

**QLDC Council  
26 November 2015**

**Report for Agenda Item: 8**

**Department: Infrastructure**

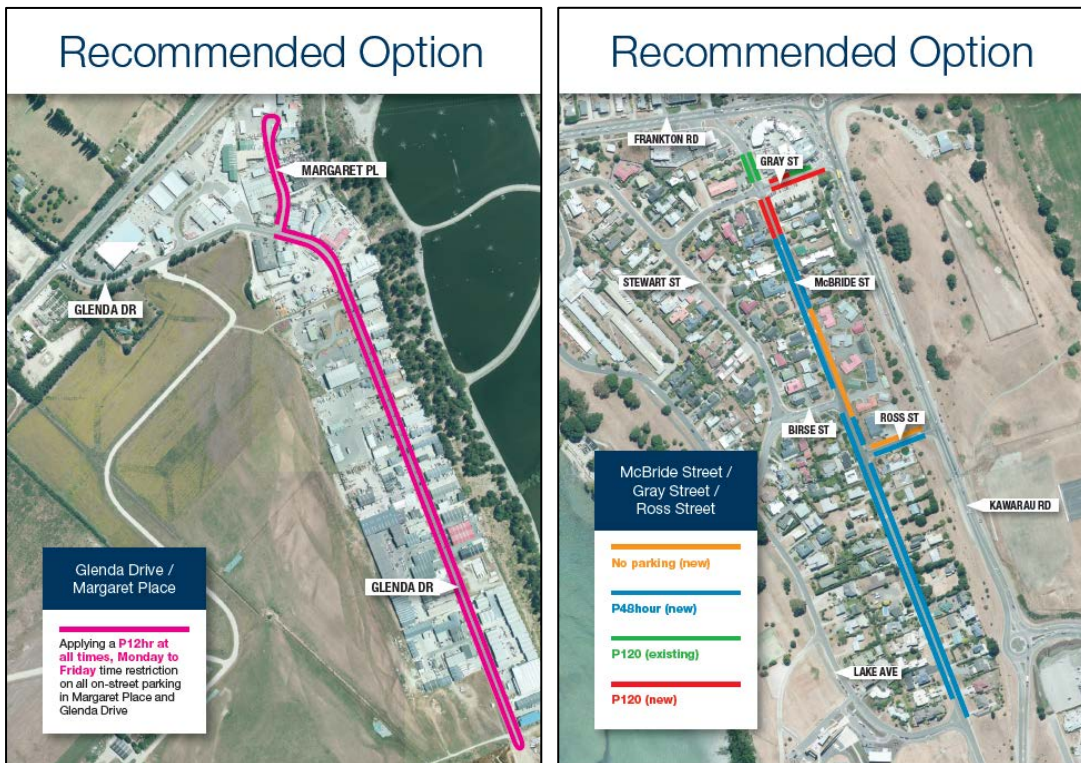
**Frankton Parking**

**Purpose**

- 1 The purpose of this report is to report on consultation over parking changes and to obtain Council resolutions to make the changes that are now recommended.

**Executive Summary**

- 2 Consultation over possible parking changes in three parts of Frankton was completed earlier this year, and a hearing of feedback conducted in mid-October.
- 3 Proposals for the application of time restrictions are put forward now for consideration by council. If approved (and resolutions are made pursuant to the Traffic and Parking Bylaw), the time restrictions would be implemented before Christmas this year.
- 4 The proposed changes are illustrated by the following plans.





## Recommendation

That Council:

1. **Note** the contents of this report;
2. **Approve** pursuant to Clause 7 of the Traffic and Parking Bylaw the following parking restrictions:
  - a. Unless otherwise restricted, both sides of Margaret Place are P12-hours at all times on Mondays to Fridays inclusive.
  - b. Unless otherwise restricted, both sides of Glenda Drive are P 12-hours at all times on Mondays to Fridays inclusive.
  - c. Unless otherwise restricted the western side of Douglas Street is P48-hours at all times.
  - d. Unless otherwise restricted, both sides of McBride Street, between a Gray Street and Lake Street, are P48-hours at all times.
  - e. Further new restrictions to McBride Street

### No stopping at all times:

Eastern side of McBride Street between the Gray St/McBride Street intersection and a point 12 meters south of the Gray Street / McBride Street intersection.

