



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall  
1229 Esquimalt Road  
Esquimalt, B.C. V9A 3P1

## Legislation Text

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### REQUEST FOR DECISION

**DATE:** March 21, 2016

Report No. EPW-16-008

**TO:** Laurie Hurst, Chief Administrative Officer

**FROM:** Jeff Miller, Director of Engineering and Public Works

**SUBJECT:**

Stancombe Place - Traffic Order 1212

**RECOMMENDATION:**

That Council approves the implementation of Traffic Order 1212.

**RELEVANT POLICY:**

Streets and Traffic Bylaw, 2005, No. 2607

**STRATEGIC RELEVANCE:**

Healthy and Liveable Community

**BACKGROUND:**

Stancombe Place is a local road that exits off Admirals Road and ends in a cul-de-sac that has an island located in the bulb (see Attachment 1). The island contains a BC Hydro vault, a Telus manhole, and a street light. There is also an access point from the street to the E & N Rail Trail. The bulb has parking spaces for five standard vehicles.

When vehicles are parked in these spaces, the available space for executing a turn maneuver around the cul-de-sac is significantly reduced for larger vehicles (i.e. waste collection/recycling vehicles, emergency response vehicles and private vehicles with trailers). These vehicles are then forced to mount the curb and go across the island (see Attachment 2). This leads to damage to the island concrete and landscaping with the possibility of damage to the street fixtures. Damage is also occurring to the vehicles driving up and down the curbs.

In March of 2015, Engineering and Public Works requested that a parking restriction be implemented

that would see parking removed from the bulb (Staff Report EPW-15-009). Council requested that Staff examine other options and discuss with the residents.

The options reviewed were:

1. That a limited time parking restriction be put in place,
2. That a no parking restriction be put in place,
3. That no parking restrictions be implemented and that the island be removed with the fixtures being relocated.

A random survey was carried out to determine the usage of the parking on the Stancombe bulb and street. This survey determined that on a daily basis there are generally three vehicles parked in the cul-de-sac with a total of eight vehicles parked along the entire road. From evening to early morning the number of vehicles parked in the cul-de-sac ranged from one to four.

Public Works sent a questionnaire to the 19 residences that front onto Stancombe Place outlining the three options (see Attachment 3). Responses were received back from eight of the residences. See Attachment 4 for a summary of comments received. Six of the responses were in favour of Option 3, 1 in favour of Option 2, and 1 in favour of Option 1.

As the majority of the responses favoured Option 3, Public Works sent out a second questionnaire (see Attachment 5). The purpose of this questionnaire was to inform residents of the cost and funding mechanisms associated with the implementation of Option 3. See Attachment 6 for a summary of comments received. Seven of the responses were in favour of Option 1, 3 in favour of Option 2, and 1 in favour of Option 3.

## **ISSUES:**

### **1. Rationale for Selected Option**

Staff's recommendation is that Option 1 (TO 1212) be implemented (see Attachment 7).

The limited time parking option provides a mechanism that would ensure that cul-de-sac parking would not be utilized during the times that collection vehicles would utilize the street/bulb. This would allow the collection vehicles to transit the bulb without backing up or mounting the island. Damage that occurs due to vehicles mounting of the island would be avoided and the life of curb/island would not be diminished. This option would also eliminate the need to back up in the cul-de-sac or the entire length of road.

### **2. Organizational Implications**

The proposed Traffic Order would improve the ability of the Township and contractors involved in waste management collection to do collection activities. The Community Safety Services Department would be informed of the parking restriction and add it to their enforcement activities.

### **3. Financial Implications**

The proposed work has no financial implications and can be accommodated into the operational budget of Public Works.

#### **4. Sustainability & Environmental Implications**

There are no environmental implications. The recommended TO would reduce maintenance operations to island and the waste collection vehicles.

#### **5. Communication & Engagement**

Information on the new TO will be posted on the Township's website and linked with other social media forums. Notification would be delivered to the residents of Stancombe Place advising of the new parking restriction.

#### **ALTERNATIVES:**

1. That Council approves the implementation of Traffic Order 1212.
2. That Council does not approve the implementation of Traffic Order 1212.