

12. WARRINGTON STREET PARKING

Officer responsible City Streets Manager	Author Brian Neill, DDI 941-8616
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The purpose of this report is for the Board to consider altering kerbside parking restrictions in Warrington Street on the approach to the traffic signals at the Hills Road/Shirley Road intersection.

BACKGROUND

Board members will be aware of the redevelopment of the shopping centre at the Hills Road/Warrington Street/Shirley Road intersection. A new shopping block was constructed some two years ago on the southwest corner of the intersection. More recently shops have replaced a former factory on the southeast corner of this important junction. A block of existing shops which includes a butcher, second hand dealer and two hairdressers remain on the northwest corner fronting Warrington Street.

During the construction phase of the new shops on the southeastern corner of the intersection, a left turn slip lane was constructed as a measure to improve traffic management and control movements in and out of the shopping centre. This work necessitated the realignment of traffic lanes on the Hills Road approaches to the intersection which, in turn, have had an impact on the availability of kerbside parking in Hills Road north of the intersection. The Warrington Street Butchery on the corner of Hills Road and Warrington Street has been affected by these changes. The amount of on-street, short term parking has been severely reduced along the Hills Road frontage to the shop and meat deliveries have been made even more difficult due to the narrowness of the available lane for parking up meat delivery vehicles.

DISCUSSION

Unfortunately there are few alternatives for the delivery of meat to the butchery which has been operating from this site for approximately 50 years. During discussions with the owner of the business we have concluded that additional parking for the meat delivery trucks should be provided in Warrington Street on the approach to the traffic signals. An existing "P60" parking restriction along the north side of Warrington Street should be more prominently marked out for parking with the installation of parking limit lines to indicate to drivers where they should park for short periods of time.

The existing broken yellow "no stopping" line on the approach to the Hills Road intersection could be reduced to allow for the installation of a P5 loading zone for "Goods Vehicles Only".

CONCLUSION

If the existing "no stopping" restriction was reduced in length and a "P5 loading zone" was created in the space formally occupied by broken yellow, "no stopping" lines and extended back into the existing "P60" area, the servicing of businesses operating out of the block of shops on the north west corner of the intersection would be improved. One of the two hairdressers in the area is opposed to more kerbside parking being provided for cars; the loading zone, if installed, would be available to goods vehicles only.

There will be some loss of service for motorists turning left out of Warrington Street into Hills Road during peak traffic. However, this will not affect traffic during most times of the day and will benefit the business community.

Formal resolutions are also required to establish the required "no stopping at any time" restrictions on the Hills Road and Shirley Road approaches to the intersection as well as the changes to kerbside parking in Warrington Street.

Staff**Recommendation:**

1. That a "P5 Loading Zone, Goods Vehicles Only" be installed on the north side of Warrington Street commencing at a point 27 m from its intersection with Hills Road and extending in a westerly direction for a distance of 15 m.
2. That the parking of vehicles be prohibited at any time in the following areas:
 - i. On the south side of Shirley Road commencing at its intersection with Hills Road and extending in an easterly direction of 80 m.
 - ii. On the west side of Hills Road commencing at its intersection with Warrington Street and extending in a northerly direction for a distance of 41.5 m.
 - iii. On the north side of Warrington Street commencing at its intersection with Hills Road and extending in a westerly direction for a distance of 27 m.
 - iv. On the east side of Hills Road commencing at its intersection with Shirley Road and extending in a southerly direction for a distance of 90 m.
3. That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Hills Road commencing at a point 41.5 m from its intersection with Warrington Street extending in a northerly direction for a distance of 11 m.
4. That the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Warrington Street commencing at a point 42 m from its intersection with Hills Road and extending in a westerly direction for a distance of 35 m.
5. That existing kerbside restrictions in the aforementioned areas be revoked.

The Parking Manager agrees with this recommendation.

Chairperson's**Recommendation:**

That the officer's recommendation be adopted.