Eastern side of McBride Street from a point 152 metres south of the Gray Street/McBride Street intersection to a point 275 metres south of the Gray Street/McBride Street intersection

Eastern side of McBride Street from a point 109 metres north of the Ross Street/McBride Street intersection to a point 105 metres north of the Ross Street/McBride Street intersection

Western side of McBride Street between the Gray St/McBride Street intersection and a point 12 meters south of the Gray Street / McBride Street intersection.

P120-minutes Mondays through to Fridays, between 8:00am and 6:00pm:

Eastern side of McBride Street from a point 12 metres south of the Gray Street/McBride Street intersection to a point 53 metres south of the Gray Street/McBride Street intersection

Western side of McBride Street from a point 12 metres south of the Gray Street/McBride Street intersection to a point 34 metres south of the Gray Street/McBride Street intersection

- f. Unless otherwise restricted, both sides of Gray Street, between McBride Street and State Highway 6, are P120-minutes Mondays through to Fridays, between 8:00am and 6:00pm.
- g. Unless otherwise restricted:

The northern side of Ross Street between McBride Street and State Highway 6 is no stopping at all times.

The southern side of Ross Street between McBride Street and State Highway 6 is P48-hours at all times.

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4/11/2015

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12/11/2015

## Background

- 5 This report addresses proposals for parking changes in Frankton.
- 6 The proposals are a response to complaints about the unavailability of on-street parking due to increasing demand. They were developed following a preliminary assessment of the parking problems and the options that is presented in Attachment A.
- 7 Following a briefing of the infrastructure portfolio councillors, community consultation was undertaken. This concluded in October with a hearing on 15 October, where some of those that had provided written feedback discussed their views on the proposals. This report presents the hearing panel's report on the feedback received and makes recommendations for parking changes.

## Comment

- 8 The areas affected have had - until now - free, unrestricted parking. In the case of McBride Street, however, there has also been an increase in traffic volumes in the afternoon peak period associated with the increasing congestion at the SH6/6A intersection ('the BP roundabout'). This has given rise to safety concerns as unimpeded two-way traffic flow is not possible where cars are parked on both sides of the road.
- 9 The streets affected and the nature of the proposal are as follows:
  - a. Glenda Drive and Margaret Place: application of a P10-hour parking restriction.
  - b. McBride Street, Gray Street and Ross Street: application of
    - Additional P120 in Gray St (between Kawarau Rd and McBride St) and on a short length of McBride St south of the Gray St intersection.
    - No-parking controls on the eastern side of McBride Street
    - A P48-hour parking restriction on the western (lake side) of McBride Street
  - c. Douglas Street: application of a P48-hour parking restriction on the western (lake side) of Douglas Street.
- 10 The diagrams in Attachment A illustrate the proposals as they were consulted on.
- 11 Both McBride Street and Douglas Street are categorised by the District Plan as arterial roads.<sup>1</sup> The others directly affected by the proposals are local roads.<sup>2</sup>

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<sup>1</sup> The district plan description of arterial roads reads: All State Highways are (major) arterial roads. Other (minor) arterial roads have similar characteristics, being dominant elements of the network connecting the major settlements in the District with the District. Arterial roads will be managed to minimise their local access function.

- 12 The main body of the paper, including options and discussion. Topic headings to be in **bold**. Identify the issues, any actions that have taken place, available options, recommendation and next steps.

### ***Options***

- 13 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002. Because this report deals with three distinct areas, separate assessments are provided for each area.

### **Glenda Drive and Margaret Place**

- 14 Option 1: Do nothing. This option would leave Glenda Drive and Margaret Place with free, unrestricted parking.

#### *Advantages*

- 15 Council would not incur cost of installing signage.

#### *Disadvantages*

- 16 The parking issues that gave rise to the consultation proposals would be unresolved.
- 17 The respondents, who were overwhelmingly in favour of the proposals, would be dissatisfied with the Council decision.

- 18 Option 2: Implement proposal as consulted on. This proposal is illustrated in Attachment A of this report.

#### *Advantages*

- 19 Would free up on-street parking for commuter and business visitors.
- 20 Would reduce the need for parking on grass berms (which is making some areas unsightly).
- 21 Would provide a more easily enforceable means of addressing abandoned vehicles in the area.

