

8. CASHEL STREET P5 LOADING ZONES

Officer responsible City Street Manager	Author Peter Atkinson, Area Engineer Central, DDI 371 1662
Corporate Plan Output: On Street Management	

The purpose of this report is to seek the Board's comments on the proposal to change a number of bus stops in Cashel Street between Madras Street and Fitzgerald Avenue to P5 Loading Zones. The matter will also be presented to the City Services Committee for recommendation to the Council.

A consequence of the bus routes changing, as a result of the new bus exchange and improvement to the bus services, is that the existing bus stops in Cashel Street between Madras Street and Fitzgerald Avenue will no longer be required. Buses will no longer be travelling along the section of Cashel Street between Fitzgerald Avenue and Manchester Street. Buses will be rerouted to either St Asaph Street or Gloucester Street. It is proposed that these bus stops that are affected by the change be rezoned as P5 Loading Zones. The following list set out the changes to bus stops that will be affected by the change:

1. On the south side of Cashel Street, west of Fitzgerald, to be converted into two loading zones separated by a driveway.
2. On the north side of Cashel Street, east of Barbadoes Street, to be reduce in size to allow for a vehicle entrance.
3. On the south side of Cashel Street, west of Barbadoes Street, to be combined with an existing loading zone.
4. On the north side of Cashel Street, east of Madras Street.

The proposed loading zones have the support of both the adjacent property owners and the Parking Operations Manager.

- Recommendation:**
1. That a P5 loading zone be created on the southern side of Cashel Street commencing at a point 24 metres measured in a westerly direction from a point opposite the western kerbline of Fitzgerald Street and extending in an westerly direction for a distance of 6 metres.
 2. That a P5 loading zone be created on the southern side of Cashel Street commencing at a point 39 metres measured in a westerly direction from a point opposite the western kerbline of Fitzgerald Street and extending in an westerly direction for a distance of 6 metres.
 3. That a P5 loading zone be created on the northern side of Cashel Street commencing at a point 56 metres measured in a easterly direction from a point opposite the eastern kerbline of Barbados Street and extending in an easterly direction for a distance of 9 metres.
 4. That a P5 loading zone be created on the southern side of Cashel Street commencing at a point 18 metres measured in a westerly direction from a point opposite the western kerbline of Barbados Street and extending in an westerly direction for a distance of 8 metres.
 5. That a P5 loading zone be created on the northern side of Cashel Street commencing at a point 4 metres measured in a easterly direction from a point opposite the eastern kerbline of Madras Street and extending in an easterly direction for a distance of 17 metres.
 6. That the existing bus stops in the above described areas be deleted.

Chairman's Recommendation: That the officer's recommendations be adopted.