

7. PORT HILLS ROAD – PROPOSED ‘NO STOPPING’ RESTRICTION

General Manager responsible:	General Manager of City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for the installation of a single section of “no stopping” on the north side of Port Hills Road on a bend opposite the Alderson Avenue intersection (see attached).

EXECUTIVE SUMMARY

2. The Council has received complaints from motorists and residents concerning the blocking of through-traffic created by parked cars and right turning traffic into Alderson Avenue from Port Hills Road.
3. The complaints have been investigated and it can be confirmed that there are often vehicles parked on this bend associated with the adjacent residential properties. Whilst these properties all have off-street parking, discussions with residents reveal that the parked cars often belong to visitors. The presence of these parked vehicles, on a section of road with reasonably high vehicle operating speeds, creates a number of adverse effects. Not least of these is that through-traffic can be significantly and abruptly impeded when a motorist is waiting to turn right into Alderson Avenue. There are also concerns with the safety for cyclists travelling wide on the curve to avoid parked cars and the safety to motorists exiting their vehicles.
4. Two options were considered to rectify the problem including the “status quo” (refer (a) and (b) below).
5. The views of affected residents have been obtained (refer paragraph 15).
6. The installation of a broken yellow “no stopping” line on the northern side of the road for a distance of some 60 metres around the curve in the road is considered the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

7. No stopping installation cost = 62m @ \$1.00/m = \$62.00.

Legal Considerations

8. The Traffic Regulations 1976 provide for the control of parking by way of restrictions of this type.

BACKGROUND ON THE PORT HILLS ROAD – PROPOSED ‘NO STOPPING’ RESTRICTION

9. The Council has received complaints from motorists and residents concerning the blocking of through traffic created by parked cars and right turning traffic into Alderson Avenue from Port Hills Road.

10. As noted above there are essentially three areas of concern associated with this parking. Firstly the disruption it can cause when a right turning vehicle is waiting to turn into Alderson Avenue. The roadway is not sufficiently wide enough to allow through-traffic between the parked cars and the turning vehicle. The roadway measures only 5.4 metres from the centre line to the kerb. This is a reasonably common problem which is why the traffic regulations do not allow parking within 6 metres of an intersection. However, this is seldom enforced on the main through-leg of a "T" intersection; and 6 metres from the intersection is seldom sufficient to avoid disruption to through-traffic when a right turning vehicle is queued. The second concern relates to cycle safety. This section of Port Hills Road forms part of a popular recreational cycle route. Parked cars on the bend can force cyclists wide presenting possible conflicts with the traffic stream. The Council has identified a need to install cycle lanes along this route. This is currently occurring over various sections in conjunction with other capital projects. The linking of these sections and the completion of lanes over the entire route is expected to be some time away. Thirdly, motorists exiting their vehicles from the drivers' side are exposed to the through-traffic stream that tends to "hug" the corner.
11. It should be noted that an attempt to resolve this issue by asking residents to encourage their visitors to park elsewhere had little effect on parking habits.
12. A recent search of the Land Transport NZ crash data base (CAS) reveals two reported crashes on this section of road within the last five years (see attached). Both of these crashes involved west bound vehicles on Port Hills Road losing control on the bend. In both case alcohol was a factor. It is acknowledged that any removal of kerb-side parking will not prevent this type of crash occurring, but will reduce the position for cornering vehicles to veer across the centre-line, particularly at high speeds.

OPTIONS

13. Two options were considered to address the problem. These are outlined as follows;

- (a) **Status Quo**

The problem only arises when vehicles park on the north side of the bend. Generally, people parking on this bend are visiting residential properties. Leaving the situation as it is retains parking but does not address the safety issues.

- (b) **Remove Parking from the North Side**

Removing the right to park on the north side of the bend, over a sufficient length to avoid the problem occurring, requires the installation of a broken yellow "no stopping" line. This option will improve road safety for through-traffic, particularly cyclists, and will ensure unimpeded movement of through-traffic, therefore significantly reducing the likelihood of vehicle conflicts arising.

PREFERRED OPTION

14. After careful consideration, **Option B** is favoured as it provides a cost effective solution to the problem. Option B involves the removal of kerbside parking along the northern side of Port Hills Road covering a distance of approximately 62 metres. This provides a sufficient length to cover the bend.

CONSULTATION

15. This proposal was discussed with all affected residents on the north side of Port Hills Road through a "door knocking" exercise. All residents supported the proposal but were keen to ensure that only the minimum amount of parking was removed to resolve the problem.

CONCLUSION

16. It is concluded that vehicles parking on the north side of Port Hills Road on the bend opposite Alderson Avenue significantly reduces the level of road safety, particularly to cyclists. The installation of a broken yellow "no stopping" line on the northern side of the bend for a distance of some 62 metres is considered the most cost effective and practical solution to the problem.

STAFF RECOMMENDATIONS

It is recommended that the Board approve that the stopping of vehicles be prohibited at any time on the northern side of Port Hills Road commencing at a point 24.7 metres in an easterly direction from the Lucienne Place intersection and extending in an easterly direction for a distance of 61.8 metres.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendation be supported.