

4. HORNBY – ON-STREET PARKING REVIEW

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Michael Aitken, Transport and Greenspace Manager
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PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the outcome of the consultation process regarding the management of on-street car parking on the streets surrounding Dressmart and Hornby Mall and seek the Board's approval for the installation of parking restrictions. The **attached** plan and summary of submissions refers.

EXECUTIVE SUMMARY

2. The Transport and Greenspace Unit has received complaints from both business proprietors and residents regarding the current high levels of all day car parking on the streets surrounding Dressmart and Hornby Mall, more specifically Goulding Avenue, Shands Road, Amyes Road, Main South Road and Chalmers Street. The high level of on-street car parking is directly attributed to overflow staff parking predominantly from Dressmart and Hornby Mall.
3. Two rounds of consultation have been carried out involving all affected stakeholders; the first sought to identify the issues and problems currently being experienced in the area and suggested the installation of time limited car parking on one side of the affected streets. A total of 92 consultation documents were delivered and 40 submissions were received. The large majority of the submissions received stated dissatisfaction with the status quo and supported the installation of parking restrictions. The main issues emerging from the submissions were:
 - (a) The perceived adverse effects resulting from the extensions of both Dressmart and Hornby Mall; in particular the amount of on-street (all day) parking that is now occurring in the area.
 - (b) Visibility and safety, particularly in Goulding Avenue and Shands Road.
 - (c) The Hornby Mall car park layout was criticised as were the entry and exit points to the Mall.
 - (d) The location of the Dressmart exit also causes concern.
4. The second round of consultation proposed the following and asked for feedback:
 - (a) **Shands Road (between Goulding Avenue and South Hornby School)**

Broken yellow "no stopping" line on the north west side of Shands Road between 42 Shands Road and the reserve, to improve safety and visibility for residents entering and exiting their properties. A 120 minute parking restriction on the south east side of Shands Road outside the new retail development.
 - (b) **Amyes Road (between Shands Road and Tower Street)**

Due to the low number of submissions relating to Amyes Road with no clear direction it was suggested that the need for a parking restriction on one side of Amyes Road should be monitored following the restrictions on the surrounding streets being implemented.
 - (c) **Main South Road (between Shands Road and Goulding Avenue)**

A "Coach Stop" west of the crossing point outside Dressmart to service the "Intercity" Coaches (as requested by Intercity Coachlines) and the remaining on-street parking being restricted to 30 minutes.
 - (d) **Chalmers Street (between Main South Road and Carmen Road)**

To be consistent with other areas, a 120 minute parking restriction at the east end of Chalmers Street covering the only available on-street car parking.

(e) **Goulding Avenue (between Shands Road and Main South Road)**

A broken yellow “no stopping” line on the south west side of Goulding Avenue from the Shands Road intersection extending north west to the entrance of the playground to improve safety for road users. A 120 minute parking restriction covering the remaining car parks on the south west side of Goulding Avenue to provide on-street car parking for customers to the *Library* and *Citizens Advice* on the south side and to the businesses on the north. The north east side remains unrestricted.

5. A total of 92 consultation documents asking for feedback on the above proposals were delivered and 27 submissions were received with the following results:

(a) **Shands Road (between Goulding Avenue and South Hornby School)**

22 were in favour of the proposal and 4 were opposed.

Two of those opposed supported the proposal but requested a P120 parking restriction be installed outside the reserve. This request is not supported as some unrestricted parking needs to be retained in the area and a P120 parking restriction is proposed for the south side of Shands Road.

The other 2 submissions opposed thought the proposed broken yellow “no stopping” lines extended too far along Shands Road. The proposed broken yellow lines cover 4 property frontages but due to the amount of high density housing 19 properties are serviced from this section. A high number of residents from these properties expressed their concerns regarding a lack of visibility when exiting their properties due to parked vehicles. They also feel vulnerable when entering their properties due to their inability to move over to the left before turning due to parked vehicles.

(b) **Amyes Road (between Shands Road and Tower Street)**

23 were in favour of the proposal and 3 were opposed.

One submitter requested a 120 minute parking restriction be installed on both sides of Amyes Road between Tower Street and Shands Road. This request is not supported; currently Amyes Road is only experiencing small levels of on-street parking and restricting both sides of the road is not justified. Further monitoring of the levels of on-street car parking in Amyes Road (if the surrounding streets are restricted as a result of this report) is recommended.

There were 7 requests to extend a section of broken yellow “no stopping” line on the north east side from the railway line to the doctors surgery at number 7 Amyes Road. This request is supported to improve both visibility and safety at the entrance to Liquorland.

(c) **Main South Road (between Shands Road and Goulding Avenue)**

26 were in favour of the proposal and none were opposed.

(d) **Chalmers Street (between Main South Road and Carmen Road)**

21 were in favour of the proposal and 5 were opposed.

There were 2 requests to remove the bus “lay over” area on the south side of Chalmers Street and provide 30 minute car parking or a Loading Zone. This request is not supported. The bus lay over area was installed as part of the recent up grade of the bus facilities in Chalmers Street and is well used. There is sufficient short term car parking in the area and loading facilities should be provided off street.

Other submissions opposed to the proposal related to the entrances/exits off Chalmers Street, specifically to the Mall and Warehouse car parks. These submissions fall outside the bounds of this report.

(e) **Goulding Avenue (between Shands Road and Main South Road)**

13 were in favour of the proposal and 14 were opposed.