#### *Disadvantages*

- 22 Would require owners of vehicles presently being parking on-street for longer than 10-hours to find alternative parking.
- 23 Would inconvenience some commuters who work for shifts longer than 10 hours. These people would need to relocate their vehicles mid-shift.

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<sup>2</sup> The district plan description of local roads reads: These function almost entirely as accessways to properties and are not intended to act as through routes for vehicles. These also serve other functions in terms of pedestrian access, cycle ways and may function as pedestrian malls or parking precincts.

24 Option 3 Implement an amended proposal. While the proposal consulted on was generally supported, two business owners asked that the proposal allow parking for 12-13 hours per day because this would match the work hours of their employees.

*Advantages*

25 Would still achieve the objective of freeing up on-street parking by removing the number of vehicles presently being stored on-street for extended periods.

26 Would cater for a wider range of employees in the area.

*Disadvantages*

27 Would require owners of vehicles presently being parking on-street for longer than 12-13 hours to find alternative parking.

28 Would be more difficult to enforce.

29 In respect of Glenda Drive / Margaret Place, this report seeks the implementation of option 3 ("Implement an amended proposal") for addressing the parking problems identified.

**McBride Street, Gray Street and Ross Street**

30 Option 1: Do nothing. Accepting this option would mean that no changes are made to the parking controls on these streets

*Advantages*

31 Would not encourage more traffic to use McBride Street as an alternative vehicular route to the State Highway.

32 Parked cars would continue to slow traffic speeds.

*Disadvantages:*

33 Would not address issues relating to the unavailability of on-street parking and poor sightlines for vehicles exiting driveways.

34 Would not allow McBride Street to perform fully the traffic role (arterial road) envisaged by the District Plan.

35 Option 2 Implement the proposal as consulted on. The proposal is illustrated by a plan in Attachment A.

*Advantages*

36 Would enable traffic to use McBride Street more in keeping with its arterial road classification.

37 Would improve sightlines for some vehicles existing driveways.

### *Disadvantages*

- 38 Depending on the decision to remove parking from either the western or eastern side of the road, the sightlines issue of some residents would not be met.
- 39 Consultation indicated the need to remove parking from one side of McBride St between Gray Street and Frankton Rd, because of the perception that retaining parking would cause a bottleneck for the extra traffic flows created under this option.
- 40 Option 3 Implement an amended proposal. The key area of concern expressed by submitters was that the proposal would encourage use of McBride Street as an alternative to the State Highway 6 (Kawarau Rd) by reducing the slowing effect of parked cars.
- 41 Accordingly, an amended option is put forward. This is illustrated in the plan in the Executive Summary where
- A section of no parking is installed outside the Presbyterian Social Services Retirement Village (32 McBride Street)
  - For the remainder of McBride Street, where the combination of P48hr/no parking controlled were proposed, a P48 hour parking would apply to both sides of the road.
- 42 Under this amended option, the elements of the consultation proposal affecting Ross Street, Gray Street and the remainder of McBride Street would be retained.

### *Advantages*

- 43 Defers decisions that would affect the actual function of McBride Street as an arterial road until review of the District Plan road hierarchy and upgrade of the SH6 / 6A intersection (the BP roundabout) are completed.
- 44 Retains on-street parking that will continue to slow traffic speeds while increasing the availability of parking by removing cars parking for more than two days.
- 45 Would improve sightlines for older drivers exiting the retirement village.

### *Disadvantages*

- 46 Would not allow McBride Street to perform fully the traffic role (arterial road) envisaged by the District Plan.
- 47 Could encourage the relocation of longer stay parking to nearby streets, such as Lake Street.
- 48 This report seeks the implementation of Option 3 ("Implement an amended proposal") for addressing the matter. This recommendation acknowledges the concerns raised by residents over the increase in traffic that may result from the removal of parking.

## Douglas Street

49 Option 1: Do nothing. Accepting this option would mean that no changes are made to the parking controls on these streets

### *Advantages*

50 Council would not incur (minor) signage costs.

### *Disadvantages:*

51 Would not address problems with the unavailability of on-street parking that are encountered. However it should be noted that several submissions did not believe there was a major problem.

