

## 8. EXETER STREET – PROPOSED NO STOPPING RESTRICTION

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Acting Transport and Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on the north side of Exeter Street.

### EXECUTIVE SUMMARY

2. Council staff have received a request that a no stopping restriction be installed on Exeter Street between Canterbury and Oxford Streets. Please refer to the **attached** plan.
3. From the intersection with Canterbury Street a service lane commences and runs eastward above the roadway of Exeter Street for 105 metres before rejoining the roadway outside 18 Exeter Street. Yellow painted no stopping markings extend along the length of this service lane stopping at the eastern boundary of number 18.
4. From where the service lane rejoins the roadway, the road narrows to approximately 7 metres in width to pass a service lane providing access into 16, 16a and 16b Exeter Street. There are no restrictions on parking or stopping along this narrow section, but yellow painted no stopping markings recommence at the eastern end of the area across the service lane entrance. If vehicles are parked along the northern and southern sides of the narrow section of Exeter Street, the carriageway width can be reduced to less than three metres meaning that it becomes in effect a one lane section of roadway.
5. Exeter Street is part of the Lyttelton bus route. Should the road width be reduced to less than three metres in width, it can be difficult if not impossible for a bus to get through. Installing stopping restrictions for 33 metres along the northern side of Exeter Street at this location should ensure the safe movement of buses and other vehicles in both directions.
6. Consultation documents were distributed to residences fronting onto this section of Exeter Street. All respondents supported the installation of no stopping restrictions as proposed.

### FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$100.

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

8. The installation of signs and road markings is covered by Transport and Greenspace Operational budgets

### LEGAL CONSIDERATIONS

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

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 parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

## **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

12. 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?**

13. As above.

## **ALIGNMENT WITH STRATEGIES**

14. 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?**

15. As above.

## **CONSULTATION FULFILMENT**

16. Consultation documents were distributed to twelve residences that fronted onto this section of Exeter Street.
17. Four or 33% responded. All supported the installation of the no stopping restrictions as proposed.

## **STAFF RECOMMENDATION**

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

- (a) Revoke the existing stopping restrictions on the northern side of Exeter Street that applies at any time and commences at the intersection with Canterbury Street and extends east along the northern side of the service lane for 110 metres.
- (b) Revoke the existing stopping restrictions on the northern side of Exeter Street that applies at any time and commences 143 metres east of the intersection with Canterbury Street and extends east for ten metres.
- (c) Approve that the stopping of vehicles be prohibited at any time on the northern side of Exeter Street commencing at the intersection with Canterbury Street and extending in a easterly direction, initially along the service lane, and then along Exeter Street, for a distance of 153 metres.