

## 8. CAVENDISH ROAD PROPOSED NO STOPPING RESTRICTIONS AND BUS STOPS MARKINGS

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Manager, Road Corridor Operations
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### PURPOSE OF REPORT

1. The purpose of this report is to respond to the Shirley/Papanui Board's resolution of 29 June 2011 that the stopping of vehicles be prohibited at any time around the entrance to the Cavendish Road business park and that the existing bus stops be marked on the road surface.

### EXECUTIVE SUMMARY

2. Staff are actioning a request from the Board, that 'no stopping' restrictions be installed at the entrance to the Cavendish Road business park (150-158 Cavendish Road) on the east side of Cavendish Road. At the board meeting on 29 June 2011 the following notice of motion was approved by the Board.

"The Board decided that staff be requested to provide a report on the installation of no stopping restrictions at the entrance to the Cavendish Road Business Park."

In addition to the 'no stopping' request staff see the need to mark the existing bus stops to clearly define the area that is a bus stop. The road user rule states that drivers cannot park within 6 metres of a bus stop sign but this rule is often not adhered to. Formalising the bus stop locations will clarify this for drivers so that drivers will not park and block these bus stops (refer **Attachment 1**).

3. This report has been written to formalise the above board resolution. The 'no stopping' restriction on the northern side of the entrance is 15 metres long and the marking of the bus stop on the southern side extends the effective no stopping area to the speed threshold treatment. The posted speed limit along this section of Cavendish Road is 70 kilometres per hour.
4. Consultation forms were sent and hand delivered to 59 businesses and owners in the business park and properties along this section of Cavendish Road. Of these, 33 responses were received back, 29 in support and four opposed. The objectors were all concerned with the lack of parking available in the area and one objector did not think the bus route is being used and therefore the bus stop should not be marked. There were comments from the supporters who suggested a further extension to the no stopping restriction to the north and no stopping restrictions at Barnes Road intersection. The 'no stopping' restriction at Barnes Road was approved by the board on 20 July 2011. There were also some comments about the internal operation of the business park which is private property.
5. Staff do not support the installation of the no stopping restrictions at the entrance to the Cavendish Road business park. The entrance is a private entrance and it is not best practice to install 'no stopping' restrictions at private entrances. The issue of drivers parking too close to the business park entrance has also been caused by the business park businesses themselves and they can internally resolve this issue. The proposed line marking will be included on the maintenance schedule and will occur ongoing costs to the Council.

### FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$230.

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

7. The installation of road markings and signs is within the LTCCP 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 LCCTP?**

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. The Cavendish Road business park businesses were hand delivered a consultation document. The absentee owners of the units were also sent a consultation document by post. Numbers 140, 142 and 147 Cavendish Road were sent consultation documents as well as 103 Sturrocks Road. This was a total of 59 consultation documents. As mentioned in paragraph 4, 33 responses were received with 29 in support and four opposed.
17. The Officer in Charge - Parking Enforcement agrees with this recommendation.

## **STAFF RECOMMENDATION**

In order to formalise the Board's resolution of 29 June 2011, it is necessary for the Shirley/Papanui Community Board to approve the following on Cavendish Road:

- (a) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at a point 130 metres from the northern kerbline of Sturrocks Road and extending in a northerly direction for a distance of 16 metres;
- (b) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at a point 122.5 metres from the northern kerbline of Sturrocks Road and extending in a southerly direction for a distance of five metres;
- (c) That a bus stop box be installed on the east side of Cavendish Road commencing at a point 117.5 metres from the northern kerbline of Sturrocks Road and extending in a southerly direction for a distance of 14 metres;

- (d) That the stopping of vehicles be prohibited at any time on the east side of Cavendish Road commencing at a point 103.5 metres from the northern kerbline of Sturrocks Road and extending in a southerly direction for a distance of four metres;
- (e) That the stopping of vehicles be prohibited at any time on the west side of Cavendish Road commencing at a point 28 metres from the northern kerbline of Sturrocks Road and extending in a northerly direction for a distance of eight metres;
- (f) That a bus stop box be installed on the west side of Cavendish Road commencing at a point 36 metres from the northern kerbline of Sturrocks Road and extending in a northerly direction for a distance of 14 metres;
- (g) That the stopping of vehicles be prohibited at any time on the west side of Cavendish Road commencing at a point 50 metres from the northern kerbline of Sturrocks Road and extending in a northerly direction for a distance of four metres.

**CHAIRPERSON'S RECOMMENDATION**

That the Board support the recommendations.