

10. SPENCER STREET PARKING PRECINCT

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Corporate Plan Output: Kerb and Channel Enhancement	

The purpose of this report is to outline a proposal to create a parking precinct in Spencer Street between Lincoln Road and Meredith Street.

BACKGROUND

During discussions with members of the Addington Business Association, retailers and other business owners in the Addington shopping centre, a suggestion was made that kerbside parking space in the shopping centre could be increased if angle parking was to be introduced in the section of Spencer Street between Lincoln Road and Meredith Street. The Council will support this proposal if the community (including residents of Spencer Street) decides that angle parking in Spencer Street is an improvement over the current situation where a limited amount of kerbside parking space is available.

There are a number of driveways close to the intersection of Lincoln Road and it will be necessary to reconstruct the kerbs and channels and widen the roadway to accommodate extra car parking through to Meredith Street. There would be little benefit in converting only portion of the street to angle parking.

PROPOSAL

It is proposed that, in constructing new kerbs and channels along this section of Spencer Street, new “thresholds” be provided at both the Lincoln Road and Meredith Street intersections. The existing road narrowing feature incorporating a road hump adjacent to numbers 8 and 9 Spencer Street would need to be removed.

The advantage of the proposal, which is illustrated on the plan attached to this report, includes the creation of a “parking precinct” in which through traffic would be slowed and convenient parking facilities created for visitors, businesses and residents. With angle parking it will be necessary to provide a clear space with no parking closer than 14m from the intersection of Lincoln Road. The proposed “threshold” in this area will slow turning traffic and provide sufficient manoeuvring space for vehicles entering the parking precinct.

The plan increases (subject to survey and final design considerations) the available kerbside parking from 13 to 24 spaces.

If this project proceeds, it is envisaged that the work be a charge on the Council's kerb and channel enhancement capital works provision for Addington NIP projects. Board members will be aware that this category of work is for *“Whole block kerb and channel replacement incorporating streetscape improvements and traffic management measures in agreed areas of urban renewal.”*

Provisional sums of \$138,720 have been set aside for works in the Addington NIP area for 2000/2001 and 2001/2002. A commitment for work in Grove Road has been made and this project will be commenced shortly. Sufficient funding would be available to proceed with the Spencer Street project in 2000/2001. The estimated cost of this project is \$81,000 excluding underground reticulation of overhead services.

Although it is not normal practice to fund work from the NIP budget for non-residential sections of roadway, or for parking considerations, this particular project involves both a business and a living zone. Addington people may consider it important that the project proceed on the basis of a neighbourhood improvement work given the close links between the community and the shops at Addington. Kerb and channel replacement work along Spencer Street is not programmed and is not likely to be considered by the Council for another 9 or 10 years.

CONCLUSION

The Board will need to consider the proposal, the financing of the work from the Addington NIP Kerb and Channel Enhancement programme and the circulation of the plan to the community and interested organisations, including the Addington Business Association and Addington Resident's Association.

Recommendation: That the plan to create a “parking precinct” in Spencer Street appended to this report be circulated for comment.

Chairman's

Recommendation: Not seen by Chairman.