52 Option 2 Implement the proposal as consulted on.

### *Advantages*

53 Would help address problems with the unavailability of on-street parking that are encountered seasonally.

### *Disadvantages:*

54 May move longer term parking to nearby streets (i.e. lower Robertson Street)

55 Would reduce parking options for those people wanting to park for longer than 48-hours.

56 This report seeks the implementation of Option 2 (“Implement the proposal as consulted on”) for addressing the matter.

## ***Significance and Engagement***

57 The factors to be considered in assessing the significance of the matters addressed by this report are fourfold. These, and the assessment are outlined in the following table:

Factor	Assessment
Importance to the Queenstown Lakes District	<b>Low.</b> The proposed changes are of low impact in terms of physical changes.
Community Interest	<b>Medium-High.</b> The matters are of high importance to Frankton residents and businesses (and their customers). This is however very localised.
Inconsistency with existing policy and strategy	<b>Medium.</b> The proposal is broadly consistent with Council policy. It should be noted that there is a disconnect between community perceptions of McBride St and its District Plan classification as an arterial road. This will be addressed through the District Plan review and the Frankton Flats transport programme business case.



Factor	Assessment
The impact on the Council's capability and capacity	<b>Low.</b> The implementation of the parking changes is a relatively low cost undertaking that would be met through Frankton Flats strategy implementation budget.

58 Accordingly this matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy.

### ***Risk***

59 This matter relates to the strategic risk SR1 Current and future development needs of the community (including environmental protection), as documented in the Council's risk register. The risk is classed as high. This matter relates to this risk because this report deals with the management of the roading resource in the context of growing traffic and parking demands on several streets in Frankton.

60 The recommended options mitigate the risk by proposing parking time restrictions to manage the competing demands on kerb space.

### **Financial Implications**

61 The installation of signage would be funded by the Frankton Flats Strategy Implementation budget.

### **Council Policies, Strategies and Bylaws**

62 The following Council policies, strategies and bylaws were considered:

- The Council's Significance and Engagement Policy.
- The Frankton Flats Strategic Case – this is referenced in the preliminary evaluation of the options presented in Attachment A
- The Traffic and Parking Bylaw 2012. This bylaw provides the means for the implementation and enforcement of parking restrictions
- District Plan

63 The recommended option is consistent with the principles set out in the named policy/policies, with the exception of the District Plan.

64 This matter is included in the 10-Year Plan/Annual Plan as it would be funded through the Frankton Flats strategy implementation budget.

### **Local Government Act 2002 Purpose Provisions**

65 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory

functions in a way that is most cost-effective for households and businesses by managing the parking resource to enable its better utilisation;

- Can be implemented through current funding under the 10-Year Plan and Annual Plan; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

As mentioned in the discussion on the significance and engagement policy, there is a disconnect between community perceptions of McBride Street and the District Plan classification.

### **Consultation: Community Views and Preferences**

66 The persons who are affected by or interested in this matter are businesses and residents in the Frankton area, as well as those people that use the roads directly affected.

67 The Council has undertaken consultation over the parking proposals. This commenced in September 2015 and finished in October. It comprised:

- A mail drop to properties on the streets directly affected
- A press release
- Information on the council's webpage

68 During the consultation period it became apparent that the Frankton Community Association's preference in respect of McBride Street was for the removal of parking from the western (lake side) of McBride Street. At that point we extended the consultation period by two weeks and did a second letter-drop on McBride Street asking people to consider this option.

69 The attached hearing panel report outlines the feedback received and the hearings panel's responses.

### **Legal Considerations and Statutory Responsibilities**

Parking changes are enabled pursuant to Clause 7 of the Council's Traffic and Parking Bylaw 2012. This clause states:

7.1 The Council may, from time to time, by resolution (subject to the erection of the required signs under the Traffic Control Devices Rule 2004, or under any amended or substituted Rules made under the Land Transport Act 1998), declare any road, or part of any road, or public place, or part of any public place, to be a restricted parking area.

7.2 The Council may, by resolution, in respect of any restricted parking area:

7.2.1 Determine the time period or time periods between which parking restrictions shall have effect;

7.2.2 Declare the number and situation of parking spaces within each restricted parking area;

### 7.2.3 Declare the maximum time allowed for parking in any parking

70 The recommendations of this report are framed to give effect to the option preferences set out earlier in this report.

