

9. RUTLAND STREET - PROPOSED “NO STOPPING”

General Manager responsible:	General Manager
Officer responsible:	Transport & Greenspace Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to extend two sections of existing broken yellow no stopping lines on Rutland Street at the Malvern Street intersection (refer attached).

EXECUTIVE SUMMARY

2. The Council has received complaints from local residents and road users regarding safety and visibility problems at the Malvern Street/Rutland Street intersection. Concerns have been raised regarding the lack of visibility when turning onto Rutland Street from Malvern Street.
3. Observations have shown that currently vehicles turning from Malvern Street into Rutland Street have to move well into the intersection to check the road is clear before completing their manoeuvre. This lack of visibility is directly attributed to the presence of parked vehicles on Rutland Street.
4. Malvern Street forms a “T” intersection with Rutland Street and the intersection is controlled by a “Give Way” control against Malvern Street. Currently there are two short lengths of broken yellow no stopping lines on Rutland Street to the north and south of the Malvern Street intersection both measuring 7 metres in length. Located directly opposite the intersection on the south-west side of Rutland Street is a block of five shops, including the Meshino Café. The St Albans Catholic School is located immediately south of these shops. Rugby Park is located on the north-east corner of the Malvern Street/Rutland Street intersection. The remaining land use in the immediate vicinity is residential.
5. A search of the Land Transport crash database for the last five years revealed no reported crashes resulting from poor visibility in the immediate vicinity however, local residents have reported several near misses at this intersection.
6. To improve road safety and visibility for road users it is proposed that the two existing short lengths of broken yellow no stopping lines be extended on Rutland Street to the north and south of the Malvern Street intersection removing approximately four car parking spaces. This is considered to be the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

7. The installation of road markings is within operational budgets.

Legal

8. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATIONS

It is recommended that the Community Board resolve that:

- (a) The stopping of vehicles be prohibited at any time on the north-east side of Rutland Street, commencing at a point 7.0 metres north of the Malvern Street intersection and extending in a northerly direction for a distance of 17.0 metres.
- (b) The stopping of vehicles be prohibited at any time on the north-east side of Rutland Street, commencing at a point 7.0 metres south of the Malvern Street intersection and extending in a southerly direction for a distance of 8.0 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.