

10. FERRY ROAD: P60 PARKING RESTRICTIONS

Officer responsible City Streets Manager	Author Basil Pettigrew, Traffic Engineer – Community, DDI 941 8542
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The purpose of this report is to seek the Board's approval for the installation of three sections of 60 minute parking restriction on Ferry Road between Lancaster Street and Fitzgerald Avenue.

Requests from several local businesses to review the current parking arrangements in this area have been received, because of the lack of short term parking. Observations have established that this section of Ferry Road is fully parked with commuter vehicles by 8.00am on weekdays, leaving no spaces for short stay private vehicles.

CONSULTATION

Plan Development

Extensive discussions were held on site with the 16 businesses shown detailed on the attached plan. The sections of P60 were only marked on the kerb line after agreement was obtained from the adjacent occupiers, and these are now the recommendations shown on the attached plan.

New entrances are about to be constructed to service The Cleaners Warehouse, and the Lancaster Park Hotel. The proposals take into account these changes.

A total length of 96 metres of P60 is shown. This will provide space for approximately 14 vehicles. (Note the total kerb line length available for parking between Lancaster Street and Fitzgerald Avenue is 350 metres.)

Plan Circulation

The attached plan was circulated to the 30 businesses between Lancaster Street and Fitzgerald Avenue on 2 October 2003. A letter and information on the "Parking Strategy 2003" was also enclosed. The businesses were requested to make comment on the plan to City Streets prior to 13 October 2003, and they were informed that a report would subsequently go to the Board. Two replies have been received. They are opposed to the installation of the P60, as their staff are required to park on the street.

PARKING STRATEGY

The Council's City Wide draft Parking Strategy 2003 provides guidance for the allocation of parking. For commercial/retail areas, Policy 6G: On Street Parking provides:

"To use 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 in accordance with the table below:

	Commercial/Retail Areas (including Central City) Parking Priority
1	Bus stops
2	Taxi, limousine and shuttle services
3	Loading zones
4	Parking for people with disabilities
5	Short-stay private vehicle parking for business and retail needs
6	Resident parking
7	Commuter parking

Because the commuter parking has the lowest priority the staff recommendations outlined below are submitted. The two respondents have been given copies of the report and informed of their rights to request a deputation to the Board.

CONCLUSION

The majority of the businesses have assisted with the development of this proposal and there is a clear need for short term parking. The proposal complies with the parking strategy and is a reasonable balance between short and long term parking. The Parking Operations Manager is also in full agreement with the proposal.

Staff

Recommendation:

1. That the parking of vehicles be restricted to a maximum period of 60 minutes on the northern side of Ferry Road commencing at a point 44.5 metres from its intersection with Phillips Street and extending in a westerly direction for 46 metres.
2. That the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road commencing at a point eight metres from its intersection with Lancaster Street and extending in a westerly direction for 24 metres.
3. That the parking of vehicles be restricted to a maximum period of 60 minutes on the southern side of Ferry Road commencing at a point 92 metres from its intersection with Lancaster Street and extending in a westerly direction for 26 metres.

Chairperson's

Recommendation:

That the recommendations be adopted.