#### **Next Steps**

71 This report recommends that Council make resolutions pursuant to Clause 7 of the Traffic and Parking Bylaw 2012. If this occurs, the intent is that the time restrictions be installed before Christmas 2015.

#### **Attachments**

- A Maps of Proposals (as consulted on)
- B Hearings Report

A. Maps of Proposals (excerpts from the consultation flyers)

Glenda Drive & Margaret Place



McBride Street, Ross Street & Gray Street



Douglas Street



## Attachment B

### Outline of feedback and Hearing Panel Responses (Italics)

#### *Glenda Drive / Margaret Place*

44 online responses were received on the Glenda Drive / Margaret Place proposal. In addition, two of the letters/emails received addressed Glenda Drive / Margaret Place.

Comments received covered the following points:

- Glenda Drive parking issues could have been avoided if council had enforced the off street parking requirements in the District Plan.
- Proposal, with enforcement, is supported as it would benefit businesses by freeing up parking for visitors and employees.
- At times rental car companies, bus companies, mechanics workshops park vehicles for days at a time.
- Supports the nature of the proposal but seeks an 11 / 12-hour limit to coincide with shift times – would still meet the proposal objectives.
- Provides off-street parking for most employees, but proposal will help at peak times when staffing levels increase.
- Proposal may disadvantage residents who may leave their cars on street for 4-5 days a week – can a resident's permit be issued?
- Council should build a workers carpark to ease the parking problem.
- Has recently had to go through resource consents which required provision of off-street parking. Feels that the P10hr restriction is too long and should be P120.
- Supports proposal as Glenda Drive looks very untidy with cars parked everywhere, on berms, etc.
- Proposal will improve safety for pedestrians by reducing parking on berms.
- With no public transport down Glenda Drive people have no choice but to drive and then park illegally.
- Margaret Place and Glenda Drive are overdue for footpaths.
- It is unfair that some businesses have privatised sections of public road for their own parking.
- A full review is needed to free up some existing road space for parking.
- Questions the need for all the broken yellow lines down Glenda Drive.
- Supports proposal but questions whether council has the resources to enforce the restrictions.
- As a commercial area parking should give priority to the businesses, their employees and their customers ahead of residents and long-term storage of vehicles.
- Many cars being parked on Margaret Place are not road worthy.
- Install a loading zone in Margaret Place
- The complaints about parking in Margaret Place are generated by others who stand to profit by offering leased off-street parking nearby
- The no-parking restrictions in Margaret Place are unwarranted.
- The 10-hour parking restriction will not make dealing with abandoned vehicles easier.
- The key problem is the lack of off-street parking

#### ***Hearing Panel Response***

***The written feedback expressed overwhelming support for the P10-hour proposal. Two of those that provided feedback asked that the time restriction be extended to allow for commuters who work 12 and 13 hour shifts. Advice from Council's regulatory team is that imposing a 12-hour restriction would not present difficulties for enforcement staff.***

***The request for a tightening of the restriction to P120 is not supported because of the upheaval that it would cause and the unintended effect it would have of making Glenda Drive and Margaret Place less accessible. People working at Glenda Drive and Margaret Place generally do not have good alternatives to driving to and from work, although this may change as the Frankton Flats road network becomes more connected and a greater number of people are employed in the area.***

***One person was completely opposed to the introduction of time restrictions in Margaret Place and Glenda Drive on the basis that they are unfairly targeting one Margaret Place business and that the P10hr restriction will be ineffective in addressing the wider parking problems. The Panel's view is that this not the case. The proposals are the consequence of ongoing complaints from a wide range of people working in Glenda Drive and Margaret Place – the nature of the consultation response indicates the depth of support for the proposal.***

***The Panel recommends that a P12-hour parking restriction at all times on Mondays through to Fridays be installed.***

*McBride St/Ross St/Gray St*

49 online responses were received on the proposals for McBride St, Ross St and Gray St. In addition five of the letters/emails addressed these proposals.

