

## 15. MAIDSTONE ROAD – PROPOSED NO STOPPING RESTRICTION

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

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram Community Board's approval to extend the existing No stopping restriction on Maidstone Road at its intersection with Lynfield Avenue.

### EXECUTIVE SUMMARY

2. Maidstone Road is designated as a Collector road under the Christchurch City Plan. Lynfield Avenue is a local Road and Waimairi Road, located 100 metres east of the Lynfield/Maidstone intersection is designated as a Minor Arterial road.
3. On the 14 of September 2011 the Riccarton/Wigram Community Board received a very comprehensive letter and accompanying plans from Mr Macaulay a resident of Rutherglen Avenue. Mr Macaulay raised concerns regarding parking on Maidstone Road close to the Lynfield Avenue intersection and in front of the Bus Stop (refer **Attachment 1**).
4. On the 17 November 2011 representatives of the Riccarton/Wigram Community Board and the Council's Area Traffic Engineer met with Mr Macaulay on site and discussed the matter. All those in attendance at the site meeting agreed on a proposal to extend the No Stopping lines at the intersection of Maidstone Road and Lynfield Avenue. The Board members requested that a report be prepared and presented in the New Year for the Riccarton/Wigram Community Board to make formal decision.
5. Located on the north western corner of the Waimairi Road/Maidstone Road signalised intersection are the Waimairi Road shops (the shops are across the ward boundary and fall under the jurisdiction of the Fendalton/Waimairi Community Board). Staff employed in the fore-mentioned B1 Zoned local retail area tend to park along Maidstone Road and right up to the intersection of Lynfield Avenue, often parking over the edge line which tapers down to the intersection of Lynfield Avenue.
6. While parking over the edge line taper is not illegal, it is accepted that motorists should park so their vehicle is completely contained within the parking area behind the marked edge line. When vehicles are parked across the edge line taper in this location it can often restrict the vision of motorists exiting Lynfield Avenue. It further means that when a vehicle is entering Lynfield Avenue it can not move to the left when slowing down prior to the intersection. This holds up traffic following the turning vehicle that often get impatient and cross the centreline to overtake. Crossing the centre line in this location can cause conflict if there is another east bound vehicle turning right into Lynfield Avenue from Maidstone Road.
7. Extending the existing No stopping restriction located on Maidstone Road to the east and west of the Lynfield Avenue intersection, through the tapered edge line, will prevent vehicles parking close to the intersection solving the above mentioned problems. As there is insufficient space to legally park a vehicle to the east of the Lynfield Avenue intersection between the proposed extended No stopping restriction and the bus stop it is proposed to continue the proposed No stopping restriction along to the marked bus stop (refer **Attachment 2**).
8. The tenants residing in the properties of 79, 85 and 87 Maidstone Road, which will be affected by the proposal, were visited on the 12 December 2011 and they all indicated their support for the proposal. The owner of the property at 1/1 Lynfield Avenue also gave his support to the proposal. The owners of numbers 77, 79, 85 and 87 Maidstone were consulted by letter posted on the 30 January 2012. To date no responses from property owners have been received. See paragraphs 18-21 for full consultation details.

### FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$90.00.

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

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

**LEGAL CONSIDERATIONS**

11. 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.
12. 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.
13. 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?**

14. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

15. 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?**

16. As above.

**ALIGNMENT WITH STRATEGIES**

17. The recommendations align with the Council Road Safety Strategy 2004.

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

18. As above.

**CONSULTATION FULFILMENT**

19. The tenants residing in the properties of 79, 85 and 87 Maidstone Road, which will be affected by the proposal, were visited on the 12 December 2011. They all indicated their support of the proposal. The owner of the property at 1/1 Lynfield Avenue also gave his support to the proposal. The owners of numbers 77, 79, 85 and 87 Maidstone were consulted by letter posted on the 30 January 2012. To date no responses from property owners have been received.
20. The son in-law of the property owner of Numbers 77 and 79 Maidstone Road was spoken to on site. He indicated that he opposed the installation of the proposed No stopping restriction outside numbers 1 Lynfield Avenue and 79 Maidstone Road because staff from his business often stopped their vans outside these properties. City plan rules for living zones require that a business located in a living zone be contained on the site. Number 77 Maidstone Road has ample off street parking and any business associated with this site should not be using the road as an extension of that business.
21. The small parking space currently located outside number 79 Maidstone Road is only 2.5 metres long which is too short for a car or van; the only vehicle which could legally park in this space is a motorcycle. There is presently a Bus Stop located outside number 77 Maidstone Road. Any vehicles which are currently parking outside Numbers 77 and 79 Maidstone Road, which are larger than a motor cycle are therefore doing so contrary to road user rules.

## **STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board approve:

- (a) That the stopping of vehicles currently prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in a westerly direction for a distance of 10 metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in an easterly direction for a distance of 15 metres be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in a westerly direction for a distance of 21 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south side of Maidstone Road commencing at its intersection with Lynfield Avenue and extending in an easterly direction for a distance of 29 metres.