

9. RAPAKI SETTLEMENT – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment DDI 941-8608
Officer responsible:	Transport and Greenspace Manager,
Author:	Mark Millar, Traffic Operations

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 on both sides on Korora Tahī Road and Kina Road in the Rapaki Settlement.

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 Korora Tahī Road and Kina Road in the Rapaki Settlement. Please refer to the **attached** plan.
3. Korora Tahī Road and Kina Road are both narrow roads in the Rapaki Settlement. The carriageway width of both roads is approximately four metres. When visitors to the church, beach or neighbouring properties park on these roads, the road becomes blocked to through traffic. This can particularly be a problem in the event of a large funeral at the church or on hot summer weekends.
4. The Lyttelton Volunteer Fire Brigade sometimes carry out training exercises in the Rapaki Settlement and have advised Rapaki Settlement authorities that there are safety issues when Fire Brigade and other emergency service vehicles are blocked from accessing parts of the Rapaki settlement by inappropriately parked cars.
5. It is proposed that No Stopping restrictions in the form of broken yellow lines are installed on both sides of Korora Tahī Road for 160 metres north from its intersection with Kina Road and on both sides of Kina Road for 40 metres west from its intersection with Korora Tahī Road. Staff believe that broken yellow lines marked on the road will be more effective in this situation than the installation of No Stopping signage.
6. The installation of No Stopping restrictions on Korora Tahī Road and Kina Road will improve the movement of traffic in this part of Rapaki Settlement for both residents and visitors. Providing unimpeded access for emergency services vehicles will increase the level of safety for people and buildings in Rapaki Settlement.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$800.

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.
11. 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?

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 including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. Consultation was carried out with the Rapaki Settlement residents by Te Hapū o Ngāti Wheke Inc., the settlement's administrative body. There are approximately 22 residential properties in the Rapaki Settlement.
18. Te Hapū o Ngāti Wheke advised that the people at the top half of the settlement declined to comment as they felt it did not concern them. Five responses were received from people closest to the effected area.
19. Of the five responses received, one was in support and four against the proposal. Comments against the proposal included:
- (a) Road markings would be contrary to the character of Rapaki.
 - (b) Would be a waste of time as they will not be enforced by Council.
 - (c) Rapaki Settlement should offer a solution to the parking issues.
 - (d) Revive a Bank Peninsula District Council plan for wider roads, paths and parking.
20. Despite some of the comments that do not support the proposal, there is an over-riding safety issue for emergency services that needs to be addressed thus staff wish to proceed with proposed restrictions.

Details of all comments received are included as **Attachment 2**.

21. The Chief Fire Officer of the Lyttelton Volunteer Fire Brigade supports this proposal.
22. 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 Korora Tahī Road be revoked.
- (b) That any existing No Stopping Restrictions on Kina Road be revoked.

No Stopping Restriction

- (c) That the stopping of vehicles be prohibited at any time on the eastern side of Korora Tahī Road commencing at its intersection with the southern edge of seal of Kina Road and extending in a northerly direction for a distance of 164 metres.
- (d) That the stopping of vehicles be prohibited at any time on the western side of Korora Tahī Road commencing at its intersection with Kina Road and extending in a northerly direction for a distance of 160 metres.
- (e) That the stopping of vehicles be prohibited at any time on the northern side of Kina Road commencing at its intersection with Korora Tahī Road and extending in a westerly direction for a distance of 40 metres.
- (f) That the stopping of vehicles be prohibited at any time on the southern side of Kina Road commencing at its intersection with Korora Tahī Road and extending in a westerly direction for a distance of 40 metres.