were sent to the property owners / residents on this section of Park Terrace with four responses received.

19. All four responses were in support of the proposal, however, the following issues were raised:

- (a) Can the extent of the no stopping restriction in front of number 2 Park Terrace be reduced?

The respondent was advised that the no stopping restriction has been extended by six metres past the existing footpath steps to provide visibility for both pedestrians and motorists.

- (b) Can the extent of the no stopping restriction in front of number 6 Park Terrace be extended across their access and could 'Residents Only' parking be provided?

The no stopping restriction has been extended across the steps to number 6 Park Terrace. Council policy does not support 'Residents Only' parking in this situation.

20. The Corsair Bay Residents' Association supports this proposal.

21. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Lyttelton/Mt Herbert Board approve:

Revocations

- (a) That any existing No Stopping Restrictions on the southern (seaward) side of Park Terrace commencing at a point 120 metres south west of its intersection with Brittan Terrace and extending in a predominantly south westerly direction for a distance of 216 metres be revoked.
- (b) That any existing No Stopping Restrictions on the northern (landward) side of Park Terrace commencing at its intersection with Brittan Terrace and extending in a predominantly south westerly direction for a distance of 200 metres be revoked.

- (c) That any existing No Stopping Restrictions on the northern (landward) side of Park Terrace commencing at its intersection with Brittan Terrace and extending in a predominantly north westerly direction for a distance of 35 metres be revoked.

No Stopping Restriction

- (d) That the stopping of vehicles be prohibited at any time on the southern (seaward) side of Park Terrace commencing at a point 124 metres south west of its intersection with Brittan Terrace and extending in a predominantly south westerly direction for a distance of 90 metres.
- (e) That the stopping of vehicles be prohibited at any time on the northern (landward) side of Park Terrace commencing at its intersection with Brittan Terrace and extending in a predominantly south westerly direction for a distance of 24 metres.
- (f) That the stopping of vehicles be prohibited at any time on the northern (landward) side of Park Terrace commencing at a point 120 metres south west its intersection with Brittan Terrace and extending in a predominantly south westerly direction for a distance of 78 metres.
- (g) That the stopping of vehicles be prohibited at any time on the northern (landward) side of Park Terrace commencing at its intersection with Brittan Terrace and extending in a predominantly north westerly direction for a distance of 34 metres.