

## 7. BARNES ROAD AND CAVENDISH ROAD - PROPOSED NO STOPPING RESTRICTION AND BUS STOP BOX MARKING

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	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 along the north and south side of Barnes Road and that the existing bus stops on the east and west side of Cavendish Road be marked on the road surface.

### EXECUTIVE SUMMARY

2. Staff have received requests from local residents and road users to install no stopping restrictions at the intersection of Barnes Road and Cavendish Road. No stopping restrictions were installed in the area in July 2011; however post 22 February 2011 earthquake additional businesses have relocated to the Cavendish Business Park and these businesses have now increased their staff capacity, resulting in a greater demand for parking in the area. Site inspections have confirmed that there is a need to install further no stopping restrictions (refer **attachment 1**).
3. Cavendish Road is classified as a collector road and is approximately 10 metres wide, and has a temporary 50 kilometres per hour posted speed limit. It is also a bus route with the number 11 bus travelling in both directions along Cavendish Road. There are two existing unmarked bus stops on Cavendish Road just north of Barnes Road. Generally drivers are parking appropriately but because the bus stops are not marked drivers seem unaware of the required space to leave for a bus. The proposed no stopping restrictions and bus stop box installation will clearly define parking areas for drivers while giving the bus drivers sufficient room to negotiate into and out of the stop efficiently.
4. Due to the influx of businesses into the area drivers are also parking on Barnes Road close to the Cavendish Road intersection. Barnes Road is approximately 5.5 metres wide with a footpath and grass berm on the southern side. It is not appropriate for cars to be parking close to the intersection as this narrows Barnes Road considerably and restricts vehicle movements at this intersection. It is proposed to extend the no stopping restrictions past the existing business entrance, freeing up the intersection and providing queuing space.
5. No consultation was undertaken for this scheme. This is seen as a safety measure and the installation of no stopping restrictions along Barnes Road and Cavendish Road does not directly affect residential or commercial properties.

### FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$650.

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

7. The installation of road markings and signs is within the LTP Streets and Transport Operational Budgets.

### 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. No consultation was undertaken for this scheme. This is seen as a safety measure and the installation of no stopping restrictions along Barnes Road and Cavendish Road does not directly affect residential or commercial properties.

**STAFF RECOMMENDATION**

It is recommended that the Shirley/Papanui Community Board revoke the following;

- (a) That the stopping of vehicles currently prohibited at any time on the east side of Cavendish Road commencing at the intersection with Barnes Road and extending in a southerly direction for a distance of 15 metres be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the east side of Cavendish Road commencing at the intersection with Barnes Road and extending in a northerly direction for a distance of 17 metres be revoked.
- (c) That the bus stop currently located on the east side of Cavendish Road commencing at a point 59.5 metres north of the intersection with Barnes Road and extending in a northerly direction for a distance of 12 metres be revoked.
- (d) That the bus stop currently located on the west side of Cavendish Road commencing at a point 494.0 metres south of the intersection with Styx Mill Road and extending in a southerly direction for a distance of 12 metres be revoked.

It is recommended that the Shirley/Papanui Community Board approve the following;

- (a) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at the intersection with Barnes Road and extending in a southerly direction for a distance of 15 metres;
- (b) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at the intersection with Barnes Road and extending in a northerly direction for a distance of 17 metres;
- (c) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at a point 48.5 metres north of the intersection with Barnes Road and extending in a northerly direction for a distance of 4 metres;

- (d) That a bus stop box be installed on the east side of Cavendish Road commencing at a point 52.5 metres north of the intersection with Barnes Road and extending in a northerly direction for a distance of 14 metres;
- (e) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at a point 66.5 metres north of the intersection with Barnes Road and extending in a northerly direction for a distance of 8 metres;
- (f) That the stopping of vehicles be prohibited at any time on the west side of Cavendish Road commencing at a point 495.0 metres south of the intersection with Styx Mill Road and extending in a southerly direction for a distance of 4 metres;
- (g) That a bus stop box be installed on the west side of Cavendish Road commencing at a point 499.0 metres south of the intersection with Styx Mill Road and extending in a southerly direction for a distance of 14 metres;
- (h) That the stopping of vehicles be prohibited at any time on the west side of Cavendish Road commencing at a point 513.0 metres south of the intersection with Styx Mill Road and extending in a southerly direction for a distance of 8 metres;
- (i) That the stopping of vehicles be prohibited at any time on the south side of Barnes Road commencing at the intersection with Cavendish Road and extending in an easterly direction for a distance of 47 metres;
- (j) That the stopping of vehicles be prohibited at any time on the north side of Barnes Road commencing at the intersection with Cavendish Road and extending in an easterly direction for a distance of 47 metres;

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.