

6. CHALMERS STREET – PARKING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Lindsay Eagle DDI 941 8661

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek a resolution of the Board for the installation of parking restrictions in favour of a bus parking lay-by area and a goods vehicle loading bay, both in Chalmers Street, in the Board's area (refer attachment).

EXECUTIVE SUMMARY

2. With the recent redevelopment of The Hub Mall at Hornby, there was created a locality bus transfer station which services about seven different bus routes. To allow timing adjustment to the bus route schedules, it is necessary to provide sufficient parking spaces in which about five buses can wait so as not to effect the transfer bus stops. Buses have been using a suitable site where the bus stops were previously located.
3. A goods vehicle parking space was constructed within an area of the recent Chalmers Street kerb and channel reconstruction. It is appropriate that a special parking restriction, P10, Goods Vehicles Only, At All Times, is resolved for this site.

FINANCIAL IMPLICATIONS

4. The Transport and Greenspace Unit budget for public transport infrastructure maintenance and the southern area roading maintenance budgets for the current financial year contain financial provision for this type of work.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Yes.

LEGAL CONSIDERATIONS

6. Land Transport Rules Traffic Control Devices 2004 provides for the erection of bus and goods vehicle parking signs.

Have you considered the legal implications of the issue under consideration?

7. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. By aligning with the Council Parking Strategy 2003. By providing a safe transport system, and contributing to improve the level of service for safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Yes, see above.

ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide safe, efficient and affordable transport system. Ensure access to goods and services and work opportunities.

Do the recommendations align with the Council's strategies?

11. 8 (h) Page 64 "Our Community Plan.

CONSULTATION FULFILMENT

12. These parking restriction areas are part of the approved plan for the development of the Mall and bus transfer station.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board resolve:

- (a) That the bus stops located on the south-western side of Chalmers Street and approximately 120 metres to the north-west of the intersection with Carmen Road be revoked.
- (b) That a P30, Buses Only, At all Times, parking restriction be created on the south-western side of Chalmers Street commencing at a point 58 metres northwest from the intersection with Carmen Road and extending in a north-westerly direction for a distance of 70 metres.
- (c) That a P10, Goods Vehicles Only, At All Times, parking restriction be created on the east side of Chalmers Street commencing at a point 96 metres north from the intersection with Main South Road and extending in a northerly direction for a distance of 10 metres.

BACKGROUND (THE ISSUES)

13. The proposed parking restrictions were not introduced at the time when construction of the Mall and Chalmers Street developments were being completed. Now that the public transport and Mall goods access functions have been operating satisfactorily, it is appropriate to formalise the utilisation of the restricted parking areas.
14. No vehicles (including buses) are permitted to park on a bus stop. The provision of an area exclusive to buses where they may park for a reasonably short period serves the objective of a time adjusting lay-by station. The time limitation is necessary to prevent the longer term parking of buses which may be visiting the mall for the duration of a show or cinema screening period.

THE OBJECTIVES

15. To provide safe and efficient parking zones for transport services to the mall and the public transport interchange system.

THE OPTIONS

Option A: The Staff Recommendation

16. The posting of bus and heavy goods vehicle parking spaces along the Mall frontages on Chalmers Street.

Option B:

17. Other locations along the road frontages of the Mall block were considered for providing these parking zones. The only other area about this block which has sufficient space is along the Main South Road frontage. This frontage introduces major conflict issues arising with vehicles accessing the mall car parking area, and queuing at the intersection traffic signals. This traffic environment is considered to be unsuitable and not safe for the needed bus and heavy goods vehicle manoeuvres.

THE PREFERRED OPTION

Option A: The Staff Recommendation

18. The posting of bus and heavy goods vehicle parking spaces along the Mall frontages on Chalmers Street.