

## 11. HEBERDEN AVENUE – PROPOSED NO STOPPING RESTRICTION

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

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time on parts of Heberden Avenue in Sumner.

### EXECUTIVE SUMMARY

2. Staff have received a request from a resident of Heberden Avenue that Stopping Restrictions be installed on both sides of Heberden Avenue near the Sumner Tennis & Squash Club (refer **attached**).
3. Heberden Avenue is a local street running predominantly north/south along the bottom of the hillside from Evans Pass Road to Scarborough Road. The 397 vehicles that were recorded as using the road in a 24 hour period in April 2005 appear to be predominantly Sumner residents.
4. The width of Heberden Avenue varies considerably along its length. The section between Colenso and Wiggins Streets, which this report relates to, varies between 8.5 metres and 12 metres in width. It is both the narrowing of the road and sharp corners with restricted visibility that has resulted in the request to install stopping restrictions.
5. The Sumner Tennis & Squash Club is situated at 18 Heberden Avenue on the western side of the roadway. At times there are a considerable number of vehicles parked outside the clubrooms, sometimes extending around the corners that are situated to the north and the south of the property.

### Northern Corner

6. Approaching the corner near the northern boundary of the Tennis & Squash Club and the electrical sub-station at 16 Heberden Avenue from the south, the road narrows from 12 metres to less than 8.5 metres as it turns from north-east to north. The parking of vehicles on the western side of the approach to the corner not only restricts visibility of any vehicle travelling south, but also forces the northbound vehicles over the centreline to align up with the roadway north of the corner. This can put them into the pathway of any vehicle approaching from Wiggins Street.
7. The section of roadway from 16 Heberden Avenue to Wiggins Street is less than 8.5 metres wide with a fence bordering the road edge on the eastern side from Wiggins Street to opposite 16 Heberden Avenue. This fence can cause vehicles to be parked further out into the roadway (to allow passengers to alight) than is required for vehicles parked adjacent to the kerb. The result can be that the available width of roadway for through traffic is reduced so that only one vehicle at a time can traverse this section of Heberden Avenue. There is a footpath on the western side.
8. The installation of 15 metres of stopping restrictions on the western side of Heberden Avenue extending south from the northern edge of the vehicle entrance into the electrical sub-station at 16 Heberden Avenue, will improve visibility around the corner and prevent vehicles from needing to cross the centreline to drive through the narrow section of roadway.
9. The installation of 37 metres of stopping restrictions along part of the fence on the eastern side of Heberden Avenue south of the intersection with Wiggins Street will stop vehicles from parking in a position that severely restricts the road width in this narrow part of Heberden Avenue.

## **Southern Corner**

10. At the southern end of the sporting complex heading south, Heberden Avenue turns from south-west to south around a rock bank. The road width in the vicinity of the corner varies from 8.7 metres north of the corner to 10 metres south of the corner. Vehicles parking on the eastern side do so alongside a rock face and alongside a gravel shoulder and drain. The rock face, gravel shoulder and drain cause the vehicles to extend some distance out into the roadway. Vehicles parked on the western side can park closer to the kerb and footpath on that side of the roadway.
11. The parking of vehicles on both sides of the approaches and on the corner can reduce the available carriageway width for both lanes of through traffic to six metres and less. The effect of this narrowing is accentuated by the reduction in width immediately after the corner (regardless of which way it is approached) and by the corner itself.
12. The installation of 33 metres of stopping restrictions on the eastern side of Heberden Avenue from 18 metres north of the apex of the corner to 15 metres south of the apex will ensure there is sufficient road width for vehicles to safely slow or to stop before the narrow sections of the roadway to allow approaching vehicles to pass. This should not result in an increase of traffic speed through the area due to the already narrow parts of the road, and due to the continuous series of corners along Heberden Avenue making speeding difficult.
13. This request to install stopping restrictions came from a resident of the area. Consultation was carried out with nearby residents, the Sumner Tennis & Squash Club, and the Sumner Residents Association. All respondents supported the proposed changes (see paragraph 24 for further details).

## **FINANCIAL IMPLICATIONS**

14. The estimated cost of this proposal is approximately \$125.

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

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

## **LEGAL CONSIDERATIONS**

16. 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.
17. The Community Boards have delegated authority from the Council to exercise the delegations in this area as set out in the Register of Delegations dated 10 December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices in this area.
18. 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?**

19. As above.

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

20. 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?**

21. As above.

**ALIGNMENT WITH STRATEGIES**

22. The recommendations align with the Council Strategies including the Parking Strategy 2003 and the Road Safety Strategy 2004.

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

23. As above.

**CONSULTATION FULFILMENT**

24. Nine consultation documents were distributed to nearby residents, organisations, and the Sumner Residents Association.

(a) Seven or 78 per cent responded.

(b) All seven or 100 per cent supported the proposed changes.

(c) The Sumner Tennis & Squash Club and the Sumner Residents Association were amongst the respondents and the supporters.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve the following:

(a) That the stopping of vehicles be prohibited at any time on the eastern side of Heberden Avenue commencing at a point 15.5 metres south from its intersection with Wiggins Street and extending in a southerly direction for a distance of 37 metres.

(b) That the stopping of vehicles be prohibited at any time on the eastern side of Heberden Avenue commencing at a point 111 metres south from its intersection with Wiggins Street and extending in a southerly direction for a distance of 33 metres.

(c) That the stopping of vehicles be prohibited at any time on the western side of Heberden Avenue commencing at a point 48.5 metres south direction from its intersection with Wiggins Street and extending in a southerly direction for a distance of 15 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.