

## 7. SPRINGFIELD ROAD – PROPOSED NO STOPPING

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

### 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 along the west side of Springfield Road outside 53 Springfield Road.

### EXECUTIVE SUMMARY

2. The resident at 55 Springfield Road has requested an extension to the existing no stopping restriction south of their home. Presently cars can park on the south side of their driveway, which limits the visibility for them exiting their driveway. It is proposed to extend the no stopping restriction south from this driveway and around the corner to Clare Road, as shown on the **Attachment**.
3. At this location, Springfield Road and Durham Street North meet at a Give Way priority controlled intersection. The priority is given to Durham Street North over Springfield Road, thereby splitting Springfield Road into two sections. At this intersection, which is on a moderate bend, Springfield Road (north) and Durham Street North are classified as collector roads and carry around 7000 vehicles per day. Bus service 18 uses this intersection, turning left onto Springfield Road when it is northbound. This intersection can be particularly busy during morning peak hours as it is an access to Durham Street North one-way system and in the evening peak, drivers use this road to access St Albans.
4. There is a heavy left turning movement out of Springfield Road, at this intersection, due to motorists using this section of Springfield Road to avoid the signals at Bealey Avenue and Durham Street North. A car parked south of 55 or 57 Springfield Road, on this bend, blocks visibility between users exiting this driveway and cars turning left at this intersection. It also creates a pinch point for cyclists as they have to swing out into the lane to pass the parked car. Safety issues are further exacerbated by drivers only looking to their right when travelling through this intersection. The extension of the no stopping restriction will improve visibility between all road users.
5. There has been no formal consultation undertaken as part of this proposal. Residents at 55 and 53 Springfield Road have been spoken to. They do not have any issues with the proposed no stopping restriction.

### FINANCIAL IMPLICATIONS

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

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

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

### LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
9. 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.
10. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

## 7 Cont'd

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

11. As above.

### **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, Pedestrian Strategy 2001, 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. There has been no formal consultation undertaken with this proposal. The resident at 55 Springfield Road requested the no stopping restriction and is in support of this restriction. The residents at 53 Springfield Road (block of three flats) have been spoken to and do not have any issues with the proposed no stopping restriction.

### **STAFF RECOMMENDATION**

It is recommended that the Shirley / Papanui Board:

- (a) Revoke the following parking restrictions on Springfield Road:
- (i) Any existing parking restrictions at any time on the west side of Springfield Road from its intersection with Clare Road extending in generally a northerly direction, following the kerbline, for a distance of 20 metres.
- (b) Approve the following:
- (i) That the stopping of vehicles be prohibited at any time on the west side of Springfield Road commencing at the intersection with Clare Road and extending in generally a northerly direction, following the kerbline, for a distance of 26 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the north side of Clare Road commencing at the intersection with Springfield Road and extending in a westerly direction, following the kerbline, for a distance of 10 metres.

### **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.