

9. MARINE PARADE - ENTRANCE TO SUPERMARKET IN NEW BRIGHTON

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to respond to the Board's request to remove two Marine Parade kerbside car parks adjacent to the vehicle entrance/exit to the Woolworths supermarket car parking/loading area on the western side of Marine Parade in New Brighton. The **attached** plan refers.

EXECUTIVE SUMMARY

2. The Board requested at its meeting on 14 December 2009 that staff report back on removing two car parks immediately north of the Woolworths car park/loading area on Marine Parade, following a reported collision between a cyclist and a truck exiting the site.
3. The following is a minute extract from that meeting:

"The Board considered a notice of motion, moved by Gail Sheriff, seconded Tim Sintes, requesting that the two car parks on Marine Parade immediately north of the entrance to the Woolworths car park be removed and that yellow no stopping lines be installed.

Members commented on the configuration of the existing entrance and the observed practice of heavy service vehicles having to cross the central median in order to turn left into Marine Parade from the supermarket car park. A recent accident involving a young pedestrian and a vehicle at this location was also referred to. The placement of a barrier on the central median to control pedestrian movements across the street was also suggested for consideration.

*The Board **decided** to request that staff prepare a report with urgency on the traffic safety matters raised in relation to Marine Parade as detailed in the notice of motion and the resulting discussion above."*

4. The Woolworths management and the New Zealand Police were contacted regarding the collision. Both these organisations report that they have no knowledge or records of the incident occurring.
5. When both the commercial site layout and fronting road (Marine Parade) were designed and constructed, trucks using this area could manoeuvre satisfactorily. It is only since Woolworths has established on the site that larger trucks (observed articulated trucks) are commonly entering the main car park from Hawke Street, unloading at Woolworths and exiting by left turning onto Marine Parade.
6. Widening of the vehicle exit and removal of the two car parks to provide an adequate manoeuvring area for larger articulated trucks will avoid the need for truck drivers to drive over the landscaped area when left turning. However, it may result in potentially increasing speed of other exiting traffic (cars) from the car park area, which reduces the level of service and safety for pedestrians passing the site on the footpath.
7. This widening will require removal of a street tree, located immediately on the north side of the exit. Removal of the tree requires a separate approval from the Community Board. It will also require agreement from the property owners to pay for the modification to the entranceway and may possibly also require resource consent to construct a vehicle entrance/exit wider than specified in the City Plan.
8. It is concluded that some truck drivers are concentrating on their lack of manoeuvring area, rather than focussing on any approaching traffic road users. This may have accounted for the reported collision between a cyclist and a truck.

9. As stated above, any changes to the access point may improve manoeuvrability for some trucks but will negate the benefits in regard to general operating speed when exiting the site. This disbenefit can be mitigated however, by the installation of road markings to better channel cars exiting the site to constrain their exit speed by creating the illusion of a narrower exit width.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal to the Council for road markings is approximately \$500.

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

11. Yes. The installation of road markings is within the current LTCCP Streets and Transport operational budgets.

LEGAL CONSIDERATIONS

12. 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.
13. 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?

14. Yes, as in paragraphs 12 and 13 above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Yes, 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. Yes, as in paragraph 15. above.

ALIGNMENT WITH STRATEGIES

17. 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?

18. Yes, as in paragraph 16. above.

CONSULTATION FULFILMENT

19. Discussions were held with the manager of Woolworths New Brighton. To date, they or the property owner, have not agreed to funding any change to the vehicle entrance.
20. No one else has been consulted at this stage. Depending on the outcome of this report, further consultation will occur as detailed below.

STAFF RECOMMENDATION

That the Burwood /Pegasus Community Board approve concept plan TG 103657 to widen the vehicle entrance at the Woolworths/Countdown supermarket entrance/exit on Marine Parade, subject to the following:

- (a) Agreement by the Board for the removal of the affected street tree on Marine Parade, immediately north of the site.
- (b) Agreement to widen and pay for the construction of the vehicle crossing point at this site by Woolworths/Countdown.

(Note: Following receipt of these agreements, a further report will be submitted to the Board detailing the necessary parking restriction resolution and feedback on consultation with adjoining residents and businesses.)

BACKGROUND

21. Prior to the supermarket establishing, the site was a retail hardware store. While loading/unloading occurred at the same area, trucks associated with this previous retail activity were smaller goods trucks usually about eight metres in length.
22. In 1997, Marine Parade between Beresford Street and Hawke Street was reconstructed, including the new zebra pedestrian crossing and central median facility. The objectives of this project were to enhance the streetscape and calm traffic speeds in the vicinity of the mall and pier in an area of relatively high pedestrian activity.
23. While the usual goods trucks mentioned above could negotiate the new road layout (i.e. with a new central median) when turning left out of the site, when Woolworths established at this site, larger trucks started arriving at the loading/unloading area. The implications of this are that many larger trucks cannot left turn out of the site onto Marine Parade without traversing the landscaped central median.
24. It is not absolutely necessary for these larger trucks to exit onto Marine Parade. They can exit via Hawke Street, but do not do this as the truck operators wish to park as close to the loading area of Woolworths as possible.
25. Early in 2010 an incident was reported that a cyclist collided with a truck exiting the Woolworth's loading area on to Marine Parade. A notice of motion at a Board meeting requested a report to remove two car parks from Marine Parade.
26. Concerns have been raised about two issues:-
 - (a) inter visibility regarding vehicles exiting onto Marine Parade
 - (b) lack of road space for large trucks to left turn out of this area
27. The existing vehicle entrance/exit is six metres wide. There is the one metre standard clearance to the nearest car park on the south side and five metres clearance to the nearest car park on the north side. This gives adequate manoeuvring space for the majority of vehicles. Vehicles exiting at the appropriate speed have an adequate site distance for approaching vehicles.