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HAGLEY/FERRYMEAD COMMUNITY BOARD

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 7 May 2008 at 3pm
in the Boardroom, Linwood Service Centre**

PRESENT: Bob Todd (Chairperson), John Freeman, Brenda Lowe-Johnson,
Tim Carter, Rod Cameron, and Yani Johanson.

APOLOGIES: An apology for absence was received and accepted from
David Cox.

Brenda Lowe-Johnson retired temporarily and was absent for part
of clause 18. John Freeman retired temporarily and was absent for
Clauses 1, 2 and 3.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CASHEL STREET BY CANTERBURY MAZDA – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval of the installation of a P5 Loading Zone (Goods Vehicle Only) in Cashel Street, east of Madras Street outside Canterbury Mazda and Blackwell Motors (**attachment 1** refers).

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time, however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.

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5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the city's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street outside Canterbury Mazda. This will replace the existing 'P60' parking restriction. It will be positioned immediately downstream of the main vehicle entrance for improved access. The required minimum length of the loading zone is 26 metres. This will provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicles to unload/load.
8. The proposal will serve both Canterbury Mazda and Blackwell Motors dealerships for vehicle delivery purposes. Both dealerships are supportive of the initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

9. An estimate cost of this work is \$1000.

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

10. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. The Land Transport Rules provide for the installation of parking restrictions.

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

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Community and safety.

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

14. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Consultation has been carried out with Canterbury Mazda and Blackwell Motors. A meeting has been held with the Dealer Principal from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Cashel Street to service their businesses.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the 60 minutes parking restriction on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres be revoked.
- (b) That a “Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes” be created on the north side of Cashel Street commencing at a point 99 metres from its intersection with Madras Street and extending in an easterly direction for a distance of 26 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. MANCHESTER STREET BY COCKRAM NISSAN – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

- 1. The purpose of this report is to seek the Council’s approval to extend an existing ‘P5 Loading Zone (Goods Vehicle Only)’ in Manchester Street, south of Mortimer Place outside Cockram Nissan (**attachment 1** refers).

EXECUTIVE SUMMARY

- 2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
- 3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
- 4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now “b” train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
- 5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City’s car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
- 6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.

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7. In this instance, it is proposed to extend the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside Cockram Nissan. Currently the car transporter is overhanging the marked loading zone box and infringing on the broken yellow "no stopping" lines. This will be achieved by removing a small portion of the existing no stopping lines that extend back from the Moorhouse Avenue intersection.
8. The extended 'P5 Loading Zone (Goods Vehicles Only)' will be vacant for most of the day due to its "Goods Vehicle Only" status hence there is no expected level of service reduction to traffic using the left turn traffic lane. It is noted that the length of each visit to the site by the car transporter is an average of 10 minutes. The extended loading zone is positioned immediately downstream of Mortimer Place to afford easy access to the loading zone.
9. The minimum length of the loading zone required is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading. In this instance, 26 metres is not achievable so, a 24 metres length loading zone is proposed. The manoeuvring area will take place at the Manchester Street/Mortimer Place intersection. Mortimer Place is a low volume cul de sac which provides access to Cockram Nissans service reception and vehicle storage areas.
10. Cockram Nissan is supportive of this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

12. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

13. The Land Transport Rules provide for the installation of parking restrictions.

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes-Community and Safety.

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

16. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Cockram Nissan. A meeting has been held with a representative from the dealership to seek opinions and views to the needs of their business. Cockram Nissan supports the extension of the existing 'P5 Loading Zone (Goods Vehicles Only)' on the eastern side of Manchester Street outside its dealership.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the existing “P5 Loading Zone (Goods Vehicles Only)” on the east side of Manchester Street, commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 10.5 metres, be revoked.
- (b) That the existing stopping of vehicles be prohibited at all times, outside Cockram Nissan on the east side of Manchester Street commencing at a point 16.5 metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 13.5 metres, be revoked.
- (c) That a “Loading Zone (Goods Vehicles Only) for a maximum period of 5 minutes” be created on the east side of Manchester Street commencing at a point six metres from its intersection with Mortimer Place and extending in a southerly direction for a distance of 24 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. MOORHOUSE AVENUE – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

- 1. The purpose of this report is to seek the Council’s approval to install a ‘P5 Loading Zone (Goods Vehicle Only)’ in Moorhouse Avenue, east of Montreal Street, outside Paul’s Cars and Transworld Motors.