Comments received covered the following points:

- Ross St
  - Support from resident for proposal in respect of Ross St, but does need to be followed up with enforcement.
  - Ban parking from both sides of Ross St.
- McBride St
  - Questions the intent of putting in measures to improve traffic flow on McBride St (and encouraging more traffic on this street rather than dealing with the issues on the state highway.)
  - Need to install no parking where children cross McBride St to use the pedestrian way between McBride St and Lake Avenue.
  - Concerned that McBride Street is being turned into a full blown bypass. Totally inappropriate given large numbers of elderly and very young in the area.
  - Opposition to any removal of parking:
    - Changes are unnecessary (the problem is the airport parking) and are another challenge to the Frankton way of life.
    - Commuters are entitled to park in these streets, and the streets seem safe.
    - Some of the parkers are park'n'riding – using buses to get elsewhere. This proposal will stop that.
    - Will encourage more traffic down McBride St (will make things worse for children at local schools/pre-schools, elderly, and other pedestrians and cyclists.
    - Removal of parking would change the residential character of the streets.
    - Will increase congestion around the Gray St / McBride St intersection, which is already an issue
  - Support for banning parking on one side: will improve road safety.
  - Support for no parking on McBride Street to be on the eastern side
    - Would improve visibility for residents exiting the retirement village.

- Will be safer for pedestrians crossing the street from the footpath side (better visibility of oncoming traffic).
- Road is used by school buses. Having buses able to stop next to footpath would be a benefit.
- Removing parking from the western side will increase traffic speeds and volumes for vehicles travelling from Remarkable end of McBride St.
- Support for no parking on McBride St to be on the western side.
  - Western side properties are generally below the road. Parked cars on this side impede sightlines for cars exiting these properties.
  - Parking on the eastern side (next to the footpath that is along the length of the road) will improve safety by providing a buffer between the pedestrians and the moving traffic.
  - There is more parking/less driveways on the eastern side.
- Qualified support, if
  - A ban on heavy vehicles using McBride St was implemented
  - More traffic calming devices were installed, to keep vehicles under the posted speed limit.
  - Provide traffic counts pre-changes, and follow up with post-change traffic counts to ensure traffic has not increased.
  - Request NZ transport Agency install an additional lane on Kawarau Rd from the airport roundabout to the BP roundabout, with a free left turn to the Queenstown at the BP Roundabout.
  - Ban parking from:
    - McBride/Gray intersection to Frankton Rd (both sides, except the indented parking).
    - McBride St/Gray intersection.
    - Ross St (both sides).
    - Extend P48 hour parking to Laker Ave, Stewart St, Robertson St and Riverside Rd.
    - Review levels of parking enforcement.
    - Review Terrace Junction employee parking.
    - Develop long term plan for footpaths and planting on McBride St.
    - Ensure pedestrian links from New Frankton to Old Frankton are enhanced / strengthened.
- Other suggestions for changes to proposals
  - Consider lowering the existing P120 parking in McBride St to P30 to improve access to medical and dental services.
  - Install a loading zone on the eastern side of McBride St outside number 16 or 18.
  - The P120 parking restriction should be applied on McBride St between Gray and Ross Sts, to remove commuters from parking in this area.
  - Prevent large commercial vehicles from using McBride St as a bypass. And lower the speed limit to 30kph.
  - Agrees with the P120 proposals for Gray St, but suggests P240 on McBride St may be better than P120.
  - Time restricted parking around the Gray/McBride St intersection will not reduce the near misses.
    - Remove parking through to Frankton Road.

- Suggest parking be removed on the eastern side along this section – this will assist vehicles coming out of the underground parking lot.
- General parking issues
  - Extend the parking restrictions around the intersections to improve visibility.
  - Need to use road marking to indicate how close to driveways cars can park. There are areas near Gray St end of McBride where the available space is not sufficient for a car to park without encroaching over driveways.
  - Questions whether council will enforce any new restrictions, given that the P10-hr restriction in the Gray St carpark is not monitored.
  - Assumes Terrace Junction employees will still be expected to park in Terrace Junction rather than McBride Street and Gray St. Concerned at the continual use of Frankton streets by Terrace Junction staff. These cars should be parked at Terrace Junction.
  - Install more speed humps to reduce traffic speeds.
  - Additional off-street free parking needs to be provided.
  - Ensure developers and homebuilders provide off-street parking.
  - Where is everyone going to park when the upzoning changes go through?
  - Need a park and ride system to get people to the airport, without having to park in Frankton.
  - Where possible install signage on existing power poles.
- Suggests more P10-hour parking in McBride Street and lower Gray St to provide for employee parking. Concern that the other changes will push more airport parking into Gray St.
- State Highway
  - The traffic issues at the BP roundabout are the key problem.
    - Look at installing traffic signals on the roundabout approaches.
    - Provide an addition lane on Kawarau Rd on approach to the roundabout.
- Seeks permit parking for school families and residents.
- Impact on other streets:
  - Remarkables School would like to see no- parking on the eastern side of Lake Avenue to ensure people won't park here as result of the McBride parking changes.
  - Proposal will add to School issues with parking and transport for the school's parent community. School is encouraging parents to park further away from the school and walk to meet children as a way to reduce the congestion around the school gate.
  - Seeks parking restrictions in Riverside Rd. Believes these changes will encourage airport parkers to park in Riverside Rd.
- Make McBride St one-way from Lake Avenue to Gray St – would allow all parking to continue (with a P48-hour restriction).