There were 5 requests for 120 minute parking on both sides of Goulding Avenue and 1 request for 60 minute parking on both sides of Goulding Avenue. One request for the proposed 120 minute restriction to be shorter i.e. P60. One request for all of Goulding Avenue to be unrestricted. One request for all of the south side to be 120 minute parking with no broken yellow lines. One request to ban parking on the south west side of Goulding Avenue. These requests are not supported as the management of on-street car parking should ideally reflect a balance in the demands of residents and the demands of nearby commercial activities therefore minimising the effects of displacing parking further into residential areas. Similar concerns have been addressed successfully in other areas through the installation of a 120 minute time restriction on one side of the affected streets. There is support for the installation of time restricted parking in Goulding Avenue but there is also a need to retain some unrestricted on-street parking in the area. Safety for all road users was the primary issue identified in the first round of consultation particularly at the Shands Road intersection where the alignment of the road and the current high levels of on-street parking are resulting in all road users feeling vulnerable. The proposed broken yellow "no stopping" line will improve visibility and safety for cyclists.

There were 2 requests to ban parking on the north east side of Goulding Avenue, around the Dressmart exit, due to poor visibility. Three requests for the proposed 120 minute parking area to be on the north east side not the south west side of Goulding Avenue. These requests are supported. Further discussions with the Library and Citizens Advice (located on the south west side of Goulding Avenue) have resulted in agreement for the 120 minute parking restriction to be installed on the north east side leaving the section of the south west side from the end of the proposed broken yellow "no stopping" lines through to the intersection with Main South Road unrestricted. A section of broken yellow "no stopping" lines is also proposed immediately north west of the Dressmart exit to improve visibility.

There was 1 request to turn Goulding Avenue into a one-way street and 2 requests for a speed hump or pedestrian crossing outside the Library. These requests fall outside the bounds of this report and are not supported.

6. From the 92 documents delivered in the second round of consultation 27 submissions were received. A low response can indicate there is a general acceptance of and approval for the proposals and this is reflected in the feedback that was received. As such the following is recommended:

(a) **Shands Road (between Goulding Avenue and South Hornby School)**

That a broken yellow "no stopping" line be installed on the north west side of Shands Road between 44 Shands Road and the reserve.

That a 120 minute parking restriction be installed on the south east side of Shands Road outside the new retail development.

(b) **Amyes Road (between Shands Road and Tower Street)**

That the broken yellow "no stopping" line be extended on the north east side of Amyes Road from the railway line to the bus stop outside number 7 Amyes Road, removing 1 space and that the existing bus stop outside the doctors surgery at number 7 Amyes Road be marked.

That the levels of on-street car parking in Amyes Road be monitored if the restrictions on the surrounding streets are implemented as a result of this report.

(c) **Main South Road (between Shands Road and Goulding Avenue)**

That a "Coach Stop" be installed west of the crossing point outside Dressmart to service the Intercity Coaches.

That the remaining on-street parking be restricted to 30 minutes (covering 10 spaces).

(d) **Chalmers Street (between Main South Road and Carmen Road)**

To be consistent with other areas it is recommended that a 120 minute parking restriction be installed at the east end covering approximately 11 spaces.

(e) **Goulding Avenue (between Shands Road and Main South Road)**

That a broken yellow "no stopping" line be installed on the south west side of Goulding Avenue from the Shands Road intersection extending north removing approximately 9 spaces.

That a broken yellow "no stopping" line be installed on the north east side of Goulding Avenue immediately west of the Dressmart exit removing 1 space.

That a 120 minute parking restriction be installed on the north side of Goulding Avenue from the Main South Road intersection to the Dressmart exit covering approximately 29 spaces.

7. The above recommendations are considered to be the most appropriate and cost effective solution to the issues identified as a result of the consultation process. The management of the on-street car parks should ideally reflect a balance in the demands of residents and the demands of the nearby commercial activities therefore minimising the effects of displacing parking further into the residential areas.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The installation of road markings and signage is within existing budgets.
9. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATIONS

That the Board approves:

- (a) That the parking of vehicles be limited to 120 minutes in the following locations:
- (i) The south east side of Shands Road commencing at a point 69.8 metres south west of the Amyes Road intersection and extending 60.3 metres in a south west direction.
 - (ii) The north east side of Goulding Avenue commencing at a point 9.5 metres south east of the Main South Road intersection and extending 215.5 metres in a south east direction.
 - (iii) The north side of Chalmers Street commencing at a point 37.0 metres west of the Carmen Road intersection and extending 68.7m in a westerly direction.
 - (iv) The north side Chalmers Street commencing at a point 143 metres west of the Carmen Road intersection and extending 19 metres in a westerly direction.
- (b) That the parking of vehicles be limited to 30 minutes in the following locations:
- (i) The south side of Main South Road commencing at a point 68.5 metres west of the Shands Road intersection and extending 106.5 metres in a westerly direction.
- (c) That the stopping of vehicles be prohibited at any time in the following locations:
- (i) The north east side of Amyes Road commencing at a point 55.7 metres south east of the Shands Road intersection and extending in a south east direction for a distance of 25.3 metres.
 - (ii) The north west side of Shands Road commencing at a point 204 metres south west of the Goulding Avenue intersection and extending in a south west direction for a distance of 63.7 metres.

- (iii) The south west side of Goulding Avenue commencing at a point 20.0 metres north west of the Shands Road intersection and extending in a north west direction for a distance of 45.0 metres.
 - (iv) The north east side of Goulding Avenue commencing at a point 30.0 metres north west of the Shands Road intersection and extending in a north west direction of a distance of 7.5 metres.
- (d) That the parking of vehicles is limited to four coaches only in the following location:
- (i) The south side of Main South Road commencing at a point 50.5 metres and west of the Shands Road intersection and extending in a westerly direction for a distance of 18 metres.