

**13. BARRINGTON STREET, DELORAINE STREET AND ROBERTA DRIVE INTERSECTION  
PROPOSED NO STOPPING RESTRICTION**

<b>General Manager responsible:</b>	Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Manager Transport and Greenspace
<b>Author:</b>	Steve Dejong, Transport Engineer – Transport,

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board's approval to install No Stopping Lines around the corners of the Barrington Street, Deloraine Street and Roberta Drive intersection (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. Council has received several requests from residents to install No stopping Lines at the intersection of Barrington Street, Roberta Drive and Deloraine Street to prevent vehicles parking too close to the intersection. Residents complained that vehicles parked near the intersection obstruct the sight lines of motorists entering Barrington Street.
3. Barrington Street is a Minor Arterial Road carrying an average daily total of 10,000 vehicles at the point it passes the Deloraine and Roberta intersection. There is a slight incline from Deloraine Street and Roberta Drive up onto Barrington Street which makes this intersection slightly more complicated for some motorists.
4. Within the last 10 years there have been five recorded accidents within 50 metres of the Barrington Street, Roberta Drive and Deloraine Street intersection. However none of these recorded accidents were the direct result of turning movements at this intersection.
5. Staff investigated this request and concur that the installation of No Stopping lines around the radii and on the approaches and departures from the corners at this intersection will prevent vehicles parking close to the intersection and will improve sight lines, thus improving safety at this intersection.
6. A letter explaining the proposal was delivered to all affected residents and those residents in the immediate vicinity of the proposed No Stopping Lines on the 2 December 2010. The Spreydon Ratepayers and Residents Association were also asked to indicate their support or opposition for the proposal on the same date. A reply was received on the 14 December 2010 from the Spreydon Ratepayers and Residents Association saying that "they thought it was an excellent idea, as it is very difficult getting out of these two streets".

**FINANCIAL IMPLICATIONS**

7. The estimated cost of this proposal is approximately \$130.

**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 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 Strategies and Road Safety Strategy 2004.

**Do the recommendations align with the Council's strategies?**

16. As above.

**CONSULTATION FULFILMENT**

17. On the 2 December 2010 a letter and a plan explaining the proposal was delivered to all affected residents and those in the immediate vicinity of the proposed No Stopping Lines. This letter invited the residents to phone or email the area Traffic Engineer if they had any questions and informed residents of how they could obtain speaking rights at the forthcoming Community Board meeting. No response has been received from residents to date.

18. The Spreydon Ratepayers and Residents Association was also informed of the proposal via email, receiving a letter and a plan. A reply was received on the 14 December 2010 from the Spreydon Ratepayers and Residents Association saying that "they thought it was an excellent idea, as it is very difficult getting out of these two streets".

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

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board approve that:

- (a) The Stopping of vehicles be prohibited at any time on the south west side of Barrington Street commencing at its intersection with Roberta Drive and extending in a north westerly direction for a distance of 17 metres.
- (b) The Stopping of vehicles be prohibited at any time on the north west side of Roberta Drive commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 15 metres.
- (c) The Stopping of vehicles be prohibited at any time on the south east side of Roberta Drive commencing at its intersection with Barrington Street and extending in a south westerly direction for a distance of 15 metres.
- (d) The Stopping of vehicles be prohibited at any time on the south west side of Barrington Street commencing at its intersection with Roberta Drive and extending in a south easterly direction for a distance of 22 metres.
- (e) The Stopping of vehicles be prohibited at any time on the north east side of Barrington Street commencing at its intersection with Deloraine Street and extending in a south easterly direction for a distance of 17 metres.

- (f) The Stopping of vehicles be prohibited at any time on the south east side of Deloraine Street commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 15 metres.
- (g) The Stopping of vehicles be prohibited at any time on the north west side of Deloraine Street commencing at its intersection with Barrington Street and extending in a north easterly direction for a distance of 15 metres.
- (h) The Stopping of vehicles be prohibited at any time on the north east side of Barrington Street commencing at its intersection with Deloraine Street and extending in a north westerly direction for a distance of 15 metres.

**CHAIRPERSONS RECOMMENDATION**

For discussion.