

9. WESTLAKE DRIVE AT DUNBARS ROAD - PROPOSED STOP CONTROL 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 Board's approval to install a 'Stop' control against Westlake Drive at its intersection with Dunbars Road and 'No Stopping' restrictions at the Westlake Drive and Dunbars Road intersection.

EXECUTIVE SUMMARY

2. Several residents have raised with the Council their concerns in regard to safety when turning right onto Dunbars Road from Westlake Drive because visibility to the west is frequently obscured by cars parked on Dunbars Road outside of 2 Westlake Drive.
3. Dunbars Road is designated as a Collector Road within the Christchurch City Plan. Westlake Drive is classified as a Local Road, and acts as one of several access points to the Westlake subdivision. The Dunbars Road and Westlake Drive intersection is a T intersection, with Dunbars Road forming the top of the T. The intersection is presently uncontrolled.
4. Council staff investigating this matter consider that the issue has been compounded by the recently opened Southern Motorway overbridge on Dunbars Road. Not only does the new curved alignment on Dunbars Road create a more deceptive approach to the intersection, the down hill grade promotes higher speeds and reduces stopping distances.
5. Visibility is also partially obscured by a street tree on Dunbars Road west of the intersection. (see **Attachment 1**). Trees and Nurseries Staff have been consulted and it is proposed to remove this purple leaf cherry plum tree. A replacement street tree can be planted outside this property in a more appropriate location during the next planting season.
6. The Austroads Guide to Road Design Part 4a: 'Unsignalised and Signalised Intersections' indicates that at least 90 metres sight distance should be achieved at the intersection. While the layout of the road provides this sight distance, it can be limited to as low as 50 metres when cars are parked on Dunbars Road near the intersection.
7. The residents at 1 and 2 Westlake Drive have been visited on two occasions regarding the sight distance issue. In the first instance, the problem with parking along the Dunbars Road frontage was raised with the residents. Because these properties have frontage to both Dunbars Road and Westlake Drive, it was suggested to the residents that they park on Westlake Drive rather than Dunbars Road as this would successfully resolve the issue. It is noted that there is ample available parking within the vicinity.
8. Observations by staff have shown that vehicles continue to be frequently parked on Dunbars Road outside 2 Westlake Drive. Consequently, it is proposed that 'No Stopping' restrictions are introduced to the intersection, to ensure that vehicles are not permitted to park in locations that prevent suitable sight lines being met (see **Attachment 1**).
9. On site investigations have highlighted one further issue with the present intersection configuration which is that the compound radii used to form the Westlake Drive approach tends to make drivers pull up in a position further back than is necessary. By yielding at a position further back than necessary, drivers do not make use of the full amount of sight distance that is available from the true limit position.
10. To address this issue, it is proposed that a Stop control is installed against the Westlake Drive approach. The marking of the Stop line will make it more obvious to drivers where they may pull up to when approaching the intersection. The Stop control will also assist safety by requiring drivers to come to a complete rest at the intersection, whereby they are more able to observe and judge gaps in passing traffic.

11. The proposed Stop control and No Stopping restrictions are proposed as an immediate solution to a safety problem, and consequently staff do not consult with residents but inform them of the proposal. The impacts of the proposal are limited to numbers 1 and 2 Westlake Drive because of reduced on-street parking, therefore the residents of these properties have been visited by staff informing them of the proposed changes.
12. The residents at 1 Westlake Drive support the proposal; however the residents at 2 Westlake Drive have stated an appreciation for the reasons behind the proposal, but noted their inconvenience from reduced on-street parking. It is proposed to retain one parking space for 2 Westlake along its Westlake Drive frontage.

FINANCIAL IMPLICATIONS

13. The estimated cost of this proposal is approximately \$400.00.

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

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

LEGAL CONSIDERATIONS

15. The Land Transport Rules provide for the installation of Stop controls.
16. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
17. 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.

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

18. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. 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?

20. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

21. The recommendations align with the Council Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

22. As above.

CONSULTATION FULFILMENT

23. The proposed Stop control and No Stopping restrictions are proposed as an immediate solution to a safety problem, and consequently staff do not consult with residents but inform them of the proposal. The impacts of the proposal are limited to 1 and 2 Westlake Drive because of reduced on-street parking, and the residents of these properties have been visited by staff informing them of the proposed changes.
24. The residents of 2 Westlake Drive are opposed to the inconvenience created by the proposed No Stopping restrictions because of less on-street parking. It is proposed to mark the No Stopping restrictions in such a way that a parking space for 2 Westlake Drive is retained along their Westlake Drive frontage.

25. The residents of 2 Westlake Drive prefer not to park vehicles on their Westlake Drive frontage because the long splitter island on Westlake Drive means that there is limited clearance between parked vehicles and passing traffic, particularly buses. The clearance between the island and the kerb has been measured at 6 metres, which is ample to provide for a parked car and passing vehicle.
26. The residents of 1 Westlake Drive support the proposal.
27. The Team Leader Trees and Nurseries supports this proposal.

STAFF RECOMMENDATION

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

- (a) That a "Stop" control be placed against Westlake Drive at its intersection with Dunbars Road.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Dunbars Road commencing at its intersection with Westlake Drive and extending in a westerly direction for a distance of 40 metres.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Dunbars Road commencing at its intersection with Westlake Drive and extending in a easterly direction for a distance of 31 metres.
- (d) That the stopping of vehicles be prohibited at any time on the east side of Westlake Drive commencing at its intersection with Dunbars Road and extending in a southerly direction for a distance of 60 metres.
- (e) That the stopping of vehicles be prohibited at any time on the west side of Westlake Drive commencing at its intersection with Dunbars Road and extending in a southerly direction for a distance of 17 metres.
- (f) That the purple leaf cherry plum street tree located in the berm outside number 2 Westlake Drive (Dunbars Road Frontage) be removed and replaced in a more appropriate position.