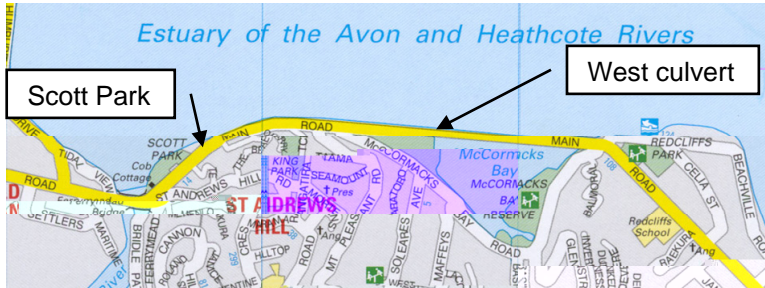


**5. PARKING PROPOSALS - MAIN ROAD**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Tony Lange, Asset Engineer (Transfund and Systems), DDI 941-8469

**PURPOSE OF REPORT**

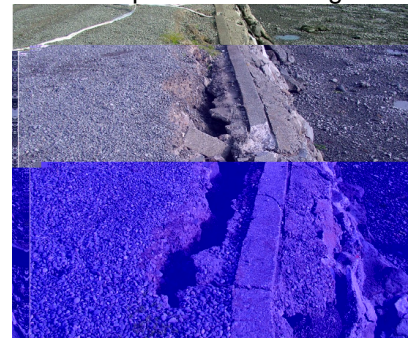
1. The purpose of this report is to seek the Board’s approval for the installation of “no stopping” restrictions on the Estuary side of Main Road between Scott park and the west culvert.



**EXECUTIVE SUMMARY**

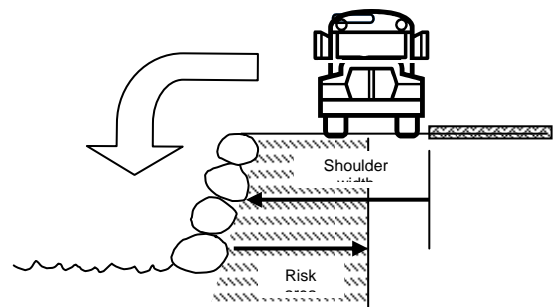
2. The objective of this report is to present to the Board a preferred option to address the immediate safety concerns identified in the McCormacks Bay Causeway: - Maintenance and Development Report prepared by City Solutions. This report identified a safety risk for parked vehicles near the Estuary seawall. Installation of the preferred option will manage the immediate risk at a minimal cost and provide time to enable a detailed study of the Estuary seawall to be undertaken.

3. The Estuary seawall is a continuous structure, approximately 1,700 metres long, constructed of large angular stones and concrete blocks held together by unreinforced concrete and mortar. A visual inspection has found many areas of the Estuary seawall in need of repair. The area of repair is contained in the first 1,000 metres from Scott Park to the west culvert at the start of the Causeway. The balance of the Estuary seawall to Beachville Road is in reasonable condition and does not pose a risk at this time.



4. The cause of the damage to the Estuary seawall is foreshore erosion. This erosion has undercut the wall and has led to the damage and risk to the seawall and shoulder. Parts of the Estuary seawall have cracked and slumped due to the erosion and this has created instability in the road shoulder with visible signs of surface cracks and subsidence behind the wall.

The unknown factor is if any large voids or cavities exist below the surface of the road shoulder. The risk here is to vehicles that break the surface and become trapped. The analogy that springs to mind is ‘walking on egg shells’ and the risk of vehicles breaking the ‘shell’ can be reduced through a parking restriction. The seawall itself is at risk where the erosion has undercut the base of the seawall. This has made it unstable and it is now susceptible to a side force that will tip the wall over. Heavy vehicles exert a sideways force that is capable of pushing the wall over and it is for this reason that the parking restriction for heavy vehicles is recommended for the section from McCormacks Bay Road (west) to the west culvert. Light vehicles do not pose a risk as the force exerted is considerably less and not sufficient to tip the wall.



5. Structural analysis of the Estuary seawall has calculated that the minimum distance heavy vehicles can park safely near the seawall is 3 metres or the side force exerted by the vehicle may tip the wall. The balance of the shoulder width of 1 metre in the section from McCormacks Bay Road to the west culvert does not provide sufficient width in which to park a vehicle without intruding into the 'risk' zone
6. Short and long term options exist to repair and rebuild the Estuary seawall. However, to ascertain the best option will require further detailed analysis involving consideration of future transport needs and the effect on the marine environment. This study will take some time to complete.
7. Options considered to address the immediate safety concern are:

**Option 1** - Do nothing, not recommended as a risk has been identified and some action is needed.

**Option 2 (preferred)**- Put in place parking restrictions in the area of greatest risk - between Scott Park and the west culvert 400 metres east of McCormacks Bay Road (west). The section of road from Scott Park to McCormacks Bay Road currently has a section of "no stopping" and it is proposed to "fill in the gaps", a length of approximately 190 metres with more "no stopping" lines. From McCormacks Bay Road (west) to the west culvert it is proposed to prohibit the parking of heavy vehicles only for a length of 420 metres (see attachment). The cost of this option is \$1,200.

**Option 3** - Stop all parking along the Estuary seawall shoulder from Scott Park to Beachville Road, cost \$4,000. This is not needed for two reasons. One is that the section from the west culvert to Beachville Road is in reasonable condition and does not pose a risk at this time and second, that light vehicles do not pose a risk from McCormacks Bay Road (west) to Beachville Road.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

##### **8. Cost of preferred option - Option 2**

Road marking and signs = \$1,200

##### **9. Legal Considerations**

Land Transport (Road User) Rule 2004 Section 6.4:

- (4) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway where the road controlling authority has marked a broken yellow line parallel to, and at a distance of not more than 1 metre from the edge of the roadway."

#### **STAFF RECOMMENDATION**

It is recommended that the Board agree to Option 2 and approve the following parking restrictions:

- (i) The stopping of all vehicles on the north side of Main Road commencing at a distance of 1 metre, in a west direction, from the extension of the east boundary of 40 Main Road and extend in a westerly direction for 75 metres.
- (ii) The stopping of all vehicles on the north side of Main Road commencing at a distance of 22 metres, in a west direction, from the extension of the western kerb line of Mt Pleasant Road and extend in a westerly direction for 145 metres.
- (iii) The stopping of all vehicles on the north side of Main Road commencing at a distance of 7 metres, in a west direction, from the extension of the western kerb line of Mt Pleasant Road and extend in an easterly direction for 10 metres.
- (iv) The stopping of vehicles with a weight greater than 3,500 kilograms on the north side of Main Road from a point 3 metres east of the western kerb line of Mt Pleasant Road and extending in an easterly direction for 420 metres to the west culvert.

#### **CHAIRPERSON'S RECOMMENDATION**

For discussion.