

14. **BLenheim ROAD - PROPOSED BUS STOP AND NO STOPPING RESTRICTION**

General Manager responsible:	General Manager, City Environment Group, 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 seek the Riccarton/Wigram Community Board's approval for the upgrade to a bus stop and a No stopping Restriction on Blenheim Road.

EXECUTIVE SUMMARY

2. The Council have received complaints from cyclists that cars are parking over the marked cycle lane, forcing them to encroach into the live traffic lane. In addition, complaints have been received regarding cars parking in front of the bus stop.
3. Blenheim Road is classified as a major arterial road and therefore has a primary function of facilitating the movement of through traffic. This road was rebuilt 15 years ago and a 2.5 metre wide kerb indentation between 336 and 342 Blenheim Road was included as part of that design. The design also included a 1.2 metre wide cycle lane and this encroaches part of the indentation. A bus stop sign is located outside 340 Blenheim Road – although there is no bus stop box marked on the road.
4. The eastern end of the kerb indentation outside 336 Blenheim Road has historically been used as a kerbside parking space. When a vehicle parks in this location, it completely blocks the cycle lane. Cyclists therefore have to swerve around the parked vehicle and into the through traffic lanes. The same applies when cars are parked at the western end outside number 342 Blenheim Road in close proximity to the bus stop.
5. In 2004, the Land Transport (Road User) Rule was changed which made it illegal for vehicles to park in any special vehicle lane. Special vehicle lanes extend to include cycle lanes. It is also illegal to park within six metres of a bus stop sign.
6. Investigations confirm that vehicles parking within this indentation are causing a safety issue.
7. Marking a dedicated 12 metre bus stop box adjacent to the existing bus stop sign at the western end of the kerb indentation will make it clear to motorists that they cannot park in this location. The location of the bus stop will also provide adequate entry and exit tapers for buses and will align with the Council's Bus Stop Guidelines (**Attachment 1**). Marking the remaining length of the kerb indentation with a no parking restriction will also prevent a vehicle from parking outside 336 Blenheim Road and will provide uninterrupted cycle lane continuity. This means that cyclists will not be forced to swerve out into the through traffic lane.
8. Although it is technically illegal for a driver of a vehicle to park within 6 metres of a bus stop sign or park such that the vehicle overhangs a special vehicle lane, the proposed bus stop box and no-stopping restriction will better highlight and reinforce the road rules. While it is noted that a bus stopping in this location will also block the cycle lane, this is a common occurrence around the city and any effects are of a temporary nature only. Cyclists have the option of momentarily stopping behind a bus until it moves on or negotiating their way around the bus, if they deem it safe to do so.
9. The property owners and occupiers of 336, 336a, 338 and 340 are properties affected by the proposal and were all informed by letter on 21 May 2012 and no objections to the proposed works were received.

FINANCIAL IMPLICATIONS

10. The estimated cost of the project is \$100.00.

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

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

LEGAL CONSIDERATIONS

11. 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.
12. 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.
13. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. 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. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Road Safety Strategy 2004 and Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Given that it is illegal for a vehicle to park within 6 metres of a bus stop or to overhang a special vehicle lane, no consultation has occurred. That said, the owners and occupiers of 336, 336a, 338 and 340 were all informed by letter on 21 May 2012 and no objections to the proposed works were received.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve:

- (a) That all existing parking restrictions on the northern side of Blenheim Road commencing at its intersection with Middleton Road and extending in a westerly direction for a distance of 187 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the northern side of Blenheim Road commencing at its intersection with Middleton Road and extending in a westerly direction for a distance of 175 metres.
- (c) That a bus stop be installed on the northern side of Blenheim Road commencing at a point 175 metres west of its intersection with Middleton Road and extending in a westerly direction for a distance of 12 metres.