

8. SOMERFIELD STREET – PROPOSED “P10” PARKING RESTRICTIONS

General Manager responsible:	General Manager of 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 conversion of an existing taxi stand to a P10 parking restriction on the south-east side of Somerfield Street, south of the Strickland Street intersection.

EXECUTIVE SUMMARY

2. The Council has received a request from the owner of the commercial properties on the south-west corner of the intersection of Colombo Street, Strickland and Somerfield Streets for a short-term parking area to service the refurbished commercial buildings to be used as a small restaurant (see attached). This restaurant will have a “takeaway” component and, as such, will generate a short term parking demand.
3. The area that the owner would like as a short-term parking restriction is currently utilised by two taxi stands, one either side of a vehicle entrance servicing the neighbouring motor vehicle repair workshops. The stand to the north accommodates up to three taxis, while the stand to the south accommodates a single space only. Discussions with the Taxi Federation reveal that they wish to retain the larger of the two stands, but are comfortable losing the smaller stand. They also suggest that the larger stand could be relocated to the opposite side of Somerfield Street to “free up” further spaces for the restaurants and the motor vehicle workshops. However, consultation with the residents directly affected by such relocation reveals that they are not supportive of this suggestion.
4. Three options were considered to meet some of the short-term parking demand, including the status quo.
5. The views of key stakeholders have been obtained.
6. The conversion of the existing single space taxi stand to a “P10 At Any Time” parking restriction is considered the most cost effective and practicable method of meeting the request.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

6. Less than \$500.

Legal Considerations (refer to attachment for complete references)

7. The Land Transport Rule, Road User 2004 Rule 61001 Part 6 Stopping and Parking and Land Transport Rule, Traffic Control Devices 2004 Rule 54002 Section 12 Stopping, Standing and Parking, provide for the control of parking by way of restrictions of these types.

BACKGROUND ON SOMERFIELD STREET – PROPOSED “P10” PARKING RESTRICTION

8. The Council has received a request for a short-term parking restriction to provide convenient and accessible parking for customers of the new restaurants located on the southern corner of Colombo, Strickland and Somerfield Streets. The owner of the neighbouring motor vehicle workshops has also expressed a desire for more customer parking. Currently on-street parking on Somerfield Street, directly outside the restaurants and workshops is unavailable due to a broken yellow “no stopping” line. The balance of the kerbside is occupied by two taxi stands which extend south down Somerfield Street and are located outside the neighbouring motor vehicle repair workshops.
9. The Council receives regular requests for parking restrictions throughout the City. These requests are managed with reference to the “Parking Strategy”. This strategy provides a sound basis for determining what priority to give a particular request in the context of the conflicting demands on kerbside space.

10. In this case, as the request is located within a commercial area, "short stay parking for business and retail needs" is fifth in the priority for kerbside space, behind bus stops and taxi/shuttle stops, loading zones and disabled persons parking. Therefore, the use of the space as a taxi stand has priority over the use for the short-term customer parking.
11. It follows that the Taxi Federation would need to consider the stand surplus or redundant before it could be utilised for a lower priority use. Discussions with the Taxi Federation reveal that there is an existing demand for a stand in the current location. However, such a stand need only accommodate two taxis. As such there is scope to convert part of the larger stand or the entire smaller stand to a short-term parking restriction. The Taxi Federation would prefer to retain the larger stand but suggest that it could be relocated to a position directly opposite on the north-west side of Somerfield Street and reduced in size to accommodate two taxis.

OPTIONS

12. Three options were considered to address the problem. These are outlined as follows;

- (a) **Status Quo**

The status quo is likely to result in illegal parking such as parking over driveways or parking within the existing taxi stands. This is likely to cause a nuisance to local businesses, residents and taxi drivers.

- (b) **Convert both Taxi Stands to P10, Relocating the L Sor**

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the taxi stand located on the south-east side of Somerfield Street commencing at a point 45 metres in a south-westerly direction from the Strickland Street intersection and extending in a southerly direction for a distance of 7 metres be rescinded.
- (b) That the parking of vehicles be restricted to a maximum of 10 minutes at any time on the south-east side of Somerfield Street, commencing at a point 45 metres in southerly direction from the Strickland Street intersection and extending in a southerly direction for a distance of 7 metres.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendations be supported.