

7. MARY STREET – PROPOSED NO STOPPING

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Penny Gray, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the no stopping restriction be extended on the south side of Mary Street by the Main North Road to remove one parking space. This will increase the approach lane length at the signalised intersection with Main North Road.

EXECUTIVE SUMMARY

2. The signalised intersection of Mary Street, Main North Road and Langdons Road was altered in April 2012. This was the result of a safety audit at the intersection and a subsequent report by Aurecon consultants. In this report Aurecon recommended three options and one of these options was installed. The option installed limits the amount of green time for motorists using the Mary Street arm of this intersection but gives them an exclusive green phase so there are no opposing vehicle movements. This option increases the safety for pedestrians at the intersection and discourages vehicles from rat-running through Mary Street, which is a local street. There are two approach lanes on Mary Street, a combined left and straight lane and a right turning lane, (refer **Attachment 1**).
3. Presently there is a P30 parking bay on the south side of Mary Street. This bay can accommodate five cars. This bay restricts the amount of cars that can queue in each traffic lane approaching the intersection. Approximately three cars can queue in each lane before the lanes are effectively blocked and motorists then form one queue.
4. A parking and turning count survey was undertaken over four days from 16 to 19 July 2012. This survey was undertaken at three times during the day, 10am, 12pm and 3pm. The parking survey showed that on average four cars were parked in the P30 parking bay at each of the three survey times, indicating that it is a well used parking bay. A turning survey was also undertaken to determine the number of cars using this arm of the intersection. The demand for each lane was fairly evenly split with 65 motorists using the left and through lane and 71 motorists using the right turning lane during the survey period. The 3pm survey time was the only time where queued cars had to wait more than one green phase. It should be noted that due to the signal timing a maximum of five cars from each lane can get through the intersection during the green phase. The survey times did not encompass the morning and afternoon peak period when we expect a higher turning demand and a lower parking demand.
5. It is recommended to reduce the P30 parking area to four car parking spaces and to extend the no stopping restriction to allow four cars to queue in each traffic lane. This is a compromise to allow for the peaks in the traffic flow and parking demand. One of the aims of the intersection changes was to discourage traffic from using Mary Street. By allowing for four cars to be queued we are maximising the number of cars that can clear this arm during their green phase. The 5th and 6th cars waiting in the single line queue should be able to clear the intersection, as once the cars are moving they can select their lane. This area has a high parking demand for both all day parking and short term parking. The closest short term parking to this bay are the parking bays on Main North Road, with the rest of Mary Street being unrestricted parking.
6. If we were to remove this parking bay then drivers could form a queue of approximately eight vehicles in each lane. However only five drivers from each queue can clear the intersection during the green phase. The demand for this amount of queuing might be present during the peak traffic periods but outside of these times, this would be wasted road space. Also allowing a larger amount of drivers to queue in each lane than can actually clear the intersection may encourage red light running from both lanes.
7. The Police officer in charge of the Papanui Police station was spoken to about these changes, since the police station is adjacent to this parking bay. He said that he would be opposed to removing the entire parking bay at this location, but supported the removal of one space. Customers of the Police Station often use this bay.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$200.

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 Budgets.

LEGAL CONSIDERATIONS

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides 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.
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 Strategies including the Parking Strategy 2003 and Road Safety Strategy 2004.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. The Papanui Police station is adjacent to this parking bay and they support the removal of one car parking space on Mary Street.

STAFF RECOMMENDATION

It is recommended that the Shirley / Papanui Community Board:

- (a) Revoke the following parking restrictions:
 - (i) That any existing parking restrictions on the south side of Mary Street between the intersection with Main North Road and a point 50 metres south-east of this intersection be revoked.

- (b) Approve the following parking restrictions:
- (i) That the stopping of vehicles be prohibited at any time on the south side of Mary Street commencing at the intersection with Main North Road and extending in a south-easterly direction for a distance of 27 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Mary Street commencing at a point 27 metres east of the Main North Road intersection and extending in an easterly direction for a distance of 23 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.