

**8. BOWER AVENUE/ROOKWOOD AVENUE AND TRAVIS ROAD - PROPOSED MINOR SAFETY IMPROVEMENTS**

<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 provide information to the Board on proposed minor safety improvements in the vicinity of the Bower Avenue/Rookwood Avenue/Travis Road Roundabout and to request approval from the Board to install additional P60 time limited parking restrictions on Travis Road. (refer **Attachment**)

**EXECUTIVE SUMMARY**

2. The abovementioned intersection has been assessed by staff for minor safety improvements with the intention of reducing the amount of “failure to give way” type crashes that are currently over represented in crash statistics for the intersection. Over the past five years there have been fifteen crashes reported to Police in the vicinity of the roundabout. Seven of the reported fifteen crashes were injury crashes. Five of the seven reported injury crashes have been attributed to drivers failing to give way at the intersection. Reducing vehicle speeds is considered the most effective method of reducing the types of crashes occurring here.
3. This section of Travis Road is classified in the City Plan as a Collector Road and has an average daily traffic volume of 11,600 vehicles per day. Rookwood Avenue is classified as a Collector Road and has an average daily traffic volume of 6000 vehicles per day. Bower Avenue is classified as a Minor Arterial Road and this section has an average daily traffic volume of 6500 vehicles per day.
4. The proposed changes are shown on Attachment 1 and include the installation of a flush median and parking restrictions on Travis Road, and the upgrade of pedestrian facilities with the addition of tactile pavers and hold rails.
5. The proposed parking alterations include the addition of P60 parking restrictions on the southern side of Travis Road and the extension of the existing P60 parking area on the northern side. The installation of the flush median along the centreline of Travis Road and parking limit lines associated with the P60 parking will create narrower traffic lanes on approach to, and exit from, the roundabout. The narrower lanes will assist in lowering the average speed of vehicles as they enter and exit the roundabout through side friction (a narrowing affect), thus reducing the severity and occurrence of future crashes. The additional P60 parking proposed on the south side of Travis Road is intended to improve the level of service for motorists looking for short term parking.
6. The installation of pedestrian tactile pavers and hold rails at the pedestrian crossing points will increase the profile of the pedestrian crossing points and result in increased safety for pedestrians in the area.
7. Business owners/operators and residents generally supported the proposed safety improvements. Suggestions were made by some respondents to shift bus stops and install additional no stopping parking restrictions on Travis Road. Refer to paragraph 16 for a summary of consultation results.

**FINANCIAL IMPLICATIONS**

8. The estimated cost of this proposal is \$6,000.

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

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budget.

## **LEGAL CONSIDERATIONS**

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
11. 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.
12. 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?**

13. As above.

## **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 the Council's Parking and Road Safety Strategies.

### **Do the recommendations align with the Council's strategies?**

17. As above.

## **CONSULTATION FULFILMENT**

18. All residents, business operators and property owners in the immediate vicinity were consulted on the proposed minor safety improvements. Four responses were received.
19. Two of the responses commented that there are issues with entering and exiting the medical centre and requested that consideration be given to extending the P60 parking area on the northern side of Travis Road to include the area outside the medical centre. Staff have considered this request and believe that installing the additional P60 parking restrictions will benefit the local businesses by increasing the level of service for medium to short term parking on Travis Road. It is anticipated that the additional P60 parking restrictions will displace some all day parking further west along Travis Road.
20. One respondent commented that they have reported illegal parking at their driveway several times and requested that no stopping lines (broken yellow lines) be installed across their driveway. As the Road User Rule states that no vehicle may park within one metre of a driveway, Council does not install no stopping lines across driveways.

21. The remaining response did not state whether they supported the proposal or not but requested that the bus stop outside 300 Travis Road be relocated to outside 290 Travis Road, commenting that the bus stop is currently half way across their driveway and that it is dangerous. It is quite common for bus stops to encroach on driveways and is therefore not considered to be dangerous. The next available bus stop to the west of this bus stop is currently approximately 175 metres away. Relocating the bus stop from outside 300 Travis Road to outside 290 Travis Road would result in two bus stops only being approximately 120 metres apart. For the reasons stated above, relocating the bus stop as suggested is not considered by staff to be appropriate.
22. The officer in charge of Parking Enforcement supports the proposed parking restrictions.
23. The Ascot/Freeville Residents' Group were consulted on the proposal. No response was received.

#### **STAFF RECOMMENDATION**

It is recommended that the Burwood/Pegasus Community Board resolve to:

Revoke the following:

- (a) All existing parking restrictions on both sides of Travis Road from its intersection with Bower Avenue to 180 metres west of Bower Avenue.

Approve the following:

- (b) That the stopping of vehicles be prohibited at all times on the northern side of Travis Road commencing at Bower Avenue and extending in a westerly direction for a distance of 27 metres.
- (c) That parking on the northern side of Travis Road be restricted to a maximum time of 60 minutes commencing at a point 27 metres west of Bower Avenue and extending in a westerly direction for a distance of 52 metres.
- (d) That the stopping of vehicles be prohibited at all times on the northern side of Travis Road commencing at a point 52 metres west of Bower Avenue and extending in a westerly direction for a distance of 61 metres.
- (e) That a bus stop be installed on the northern side of Travis Road commencing at a point 70 metres west of Bower Avenue and extending in a westerly direction for a distance of 79 metres.
- (f) That parking on the northern side of Travis Road be restricted to a maximum time of 60 minutes commencing at a point 89 metres west of Bower Avenue and extending in a westerly direction for a distance of 100 metres.
- (g) That the stopping of vehicles be prohibited at all times on the southern side of Travis Road commencing at Bower Avenue and extending in a westerly direction for a distance of 35 metres.
- (h) That parking on the southern side of Travis Road be restricted to a maximum time of 60 minutes commencing at a point 45 metres west of Bower Avenue and extending in a westerly direction for a distance of 89 metres.
- (i) That a bus stop be installed on the southern side of Travis Road commencing at a point 98 metres west of Bower Avenue and extending in a westerly direction for a distance of 112 metres.