

## 8. BOWER AVENUE - PROPOSED PARKING RESTRICTIONS AND BUS STOP UPGRADE

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941- 8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Paul Forbes, Assistant Traffic Engineer

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Burwood/Pegasus Community Board's approval for the installation of time limited parking restrictions, and the upgrading of the existing bus stop on Bower Avenue (refer **Attachment 1**).

### EXECUTIVE SUMMARY

2. Following a letter to the Board from business owners of the shops at the corner of Bower Avenue and Beach Road, staff received a request from the Board to address the safety and parking concerns of the business owners.
3. The business owners have requested that the Board give consideration to installing parking ticks on Bower Avenue directly outside the dairy, and the relocation of the existing unmarked bus stop to a point approximately 20 metres north of its current position, to allow for additional parking in the immediate vicinity of the shops on Bower Avenue.
4. Bower Avenue is classified as a Minor Arterial Road in the City Plan and has an average daily traffic volume of 6,000 vehicles. The bus stop on Bower Avenue and the no stopping lines at the roundabout are the only parking restrictions currently in place on this section of Bower Avenue. Beach Road is classified as a Collector Road in the City Plan and has an average daily traffic volume of 5,500 vehicles. The existing parking restrictions on this section of Beach Road include: No Stopping lines at the roundabout; P30 time limited parking on both sides of the road outside the shops; and a bus stop that is approximately 50 metres west of the shops. Observations made by staff show that the P30 parking appears to be well utilised, however business owners have commented that vehicles occasionally park for longer than the allowed 30 minutes. This information has been passed on to the Parking Enforcement Team.
5. The Number 7 Queenspark bus runs along this section of Bower Avenue and is currently operating at a half hourly frequency, seven days a week. Adjacent bus stops along the route are approximately 220 metres to the north and 335 metres to the south of the bus stop that has been requested to be relocated. The request from the business owners was to relocate the bus stop further north than its current position to allow additional unrestricted parking spaces close to the shops. Bearing in mind the location of the adjacent bus stops as mentioned above, the current position of the bus stop is the most suitable position. Stakeholders were therefore given two options in regards to the installation of road markings identifying the bus stop.
  - Option 1 – Support the installation of road markings for the existing bus stop.
  - Option 2 – Do not support the installation of road markings for the existing bus stop.

Option 1 is the preferred option of staff. Consultation results show that the preferred option of those consulted is Option 1 (refer to paragraph 17).

6. The Kerbside Parking Limit Lines Operational Policy adopted by Council on 24 June 2010 does not allow the installation of parking ticks where there is no time limited parking restriction in place, unless the Board resolve to approve an exemption to the policy. Three options were given to the residents and business owners in regards to parking directly outside the dairy on Bower Avenue.
  - Option 1 – Installation of P5 time limited parking (8am to 6pm Monday to Friday).
  - Option 2 – Installation of P60 time limited parking (8am to 6pm Monday to Friday).
  - Option 3 – Installation of parking ticks with no time limit.

Option 1 is the preferred option of staff. Consultation results show that the preferred option of those consulted is Option 1 (refer to paragraph 17).

## **FINANCIAL IMPLICATIONS**

7. The estimated cost of this proposal is \$500.

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

8. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

## **LEGAL CONSIDERATIONS**

9. 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.
10. 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.
11. 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?**

12. As above.

## **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. 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?**

14. As above.

## **ALIGNMENT WITH STRATEGIES**

15. The recommendations align with the Councils Parking Strategy 2003 and Road Safety Strategy 2004.

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

16. As above.

## **CONSULTATION FULFILMENT**

17. A total of eleven consultation letters were distributed to the three businesses that submitted the request to the Board, and all residents on the west side of Bower Avenue from Beach Road to number 399 Bower Avenue. Of the 11 consulted, seven responses were received. Five of the responses received support Option 1 (P5). Four of the responses received support Option 1 for the bus stop (retain location and install road markings). The three that did not support the retention of the existing bus stop location indicated that they would prefer that the bus stop be relocated further north, as mentioned in paragraph 5 this request is not considered practicable.
18. The Officer in Charge - Parking Enforcement agrees with this recommendation.

## **STAFF RECOMMENDATION**

It is recommended that the Board:

### **Revoke the following:**

- (a) All existing parking restrictions on the west side of Bower Avenue from Beach Road to a point measured 75 metres north of Beach Road.

### **Approve the following:**

- (b) That the stopping of vehicles be prohibited at all times on the west side of Bower Avenue from the northern kerb of Beach Road and continuing north for 23 metres.
- (c) That the parking of vehicles be restricted to a maximum period of five minutes on the west side of Bower Avenue, commencing at a point 23 metres north of the northern kerb of Beach Road and continuing north for 14 metres.
- (d) That the stopping of vehicles be prohibited at all times on the west side of Bower Avenue, commencing at a point 37 metres north of the northern kerb of Beach Road and continuing north for a distance of nine metres.
- (e) That a bus stop be installed on the west side of Bower Avenue, commencing at a point 46 metres north of the northern kerb of Beach Road, and continuing north for 14 metres.
- (f) That the stopping of vehicles be prohibited at all times on the west side of Bower Avenue, from a point 61 metres north of the northern kerb of Beach Road and continuing north for a distance of four metres.