

5. **ST ASAPH STREET - PROPOSED “LOADING ZONE” AT NUMBER 384**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
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**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board’s approval for the installation of a P5 Loading Zone, for goods vehicles only, outside 384 St Asaph Street (east of Fitzgerald Avenue).

**EXECUTIVE SUMMARY**

2. The Council has received a request from the property owner for a loading zone to service the site at 384 St Asaph Street (*see attachment*) . The site was purchased by “Harrington’s Brewery” approximately 16 months ago for the storage and distribution of beer. Due to the site operating as a distribution centre, the demand for truck loading and unloading will often exceed the amount of space on site. As such trucks will either double park or park over neighbouring driveways.
3. The complaints have been investigated and it can be confirmed that there are often trucks parked on the road outside the site either loading or unloading. It is not uncommon for these trucks to be double parked.
4. Three options were considered to rectify the problem including the “status quo”.
5. The views of affected businesses have been obtained.
6. The installation of a P5 Loading zone for goods vehicles only is considered the most cost effective and practicable solution to the problem.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. **Cost**

Less than \$500.

8. **Legal Considerations**

The Traffic Regulations 1976 - “35” provides for the control of parking by way of restrictions of this type.

**STAFF RECOMMENDATION**

It is recommended that the Board agree that the parking of vehicles be restricted to a maximum of 5 minutes for goods vehicles only on the south side of St Asaph Street from a point 69 metres east of the Fitzgerald Avenue intersection and extending 5.6 metres in an easterly direction.

**CHAIRPERSON’S RECOMMENDATION**

That the recommendation be adopted.

## BACKGROUND ON ST ASAPH STREET - "LOADING ZONE" OUTSIDE NUMBER 384

9. The Council has received a request for a loading zone to assist in the accommodation of trucks that service the site. Due to the number of deliveries to and from the site, the demand cannot be wholly accommodated within the site.
10. The Council receives regular requests for Loading Zones throughout the City. These requests are managed with reference to the "Parking Strategy". This Strategy provides a sound basis for determining what priority to give a particular request in the context of the conflicting demands on kerbside space.
11. In this case, as the request is located within a commercial area, loading zones are considered third in the priority for kerbside space, behind bus stops and taxi/shuttle stops. The area identified for the loading zone currently accommodates one "all day" or commuter car park which ranks least in the priorities for kerbside space.
12. It follows that a Loading Zone would conform to the policy document. However, it is important to note that there is an existing loading zone on the street approximately 20 metres further east of the requested location. This zone is sign posted as P5 and therefore not limited to goods vehicles. As such it is used regularly for short term parking associated with the neighbouring land use activities. This results in the existing zone being of little use for accommodating trucks associated with the applicant's site. The existing zone is still required for legitimate loading and unloading activities (albeit by smaller vehicles) by adjacent businesses. Therefore removing it is likely to be contentious and may also be contrary to the strategy if it were replaced with commuter parking.

### OPTIONS

13. Three options were considered to address the problem. These are outlined as follows:

- (a) **Status Quo**

The problem only arises when trucks are being loaded and unloaded. This occurs on a regular basis resulting in double parking and parking over neighbouring driveways. Leaving the situation as it is does not address the safety or inconvenience issues.

- (b) **Strict Enforcement of the Existing P5 Loading Zone**

This will result in a greater probability of the existing zone being available for the use of the Harrington's site. However, there will be still be considerable competition from legitimate use generated by other activities. Also enforcement of existing P5 Loading Zones is troublesome and tends to be less effective as more vehicles qualify to use these.

- (c) **Install a Separate P5 Loading Zone, Goods Vehicles Only (GVO)**

This will involve replacing the existing commuter car park with a loading zone for goods vehicles only. This will provide a higher level of certainty that the space will be available for a truck visiting the site.

### PREFERRED OPTION

14. After careful consideration, **Option C** is favoured as it provides a cost effective solution to the problem.

### CONSULTATION

15. This proposal was discussed with all affected business on the south side of St Asaph Street, immediately to the east and west of the proposed location. All businesses supported the proposal and have signed a letter from Harringtons.

### CONCLUSION

16. The Harrington's Brewery cannot adequately meet the demand for truck loading and unloading wholly within their site at 384 St Asaph Street. They have requested a loading zone outside the site to mitigate the likelihood of trucks double parking and parking over neighbouring driveways. There is an existing P5 loading zone in close proximity but it is unlikely that even strict enforcement of this will alleviate the problem. It is likely that the installation of a P5 Loading Zone (Goods Vehicles Only) will significantly improve the situation. Such action is aligned to the Parking Strategy.