

Chairperson and Community Board Members
PAEKĀKĀRIKI COMMUNITY BOARD

29 MAY 2018

Meeting Status: **Public**

Purpose of Report: For Decision

AMES STREET PARKING RESTRICTIONS

PURPOSE OF REPORT

- 1 This seeks the Paekākāriki Community Board's decision on whether to legalise previously installed broken yellow No Stopping lines on Ames Street together with two hour parking restrictions on the east side between numbers 57 and 75. A location plan is included in **Appendix 1** of this report IS-18-466.

DELEGATION

- 2 Section D of the Governance Structure and Delegations 2016-2019 Triennium gives the Community Board the authority to make this decision:

"...Authority to approve or reject officer recommendations relating to traffic control and signage matters for existing local roads, except those matters that involve significant safety issues. Community Boards will be consulted about these matters but final delegation will rest with Council officers."

BACKGROUND

- 3 Following the opening of Te Araroa Trail in May 2016, there were immediate parking issues due to the southern end of Ames Street being the most convenient parking close to the start of the trail. Residents have approached the Paekākāriki Community Board (the Board) and Kāpiti Coast District Council (Council) for solutions to the parking issues. The first response was the installation of parking L-bars and broken yellow lines around 71 to 75 Ames Street. Following further discussions in December 2016 the Board agreed to install additional broken yellow lines outside 86 to 90 Ames Street and P120 signs between 57 and 75 Ames Street without a Council resolution as a trial parking zone to deter long term parking.

ISSUES AND OPTIONS

Issues

- 4 Inconsiderate parking by trail walkers which includes parking over or too close to residents driveways, noise created by people parking at all hours of the day, litter left behind, and using private driveways to turn their vehicles.
- 5 The broken yellow lines (bylls) and parking bay introduced outside 90 Ames Street was later modified to remove the parking bay but the bylls were not reinstated over the gap leaving a single space for parking.
- 6 The Council can only enforce "Road User Rule" infringements (within 1m of an access, 0.5m of a fire hydrant, inconsiderate or dangerous parking etc) but not the P120 zone and some of the broken yellow lines because they have not been resolved by a full Council meeting.

- 7 The Council has limited resources for parking enforcement and weekend work is covered by a contracted security company. Any vehicle overstaying the 2 hour limit still has to be chalked and monitored for 2 hours before it can be infringed.

Option 1

- 8 Retain the current unenforceable restrictions until the new walking track on State Highway 1 (SH1)/North Island Main Truck (NIMT) Rail Corridor is completed and the signs and lines just remain an implied threat to out of town visitors.
- 9 Make sure the Te Araroa Trail then includes this section of track as part of the "Trail" and publicises it on their website – encouraging walkers to commence their journey at Beach Road in close proximity to the railway station and village centre parking.
- 10 After several months following the opening of the new section of track, review parking behaviour on Ames Street to see if there is an improvement and then revisit the restrictions.
- 11 Due to issues of enforcement resources and the mixed response from residents this would be Council officers preferred option.

Option 2

- 12 The Board approve the broken yellow lines and parking restrictions that were introduced in December 2016 and recommend that Council pass a resolution to make them fully enforceable.
- 13 The Board will need to also consider if the parking is *8am – 6pm every day excluding public holidays*, which is what is implied by the current P120 signs; or whether they want to make it "*Mon – Fri*", "*at all times*" or "*Sat – Sun*"?
- 14 This has a negative impact on residents who do not have off street parking or want somewhere for friends and family to park if they have multiple vehicles in the household or are visiting for an extended period.
- 15 Once this becomes enforceable and regularly patrolled it also opens residents up to additional scrutiny on any vehicle parked on the road which may have an expired warrant of fitness or registration. This could also impact upon the current berm parking on the seaward side of Ames Street which could also attract infringement notices.

Option 3

- 16 Remove all of the parking restrictions.
- 17 This will encourage the walkers back onto Ames Street but probably to a lesser extent than the original period when the track first opened with town centre parking being promoted and the SH1/NIMT Rail Corridor track becomes fully open by the end of June.

Option 4

- 18 Introduce a new parking scheme.
- 19 Residents parking has been suggested by a few residents with others opposed to it (after living with it in central Wellington). The current Council Traffic Bylaw

does not support any form of residents parking so it would be unenforceable and have no policy or rules around how it would be managed. And as such Council do not have any mechanism or budget in place to administer such a scheme.

- 20 With most residents having off-street parking there would be only limited take up of such a scheme and reluctance for residents to pay for a permit that would only be used for occasional visitors.
- 21 Other time limit durations could be used, shortening the period would be more of a deterrent but it would also require more intensive patrolling and management. Reducing the length of the parking zone is also a definite possibility, the residents further to the north did not seem as concerned or affected by parking on Ames Street so shortening the zone could be considered after further consultation.

CONSIDERATIONS

Policy considerations

- 22 There are no policy implications in relation to the recommendation.

Legal considerations

- 23 There are no legal considerations other than ensuring any new road signs and markings are installed in accordance with Council Bylaws, NZTA Guidelines, and New Zealand traffic regulations.

Financial considerations

- 24 The cost of any changes to line marking and signage can be accommodated in the 2017/2018 road maintenance budget.

Tāngata whenua considerations

- 25 There are no issues relating to Tāngata Whenua for consideration.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 26 This matter has a low level of significance under Council policy.

Consultation already undertaken

- 27 The Community Boards has been an integral part of discussions and consultation in this matter.
- 28 A door to door survey with residents was undertaken between 26 to 29 March 2018 for feedback on the P120 trial.
- 29 The 25 properties between 55 and 90 Ames Street were canvassed.
 - 36% of owners were unavailable for comment – not at home or the properties were family baches or holiday rentals.
 - A further 36% of owners wanted the restrictions approved but many also asked for additional items to be included.

- 20% of residents wanted to retain the current situation.
- The final 8% wanted all of the restrictions removed.

Engagement planning

- 30 This current round of talks with residents has not been able to reach all of the immediately affected residents or consider any feedback from the wider community.

RECOMMENDATIONS

- 31 That the Paekākāriki Community Board recommends one or two of the following:
- 32 Remain with the *status quo* and leave the unenforceable parking restrictions between 57 and 90 Ames Street in place with a further review six months after the new section of track on SH1 is opened.
- 33 Recommend that Council approve the previously installed yellow “No Stopping” lines on Ames Street from the vehicle crossing at number 88 south to a point 9.5m north of the Ames Street Reserve as shown on the plan in Appendix 1 of report IS-18-466.
- 34 Recommend that Council approve the previously installed two hour (P120) parking restrictions between 57 and 75 Ames Street. As shown on the plan in Appendix 1 of report IS-18-466.
- 35 Remove all of the trial markings and revert to unrestricted parking on Ames Street.

Report prepared by

Approved for submission

Approved for submission

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ATTACHMENTS

Appendix 1: Location Plan of Ames Street Parking Restrictions

