

9. HANSONS LANE - PROPOSED BUS STOP UPGRADE 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 to a No stopping Restriction and Bus Stop upgrade at 109 and 111 Hansons Lane.

EXECUTIVE SUMMARY

2. The Council has received several requests to investigate safety concerns with drivers crossing the centreline to reach the right turn lane on Hansons Lane at its intersection with Blenheim Road. The issue is that the left turn lane is not sufficiently long to contain the queue of left turning vehicles at peak times. The length of the left turn lane is limited by on-street parking outside 109 and 111 Hansons lane.
3. Hansons Lane is classified as a Collector Road in the City Plan. The street is relatively busy for a Collector Road, carrying some 9,300 vehicles per day when last counted in 2008.
4. The Hansons Lane approach to its signalised T intersection with Blenheim Road has a short left turn lane and a right turn lane separated by a cycle lane. There is a tendency for a queue of left turning traffic to form on Hansons Lane beyond the length of the turning lane during peak times. When cars are parked outside 109 or 111 Hansons Lane, the queue of left turning traffic is pushed away from the kerb and there is no room for any right turning vehicle to reach the right turn lane without crossing the centreline. It is undesirable and raises safety issues for right turning vehicles to cross the centreline in the fashion that has been identified.
5. There is an existing unmarked bus stop outside 109 and 111 Hansons Lane. This limits the room for cars to legally park in this location to a single space. Because the bus stop is not marked, and it is unclear to some motorists where it extends to, it is common for there to be more than one car parked in this location.
6. The length of Hansons Lane between Blenheim Road and Arthur Street is 100 metres, for which the majority of the eastern side of Hansons Lane has No stopping restrictions. The parking area outside 109 and 111 Hansons Lane is somewhat out of character with the remainder of the block frontage and means that vehicles parking here are somewhat exposed to passing traffic.
7. To resolve the issues outlined above it is proposed that the existing bus stop outside 109 and 111 Hansons Lane is marked and the existing No stopping lines are extended so that the parking area outside 109 and 111 Hansons Lane is removed as indicated by **Attachment 1**. By removing this parking the left turn bay is extended as far as Arthur Street, greatly reducing the potential for right turning vehicles to have to cross the centre line to reach the right turn bay on the approach to the Hanson Lane/Blenheim Road intersection. The bus stop does not have a high frequency of use, such that the short time that buses spend at the stop is not going to reduce the effectiveness of the lengthened left turn lane. Other positive effects of this proposal are to clearly identify the position of the bus stop and remove ambiguity with how the existing parking area can be used.
8. Residents and the owners of 109, 111 and 113 Hansons Lane were informed of this proposal through a letter dated 5 June 2012. There has been no response to this letter as at 26 June 2012.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$300.00.

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

10. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

LEGAL CONSIDERATIONS

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

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 parking restriction signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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

15. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

17. As above.

CONSULTATION FULFILMENT

18. Residents and the owners of 109, 111 and 113 Hansons Lane were informed of this proposal through a letter dated 5 June 2012. There has been no response to this letter as at 26 June 2012.

STAFF RECOMMENDATION

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

- (a) That all existing parking restrictions located on the east side of Hansons Lane, commencing at its intersection with Blenheim Road and extending in a northerly direction to its intersection with Arthur Street, be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the east side of Hansons Lane commencing at its intersection with Blenheim Road and extending in a northerly direction for a distance of 72 metres.
- (c) That a Bus Stop be installed on the east side of Hansons Lane commencing at a point 72 metres north from its intersection with Blenheim Road and extending in a northerly direction for a distance of 14 metres.
- (d) That the stopping of vehicles be prohibited at any time on the east side of Hansons Lane commencing at a point 86 metres north of its intersection with Blenheim Road and extending in a northerly direction to Arthur Street.