

5. BEVERIDGE STREET “LOADING ZONES”

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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of two loading zones in Beveridge Street.

EXECUTIVE SUMMARY

2. Beveridge Street is an 8 metre wide “Local” street running between Montreal and Durham Streets just south of Bealey Avenue (see attachment). There is a P60 parking restriction on the south side which applies seven days from 8.00 am to 6.00 pm. The northern side of the street is fully parked with commuter vehicles during normal work hours.
3. The Richmond Fellowship moved into the premises previously occupied by the Hearing Association Inc at 9 Beveridge Street during October 2004.
4. Richmond Fellowship is a national provider of community based health and disability support services for approximately 3,500 people within New Zealand. A local staff of 10 people are now dedicated to providing support recreation and leisure activities both on site in Beveridge Street and in the wider community for up to 32 people Monday to Friday.
5. As it is a day care facility only, clients are transported from their overnight accommodation by taxi. On a typical day nine maxi taxis and seven smaller vans are required. The arrival of the maxi taxis can result in serious congestion problems, as there is inadequate onsite parking and kerbside parking is invariably already committed.
6. The arrival times are scheduled to occur between 9.00 am and 11.00 am but it is not unusual for four maxi taxis to arrive together. The transportation of the clients to this facility is organised independently from Richmond Fellowship and involves taxi services from five different providers. Attempts have been made to organise non-simultaneous arrival times, but this has been unsuccessful as there are too many variables. With onsite parking only available for two larger vans and two smaller vans, it has been demonstrated that kerbside parking needs to be provided to complement this.
7. Richmond Fellowship has established very good relationships with adjacent property owners in the street, and they have collectively explored solutions to the problems. They have recommended that P5 loading zones be established to allow the larger vans to park adjacent to the kerb. This will allow the wheelchair confined clients to be safely unloaded out the rear doors. The attached plan shows the location of the proposed loading zones, and this has been agreed to by the adjacent property owners.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Cost

Road marking and signs = \$400.

9. Legal Considerations

Land Transport (Road User) Rule 2004

“Loading Zone” means an area of marked roadway designated solely for the purpose of loading or unloading goods or passengers.

A sign that imposes a parking restriction and incorporates the letter “P” on the top of the sign, or relates to a loading zone, applies between the hours of 8.00 am to 6.00 pm on days other than public holidays, unless otherwise specified on the sign, or on a supplementary sign.

STAFF RECOMMENDATIONS

It is recommended that the Board agree that:

- (i) A "Loading Zone Time Limit 5 minutes from 9.00 am - 11.00 am and 2.00 pm - 4.00 pm" be created on the north side of Beveridge Street commencing at a point 48.5 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 11.5 metres.
- (ii) The P60 parking restriction on the south side of Beveridge Street commencing at a point 58 metres from its intersection with Montreal Street and extending for a distance of 8 metres be revoked.
- (iii) A "Loading Zone Time Limit 5 minutes from 9.00 am - 11.00 am and 2.00 pm - 4.00 pm" be created on the south side of Beveridge Street commencing at a point 58 metres from its intersection with Montreal Street and extending for a distance of 8 metres.
- (iv) The parking of vehicles be restricted to a maximum period of 60 minutes from 11.00 am - 2.00 pm and 4.00 pm - 6.00 pm Monday to Friday on the south side of Beveridge Street commencing at a point 58 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 8 metres.
- (v) The restrictions (i), (iii) and (iv) are to come into effect upon installation of the appropriate signs and markings.

CHAIRPERSON'S RECOMMENDATION

That the recommendations be adopted.