### ***Hearings Panel Response***

***There was general support for the proposal insofar as it affects Ross Street and Gray Street. Accordingly the Panel recommends that the proposals as they affect these streets be implemented unchanged.***

***The public consultation process received comment on combinations of P48-hour and no parking. There was support for the use of P48 hour parking as a means of increasing the availability of parking in McBride St.***



**Concerns over the banning of parking came from a number of areas.**

**Localised concerns centred on the visibility of oncoming traffic from driveways particularly**

- **at the retirement village at 32 McBride Street**
- **for some properties on the downhill side (or lake side) of McBride Street and**
- **at pedestrian crossing points**

**One suggestion was for a short loading zone on McBride St to the south of the Gray Street intersection. However, in the light of there being no general calls for more loading zones, and the distance from the commercial area, this suggestion is not supported.**

**There was widespread concern at the impact of banning parking on the volumes and speeds of traffic on McBride Street. The Frankton Community Association opposed the banning of parking ahead of a wide range of other actions that included the management of traffic speeds and a heavy vehicle restriction on the use of McBride Street**

**Although McBride Street is classified as an arterial road within the District Plan this classification will be reviewed as part of the next stage of the District Plan review. Central to decisions on the future classification will be investment decisions by NZ Transport Agency on the upgrade of State Highway 6 between Grant Rd and the Kawarau Falls Bridge**

**In respect of McBride St, the hearing panel recommends that in respect of McBride Street that**

- **the area of P120 be implemented as proposed**
- **with the exception of the kerbside adjacent to the retirement village (32 McBride St), the section of road that was proposed for P48-hours on one side of the road and no-parking on the other have P48-hour parking applied on both sides.**
- **A no parking restriction is applied to the kerbside outside the retirement village.**

#### *Douglas Street*

13 online responses were received on the Douglas St proposal.

In addition, one of the letters/emails addressed Douglas St.

Comments received covered the following points:

- The entire street (apart from the bus stop) should not have any parking.
- The Humphrey St / Douglas St intersection is dangerous and should be upgraded
- Excessive speed on Douglas St is a problem.
- Limiting parking will relocate airport parking into lower Douglas St.
- P48 hour parking should be applied to other nearby Frankton Streets.
- Most vehicles presently parking on Douglas St are residents vehicles – the proposals will therefore be ineffective.
- Supports the proposal.
- Will help traffic flow.
- Proposal will give room for residents and cyclists to use the left of the road safely.
- Supports proposal because residents should have sufficient off-street parking.

- Need to acknowledge that vehicles will park elsewhere – council needs to ensure that Lake Avenue, near the Remarkables School, remains available for short stay parking.
- Supports because residents with mobility issues in this area have difficulty getting into their homes.
- Does not support complete removal of parking (i.e. supports the proposal) because important to keep parking as side friction, slowing traffic.

### **Hearing Panel's Response**

***The Panel supports the implementation of the P48-hour time restriction. This type of restriction will not impact negatively on residents and their visitors but will limit longer stay parking that is a problem in this section of Douglas Street from time to time.***

***A mobility park in a residential area that would effectively be reserving roadside space for one person is unwarranted provided the general availability of on-street parking in Douglas Street can be improved. The proposed control is likely to be sufficient in ensuring availability of parking.***

***The Panel recommends that the P48hour time restriction be installed as proposed.***