EXECUTIVE SUMMARY

- 2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
- 3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
- 4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now “b” train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
- 5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City’s car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
- 6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.

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7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the northern side of Moorhouse Avenue outside Paul's Cars and Transworld Motors. This will replace the existing P60 parking restriction. It will be positioned immediately downstream of the vehicle entrance to Paul's Cars to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. At this location, a shorter loading zone of only 24 metres can be achieved due to driveway locations, however, the area immediately west of the driveway to Paul's Cars is a bus stop where manoeuvring can take place if required. It must be noted that a 26 metre loading zone is required for the largest car transporter.
9. The proposal will serve both Paul's Cars and Transworld Motors car yards for vehicle delivery purposes. Both yards are supportive of this initiative to remove loading from the live traffic lane hence they support this proposal.
10. Concern has been expressed at the loss of kerb side parking for the car yards customers. Currently the existing P60 parking restriction outside Paul's Cars and Transworld Motors can accommodate up to four vehicles. This area is proposed to be replaced by the P5 Loading Zone (Goods Vehicles Only). Immediately to the west of Paul's Cars entrance is an existing bus stop of 26 metre in length. It is proposed to relocate this bus stop further to the west and adjacent to Montreal Street (**attachment 1** refers). This will allow three car parking spaces to be established in the position of the existing bus stop.
11. By relocating the bus stop and establishing car parking in its original position, will result in the loss of one on-street car parking space. Both car yards have good on site customer car parking facilities, therefore the loss of one on street car park is not seen as a significant issue.
12. Relocating of the bus stop west towards Montreal Street will provide better access to the stop for the bus. The proposed relocated bus stop will be 21.5 metres in length giving adequate manoeuvring space for the bus to pull in and out of the stop. Environment Canterbury (ECan) has been consulted and has agreed to this change.

FINANCIAL IMPLICATIONS

13. An estimate cost of this work is \$1000.

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

14. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

15. The Land Transport Rules provide for the installation of parking restrictions.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes-Community and Safety.

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

18. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council’s Parking Strategy 2003.

Do the recommendations align with the Council’s strategies?

20. As above.

CONSULTATION FULFILMENT

21. Consultation has been carried out with Paul’s Cars and Transworld Motors car yards. A meeting has been held with a representative from each yard to seek opinions and views to the needs of their businesses. Both car yards support the establishment of a ‘P5 Loading Zone (Goods Vehicles Only)’, the bus stop and car parking relocation on the northern side of Moorhouse Avenue to service their businesses. ECAN has been consulted and support the relocation of the bus stop.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) The existing 60 minute parking restriction on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres be revoked.
- (b) The existing stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (c) The existing ‘Bus Stop’ restriction on the north side of Moorhouse Avenue commencing at a point 25.5 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 25.5 metres be revoked.
- (d) That a “Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes” be created on the north side of Moorhouse Avenue commencing at a point 57 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 24 metres.
- (e) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 15 metres.
- (f) That a ‘Bus Stop’ be installed on the north side of Moorhouse Avenue commencing at a point 15 metres from its intersection with Montreal Street and extending in an easterly direction for a distance of 21.5 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

4. ST ASAPH STREET BY EUROMARQUE CITROEN – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)



General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council’s approval to install a ‘P5 Loading Zone (Goods Vehicle Only)’ in St Asaph Street, west of Durham Street, outside the Euromarque Citroen dealership (**attachment 1** refers).

EXECUTIVE SUMMARY

2. Over the last few years there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. Extending and relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to install a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street outside the Euromarque Citroen dealership. The proposed loading zone will replace a length of existing 'P60' restricted parking. It will be positioned immediately downstream of their main vehicle entrance to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. A loading zone of 26 metres in length cannot be achieved in this location due to driveway access to businesses. However, a shorter length loading zone of 22 metres can be provided. The ramp deployment and a manoeuvring area will be partially over the entrance but access will still be available.
9. Cockram Group dealership, which owns Euromarque Citroen is supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

10. An estimate cost of this work is \$500.

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

11. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

12. The Land Transport Rules provide for the installation of parking restrictions.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes-Community and Safety.

