

## 11. P5 LOADING ZONE – MONTREAL STREET

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The purpose of this report is for the Committee to consider placing a 'P5 Loading Zone' on the east side of Montreal Street outside the Windsor Hotel.

### BACKGROUND

Windsor Hotel, along with other guest houses and private hotels in the central city area, cater for visitors and customers who rely heavily on taxi and shuttle services. Most of these hotels are older buildings with limited off-street parking. Few have separate loading facilities on-site. Other guest houses in the area already have loading zones outside their premises.

Windsor Hotel is well served in this respect with off-street parking for customers and from the Armagh Street frontage, a 'drive through' facility for smaller vehicles. With 44 rooms, Windsor Hotel is quite a popular facility. Most neighbouring guest houses have, on average, around ten rooms.

### DISCUSSION

At times, the off-road loading facilities at the Windsor Hotel are unable to cope. It is for this reason that the hotel management has asked that consideration be given to establishing a nine metre long loading zone outside the hotel in Montreal Street. If a loading zone was created it would assist taxi and shuttle services in particular and also provide a facility for truck deliveries and other businesses in the area.

The Council's proposed Draft Parking Strategy provides guidance for the allocation of kerbside parking. For commercial/retail areas, Policy 7G refers to the use of a "mix of pricing regimes, time and parking restrictions to encourage the turnover of on-street parking in areas of high demand".

The Strategy suggests that kerbside parking space should be allocated in general accordance with the table below:

	<b>Commercial/Retail Centres</b>
1	High occupancy vehicles
2	Loading zones
3	Short-stay private vehicle parking for business and retail needs including taxis
4	Parking for people with disabilities
5	Resident and visitor car parking
6	Commuter parking

The proposal to install a 'P5 Loading Zone' in Montreal Street near Armagh Street fits with the proposed strategy.

### CONCLUSION

If a 'P5 Loading Zone' is installed outside the Windsor Hotel it would compliment the 'P15' parking restriction outside the Cramner Centre on the west side of Montreal Street. The area on the east side of Montreal Street is currently not controlled by any parking restrictions and does not directly affect other businesses or residents in the area.

#### Staff

**Recommendation:** That a 'P5 Loading Zone' be created on the east side of Montreal Street commencing at a point 72 metres from its intersection with Armagh Street and extending in a southerly direction for a distance of nine metres.

#### Chairman's

**Recommendation:** That the above recommendation be adopted.