

9. TROUP DRIVE - PROPOSED NO STOPPING RESTRICTION

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's consideration regarding the approval for the installation of no stopping restrictions on Troup Drive.

EXECUTIVE SUMMARY

2. Council have received complaints that some of the kerbside parking along Troup Drive is hindering the ability for buses and other large vehicles to safely and efficiently manoeuvre around the cul-de-sac turning head.
3. This section of road was originally named Clarence Street however it was renamed Troup Drive, with the redevelopment of the area, including closure of the original Clarence Street at the rail crossing.
4. The south-eastern end of Troup Drive serves the Christchurch (Addington) Railway Station. This is also the end of the number 40 (Middleton to Wainoni) bus route. The road has been constructed with a central island within the cul-de-sac head to provide adequate turning. The presence of kerbside parking around this turning head severely limits the manoeuvring space for vehicles to carry out a U-turn safely at this location.
5. Staff observations reveal the difficulties, especially for bus-drivers who are being forced to either drive over some parts of the kerb to avoid conflict with parked vehicles or traverse around the turning head the wrong way. Given that this road serves a bus route, it is important that they can turn safely and efficiently. The cul-de-sac also provides access to off-street staff car parking and loading areas for the adjoining retail land uses. It is therefore important that their access needs are not hindered – especially their larger delivery vehicles.
6. Installing a No Stopping Restriction around the turning head (see **attached** plan) will provide adequate manoeuvring space for buses and other delivery vehicles so that they can traverse around in one fluid motion.
7. The owners of the adjoining retail properties either side of Troup Drive were informed by letter on 21 June 2012. No objections to the proposal were received. The Christchurch (Addington) Railway Station were not considered to be affected by the proposal given that access to their site will remain unimpeded and that they have sufficient on-site parking some distance from the street.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is \$60

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

9. The installation of road markings and signs is within the LTCCP 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 and traffic control devices.

12. 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?

13. As above.

ALIGNMENT WITH LTCCP 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 LTCCP?

15. As above

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council Road Safety Strategy 2004 and Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. The owners of the adjoining retail properties either side of Troup Drive were informed by letter on 21 June 2012. No objections to the proposal were received. The Christchurch (Addington) Railway Station were not considered to be affected by the proposal given that access to their site will remain unimpeded and that they have sufficient on-site parking some distance from the street.

STAFF RECOMMENDATION

It is recommended that the Board approve:

- (a) That the stopping of vehicles be prohibited at any time at the cul-de-sac end of Troup Drive (adjacent to the entrance to the Railway Station) commencing at a point 200 metres following the kerb line east and then south east from its intersection with Whiteleigh Avenue, then following the Cul-de-sac turning head anti clockwise from the north around to the south east across the frontage of the entrance to the Railway Station for a total distance of 79 metres. As detailed on the attached plan TG119175, Issue 1, dated 31/07/12. (**Attachment 1**)
- (b) That the stopping of vehicles be prohibited at any time around the western side of the central island located in the cul-de-sac turning head at the end of Troup Drive (adjacent to the entrance to the Railway Station) commencing at a point 212 metres following the kerb line east and then south east from its intersection with Whiteleigh Avenue, then following the kerb line of the Cul-de-sac turning head island from the North north west anti clockwise around to the South south east for a distance of 35 metres. As detailed on the attached plan TG119175, Issue 1, dated 31/07/12. (**Attachment 1**).