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

15. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation has been carried out with the Cockram Group dealership. A meeting has been held with the Managing Director from the dealership to seek opinions and views to the needs of their business. Cockram Group supports the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the north side of St Asaph Street to service their business needs.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the existing 60 minute parking restriction on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres, be revoked.
- (b) That a 'Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes' be created on the north side of St Asaph Street commencing at a point 63 metres from its intersection with Durham Street South and extending in a westerly direction for a distance of 22 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

5. TUAM STREET BY ARCHIBALDS – PROPOSED P5 LOADING ZONE (GOODS VEHICLES ONLY)



General Manager responsible:	General Manager City Environment, DDI 941- 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Jeff Owen / Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to install a 'P5 Loading Zone (Goods Vehicle Only)' on Tuam Street, east of Antigua Street outside Archibalds on Tuam (**attachment 1** refers).

EXECUTIVE SUMMARY

2. Over the last few years, there has been an increase in the use of car transporters to deliver vehicles to car yards and dealerships within the City. Concerns have been expressed from motorists including cyclists and bus operators on the unloading and loading of vehicles within the traffic lane.
3. The main concern has been the safety to others and the driver of the car transporter while he delivers the vehicles to the car yard or dealership. Presently, at the majority of sites, the transporter is double parked in the traffic lane whilst delivering vehicles. This obstructs the traffic lane requiring passing motorists to cross the centre line into the path of oncoming traffic to pass the stationary transporter. In the case of delivering in a one way street, one of the two traffic lanes is blocked causing congestion and delay.
4. Many of the car yards and dealerships provide onsite delivery areas for the smaller two axle car transporters as they were required to under the City Plan requirements when the yard was established. Over time however, the size of the transporter used has increased to the maximum allowable length under the transport rules of the country. Many are now "b" train size transporters of 20 metres in length. Most of the existing onsite delivery areas at car yards and dealerships are not able to accommodate these vehicles.
5. The most practical and cost effective way to solve the problem of car transporters obstructing the traffic lane is to provide dedicated loading zones against the kerb where possible. Outside or adjacent to a large number of the City's car yards and dealerships are existing loading zones which are not suitably located or of insufficient length to accommodate the larger transporters that are in use today.
6. By installing and extending or relocating the existing on-street loading zones at each site, may eliminate the obstruction of traffic lanes. It is noted that by revising the current loading zones for goods vehicles only at these locations will also benefit the wider business area by providing areas for other truck related deliveries to surrounding businesses.
7. In this instance, it is proposed to establish a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street, east of Antigua Street, outside Archibalds on Tuam. This will replace a section of broken yellow "no stopping" lines extending back from the Antigua Street intersection. It will be positioned immediately downstream of Archibalds on Tuam's vehicle entrance to their service workshop to afford easy access to the loading zone. The minimum length required of the loading zone is 26 metres, to provide an area behind the transporter for ramp deployment and a manoeuvring area for vehicle unloading/loading.
8. The existing broken yellow "no stopping" lines extend 85 metres back from the intersection of Antigua Street to allow for a left and through traffic lane. However, the left and through lane is seldom used to its full capacity. Currently the car transporter is unloading on the existing no stopping lines with no effect to traffic flow. This proposal formalises the current situation.
9. Due to kerb side length between existing driveways the maximum length of loading zone achievable is 23 metres. This is slightly less than desirable but no adverse effects are anticipated.
10. The proposal will serve both Archibalds on Tuam dealership and the neighbouring yard of Archibald Barr Motor Company for vehicle delivery purposes. Both dealerships are supportive of this initiative to remove loading from the traffic lane hence they support this proposal.

FINANCIAL IMPLICATIONS

11. An estimate cost of this work is \$500.

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

12. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

13. The Land Transport Rules provide for the installation of parking restrictions.

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

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes-Community and Safety.

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

16. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation has been carried out with Archibalds on Tuam and Archibald Barr Motor Company. A meeting has been held with a representative from each dealership to seek opinions and views to the needs of their businesses. Both dealerships support the establishment of a 'P5 Loading Zone (Goods Vehicles Only)' on the southern side of Tuam Street to service their businesses.

STAFF RECOMMENDATION

It is recommended that the Council approve:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres, be revoked.
- (b) That a "Loading Zone (Goods Vehicles Only) for a maximum of 5 minutes " be created on the south side of Tuam Street commencing at a point 47 metres from its intersection with Antigua Street and extending in an easterly direction for a distance of 23 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.