

1. MAIN NORTH ROAD – TRUCK STOP P5 LOADING ZONE AT BELFAST

Officer responsible City Streets Manager	Author Lindsay Eagle, Area Engineer, DDI 371-1294
Corporate Plan Output: Street Markings and Signs	

The purpose of this report is to seek Council approval for the installation of a P5 loading zone on the west side of Main North Road, Belfast to the south of the Richill Street intersection.

At the November meeting a petition was presented to the Board requesting provision of a short term parking zone on the western side of Main North Road opposite the 'Cosy Nook' dairy. The dairy operates a franchise for motor vehicle licensing and road user charges for diesel vehicles. Truck drivers and other customers heading north and stopping to call at the dairy and other shops on the corner of Richill Street are finding it difficult to find a place to stop. They have been causing problems by parking temporarily on the bus stop zone and across vehicle entrances.

The manager of this business has also requested that a short term loading zone of sufficient size to cater for trucks be created on the western side of the road in the area currently occupied by a bus stop. The considered best utilisation of the kerb side space was to replace the existing bus stop with a time limit parking zone and to move the bus stop south across the adjacent driveways of the church and the residence at No 801(b) Main North Road. While buses use this stop infrequently and for only a few seconds, marking the bus stop across the driveways would assist in deterring other drivers from parking there and also provide better visibility for motorists pulling out onto the road. The formation of adjoining zones of parking restriction would assist both trucks and buses with access to and from the areas.

The proposed restricted areas cover the frontages of a Telecom exchange building and the Elim Church. About 95% of visitors to the Elim Church use the parking area at the rear of the building and a kerbside loading area in the front may also be of benefit for occasionally dropping off people. The alterations and proposed parking restrictions have been discussed with representatives of these property owners and they have agreed to these recommendations.

The proposed loading zone will not provide sufficient space for a B-train truck and trailer but it will be of sufficient length for most articulated tractor / trailer units or a van and medium truck. Transit New Zealand will be approached to provide a better pedestrian cut down in the solid median island at this point. Residents in the area would still be entitled to legally use the proposed loading zone for after hours and overnight parking.

- Recommendation:**
1. That the bus stop on the western side of Main North Road commencing at a point 34 metres south of the intersection with Richill Street and extending in an southerly direction for a distance of 14 metres be removed.
 2. That a loading zone time limit of 5 minutes be created on the western side of Main North Road commencing at a point 34 metres south of the intersection with Richill Street and extending in a southerly direction for a distance of 18.5 metres.
 3. That a bus stop be installed on the western side of Main North Road commencing at a point 52.5 metres south from the intersection of Richill Street and extending in a southerly direction for a distance of 17 metres.