

7. WESTMINSTER/HILLS ROAD - NO STOPPING RESTRICTIONS AND BUS STOP MARKINGS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Acting Unit Manager, Transport and Greenspace
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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 on Westminster Street and Hills Road where they intersect and that the existing bus stops on Hills Road be marked on the road surface as shown in the **attached** plan.

EXECUTIVE SUMMARY

2. Staff have identified the intersection of Westminster Street and Hills Road as a priority scheme on our minor safety database. This intersection is a wide skewed T-intersection with sweeping corners that allow for relatively high speed turning manoeuvres. This leads to an undesirable environment for vulnerable road users such as pedestrians and has resulted in crashes at this intersection.
3. Staff are proposing to install a splitter island at this intersection. This will give pedestrians a refuge when crossing and also narrow the traffic lanes. The kerb buildouts in conjunction with the island will square up the intersection onto Hills Road. Drivers will be forced to negotiate the intersection at a lower speed. The introduction of these measures requires the extension of the no stopping restriction on the south-eastern side of Westminster Street. Staff are also taking the opportunity to mark the existing bus stops on Hills Road in accordance with the Council standards. Staff are requesting that the proposed road marking changes are resolved.
4. The no stopping restrictions on the north-west corner of Westminster Street and Hills Road are existing restrictions. This scheme does not change the start and finish point of the no stopping restriction and therefore a new resolution is not needed for these.
5. Consultation forms were hand delivered to thirteen residents and businesses with absentee owners also sent the forms. Forty key stakeholders were also emailed the information. We received four responses and they were all in support of this proposal. There was a comment about the location of the bus stop on the western side of Hills Road being too close to the intersection. This is an existing bus stop that serves the Obiter bus route. If a bus is briefly stopped at this stop and is blocking the sightlines of drivers at the intersection, the driver should wait for the bus to clear the bus stop before proceeding. There was also a comment about the landscaping on the kerb buildout. A resident has requested that this is installed as pavers instead of landscaping due to rubbish and maintenance issues. The landscaping area forces pedestrians around the corner to the designated crossing point. Installing concrete pavers would not have this effect. We are installing a new rubbish bin outside of the fish and chip shop to mitigate the rubbish issue and we have budgeted for a four month aftercare programme for this garden to make sure that it is maintained to a high standard.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is \$32,000, this will be funded through the Council's Minor Safety Projects budget.

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

7. The Minor Safety Projects budget is a line item in the 2009-19 LTCCP.

LEGAL CONSIDERATIONS

8. 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.

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.
10. 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?

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 and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Consultation leaflets were hand delivered to 321, 323, 325, 327 Westminster Street and 341, 345-349, 352, 354 and 356 Hills Road. Forty leaflets were also sent out to key stakeholders. We received four responses, two from residents in the area and two from the stakeholders list. All responses were in support of the proposal.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions on the south-east side of Westminster Street between the intersection with Hills Road and a point 15 meters south-east of the intersection be revoked.

Approve the following:

- (a) That the stopping of vehicles be prohibited at any time on the south-east side of Westminster Street commencing at the south-western kerblines of Hills Road and extending in a south-westerly direction for a distance of 17 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south-west side of Hills Road commencing at the south-eastern kerblines of Westminster Street and extending in a south-easterly direction for a distance of 19 metres;
- (c) That a bus stop box be installed on the south-west side of Hills Road commencing at a point 19 metres from the south-eastern kerblines of Westminster Street and extending in a south-easterly direction for a distance of 14 metres;

- (d) That the stopping of vehicles be prohibited at any time on the south-west side of Hills Road commencing at a point 33 metres from the south-eastern kerblines of Westminster Street and extending in a south-easterly direction for a distance of 4 metres;
- (e) That a bus stop box be installed on the north-east side of Hills Road commencing at a point 15 metres from the south-eastern kerblines of Westminster Street and extending in a south-easterly direction for a distance of 19 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.