

9. ASTON DRIVE, BOWER AVENUE, BROADHAVEN AVENUE - PROPOSED MINOR SAFETY IMPROVEMENTS

General Manager responsible:	City Environment Group, General Manager, DDI 941-8608
Officer responsible:	Transport and Greenspace, Road Corridor Operations Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval that the existing No Stopping Lines on the western side of Bower Avenue, adjacent to Broadhaven Reserve, be extended to the intersection of Bower Avenue and Aston Drive (Refer **Attachment 1**) and that No Stopping Lines be installed at the eastern end of Broadhaven Avenue, between the bus stop adjacent to Broadhaven Reserve and Bower Avenue (Refer **Attachment 2**).

EXECUTIVE SUMMARY

2. Council staff have received a request from a resident that the existing No Stopping Restriction adjacent to Broadhaven Reserve be extended to the northern end of Bower Avenue. (Refer Attachment 1.) Staff have also received a request from the Board following two deputations to the Board at its meeting held on 16 August 2010, in relation to the safety around Broadhaven Reserve.
3. Bower Avenue is a Minor Arterial Road with an average daily traffic volume of 5,400 vehicles per day. Aston Drive is a Local Road with an average daily traffic volume of 1,000 vehicles per day. Broadhaven Avenue is a Collector Road with an average daily traffic volume of 1,500 vehicles per day.
4. Football is played at Broadhaven Reserve during the winter and touch rugby is played in summer. Staff have received complaints from residents concerning parking around the reserve during sports events. The complaints received generally outlined safety concerns caused by vehicles being parked too close to the intersections.
5. The Land Transport – Road User Rule states that no driver may park their vehicle within six metres of an intersection (unless parking is authorised by the road controlling authority and the appropriate signs and road markings are installed). The Road User Rule also states that drivers must park with due care and consideration for other road users. Although the rule is clear in regards to parking with due care and consideration, enforcement can be difficult. Motorist could argue (in court) that when they parked their vehicle there were no other vehicles in the area and that they did not cause safety issues at the time that they parked. The installation of No Stopping Lines will eliminate any driver confusion as to where is and is not an appropriate parking space.
6. No Stopping Lines are generally only installed for safety reasons. The proposed No Stopping Lines will be in conjunction with adjusting the lay out of the road markings and warning signs at the intersection of Bower Avenue and Aston Drive. The proposal to install No Stopping Lines on Broadhaven Avenue at each end of the existing bus stop is aimed at reducing the occurrence of inconsiderate and unsafe parking at the roundabout during busy periods such as sporting events at the reserve.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is \$900.

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

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

LEGAL CONSIDERATIONS

9. 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.
10. 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.
11. 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?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. 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?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Parking and Road Safety Strategies.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. As this proposal is a safety issue and no residents were considered to be directly affected, no public consultation was carried out.

STAFF RECOMMENDATION

It is recommended that the Board revoke:

- (a) All existing parking restrictions on Bower Avenue from Aston Drive to Broadhaven Avenue.
- (b) All existing parking restrictions on Aston Drive from Bower Avenue to 50 metres east of Bower Avenue.
- (c) All existing parking restrictions on the northern side of Broadhaven Avenue from Bower Avenue to Lamorna Road.

It is recommended that the Board approve:

- (d) That the stopping of vehicles be prohibited at any time on the western side of Bower Avenue commencing at Aston Drive and extending to Broadhaven Avenue.
- (e) That the stopping of vehicles be prohibited at any time on the eastern side of Bower Avenue commencing at Aston Drive and extending south for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the northern side of Broadhaven Avenue commencing at Aston Drive and extending west for a distance of 24 metres.

- (g) That a bus stop be installed on the northern side of Broadhaven Avenue commencing at a point 24 metres west of Bower Avenue and extending west for a distance of 28 metres.
- (h) That the stopping of vehicles be prohibited at any time on the northern side of Broadhaven Avenue commencing at a point 52 metres west of Bower Avenue and extending west for a distance of eight metres.