

<p>Officer responsible City Streets Manager</p>	<p>Author Malcolm Taylor, Area Engineer</p>
<p>Corporate Plan Output: Street Marking and Signs 9.8 text 38</p>	

The purpose of this report is to inform the Board of a request for the installation of parking restrictions on the western side of New Brighton Road opposite the New Brighton Returned Services Association Clubrooms.

BACKGROUND

A meeting was held on 1 December 1998 at the New Brighton RSA clubrooms with members from the Community Board, New Brighton RSA, Lions Housie Committee, local residents and Council Officers.

Concern was raised for cyclists travelling in a northerly direction along New Brighton Road when vehicles were parked on the bend. The New Brighton RSA members would like a parking restriction installed on the bend opposite their clubrooms. There is a car park at the rear of the RSA clubrooms, which is available to all clubroom users. However members of the Housie group which use the club rooms on Mondays between 12.30 and 2.45pm have no concerns at parking on the road opposite the RSA clubrooms and crossing the road.

This section of New Brighton Road by the RSA clubrooms is not identified as an injury accident site from the Land Transport Safety Authority records over the last five years.

ISSUES

The main issues of traffic flow along New Brighton Road between Pratt Street and the roundabout, are for the movement of vehicles, cycle passage, kerbside parking and pedestrians. New Brighton Road is a minor arterial road and carries a moderate average daily traffic volume of 7400 ADT.

Vehicles travelling east along New Brighton Road follow the centreline past the RSA on the bend and to straighten up show a tendency to over correct. Vehicles travelling in a westerly direction appear to follow the centreline around the bend.

Cyclists have expressed concern at cycling through the bend area between moving vehicles and the parked cars.

Pedestrians do not find it a problem crossing the road from the parked cars on the riverside.

SOLUTIONS

To address these issues it would be appropriate to delineate the road edge with edge lines. Edge lines would assist by providing a defined road edge with a space for cyclists to use when cars are not parked on the riverside of the road. Drivers will also park closer to the kerb in this parking lane.

Although the banning of parking on the riverside would provide greater safety for cyclists, it would tend to readjust the motorist perception of speed through this area and would encourage higher speed due to the increased road width and visibility. To be effective the banning of vehicles would then have to be extensive (approx 150 metres). However, the parking of vehicles on this bend is mainly during school hours on Mondays 12.30 to 2.45 pm.

The pedestrians would not be effected by the installation of edge lines.

CONCLUSION

To increase safety along this section of New Brighton Road edge lines should be installed which will be extended along the road to Bower Avenue.

Pedestrian and cyclist safety in this area would also be improved by the installation of the edge lines.

A ban on parking around the bend in the road opposite the RSA may increase Traffic speed.

- Recommendation:**
1. That no restriction be imposed on kerb side parking along the section of New Brighton Road between Pratt Street and the roundabout.
 2. That the painting of road edge lines be supported.

Chairperson's Recommendation: That the aforementioned recommendations be adopted.