

4. ST ASAPH STREET - PROPOSED “NO STOPPING” RESTRICTION

General Manager responsible:	General Manager 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 south side of St Asaph Street within the section between Hagley Avenue and Stewart Street (*see attachment*).

EXECUTIVE SUMMARY

2. The Council has recently realigned and signalised the intersection of St Asaph Street and Hagley Avenue. This work was completed as part of the Hagley Avenue traffic management improvements involving the marking of cycle lanes along Hagley Avenue, plus a range of associated traffic management improvements aimed at an overall enhancement of safety, particularly for pedestrians.
3. The St Asaph Street approach to the Hagley Avenue intersection is now marked with exclusive left and right turn lanes with a cycle lane against the kerb. Due to the location of approximately three kerbside parking spaces, between Stewart Street and the intersection, traffic is prevented from queuing in two lanes and cyclists are prevented from entering the cycle lane. This defeats the purpose of marking the lanes thereby adversely affecting the capacity of the intersection and the safety for cyclists.
4. Two options were considered to rectify the problem including the “status quo”.
5. The views of affected stakeholders have been obtained.
6. The installation of a short section of broken yellow “no stopping” line, removing the three car parking spaces, is considered the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS

7. Cost

No stopping installation cost = 19m @ \$1.00/m = \$19.00.

8. Legal Considerations

The Traffic Regulations 1976 - “108” state:

“No stopping lines - at any place where a controlling authority has prohibited the kerbside stopping of vehicles at all times, drivers may be advised of this prohibition by the marking and maintaining of a broken yellow line not less than 100 mm wide and not more than 1 metre from the adjacent kerb of edge of roadway.”

STAFF RECOMMENDATION

It is recommended that the Board agree that the stopping of vehicles be prohibited at any time on the southern side of St Asaph Street commencing at a point 10.7 metres in a westerly direction from the Stewart Street intersection and extending in a westerly direction for a distance of 19.1 metres.

CHAIRPERSON’S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND ON ST ASAPH - PROPOSED 'NO STOPPING' RESTRICTION

9. The Council has received complaints from motorists and cyclists concerning the inability to access and utilise the new lanes as marked on the St Asaph Street approach to the new signalised intersection with Hagley Avenue. As a result, the traffic queues in one lane only and cyclists are prevented from entering the cycle lane.
10. As noted above, the reason for this is the presence of three unrestricted (all day) kerb side parking spaces located on the south side of St Asaph Street outside Hagley College. This problem was not identified at the time of design or construction of the new intersection alignment, but has arisen since the intersection has become operational.

OPTIONS

11. Two options were considered to address the problem. These are outlined as follows:

- (a) **Status Quo**

The problem only arises when vehicle queues form up to, and past, the three car parking spaces. This occurs mostly during peak periods but is not uncommon during anytime of the day. Leaving the situation as it is retains parking but does not address the safety and efficiency issues.

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

Removing three car parks on the south side requires the installation of a broken yellow "no stopping" line. This option will improve road safety, particularly for cyclists, and will ensure unimpeded access to both turning lanes, thus improving the efficiency of the intersection.

PREFERRED OPTION

12. After careful consideration, **Option B** is favoured as it provides a cost effective solution to the problem.

CONSULTATION

13. This proposal was discussed with Hagley College, who are considered the only activity directly affected. The College have no concerns with the removal of three spaces but raised concerns relating to traffic turning left out of St Asaph Street failing to give way to pedestrians crossing Hagley Avenue at the signals. Frustration associated with excessive delay may be a factor in this situation. Improving the efficiency of the intersection may mitigate the problem.

CONCLUSION

14. Vehicles parking on the south side of St Asaph Street between Stewart Street and Hagley Avenue significantly reduces the efficiency of the intersection and the level of road safety, particularly for cyclists. The installation of a broken yellow "no stopping" line on the south side of St Asaph Street for a distance of about 19 metres, removing three car parking spaces is considered the most cost effective and practical solution to the problem.