

Chairperson and Community Board Members
ŌTAKI COMMUNITY BOARD

30 APRIL 2019

Meeting Status: **Public**

Purpose of Report: For Decision

ŌTAKI STATION SERVICE LANE CAR PARKING

PURPOSE OF REPORT

- 1 To obtain approval from the Community Board to alter the parking arrangements and restrictions in the Ōtaki Railway Station car park service lane.

DELEGATION

- 2 Section D of the Governance Structure and Delegations 2016-2019 Triennium provide the Community Board with the:

“...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 The current parking restrictions on the service lane were presented on 1 July 2009 in report SP-09-619 to the Ōtaki Community Board and taken to Council in report SP-09-607 on 9 July 2009 and formalised under Resolution KCDC 09/07/368:

Recommends to Council that it introduces a permanent parking restriction for all vehicles other than heavy vehicles in the area currently set aside for truck parking at the southern end of the railway carpark.

- 4 The resolution formalised the truck parking at the southern end of the car park that was in operation at that time.
- 5 Since that time this area has come to be used by staff and patrons of the shops and cafes on State Highway 1 (SH1). Further, rather than the intended five minute commercial parallel parked “loading zone” it has become an all-day angle parking zone.
- 6 This has rendered it unusable for the delivery trucks that do try to park there and it has created a safety issue with the back half of vehicles sticking out into the live lane. It has been marked out as a 3.5m wide parallel park but when used as 90-degree parking there is an additional 2m of vehicle that doesn’t fit. This has also led to vehicles running over the kerb and parking the front wheels in the grass berm.
- 7 The New Zealand Transport Agency (NZTA) Peka Peka to Ōtaki (PP2O) project involves realigning the railway line through Ōtaki. As part of these works NZTA have also provided a new shared pedestrian/cycle path into the station precinct, and this new path runs alongside the loading zone, which is the subject of this

report. It is undesirable and unsafe for vehicles to continue to parallel park protruding into the new shared path.

- 8 The parking signage for the loading zone has been removed by PP2O so the zone is not currently enforceable.

ISSUES AND OPTIONS

Issues

- 9 Of the businesses consulted only two gave feedback. Both wanted the area changed to parallel parking but had differing opinions on placing any time restrictions on the area. Therefore, a simple 50/50 split of the area into unrestricted and 1 hour parking spaces would satisfy both respondents.

Option 1

- 10 Retain the status quo. Repair or replace all missing loading zone signage and clearly line mark the zone as a parallel loading zone. Increase enforcement of the area.
- 11 With Council Officers not having previously received any formal complaints or requests to alter parking in this area is Officers preferred option.

Option 2

- 12 To change the loading zone to individually marked out parallel parking spaces with no time restriction.
- 13 This removes the problem with angle parked vehicles encroaching into the roadway and/or the grass berm/shared pathway. With the loading zone and 5 minute parking limit removed it legalises the current vehicle parking occurring at this site.

Option 3

- 14 To change the loading zone to individually marked out parallel parking spaces. Four of these will have 60 minute time restrictions and four will be unrestricted parking.
- 15 This removes the problem with angle parked vehicles encroaching into the roadway and/or the grass berm/shared pathway. It also allows for a balance of short and longer term parking.

CONSIDERATIONS

Policy considerations

- 16 There are no policy implications in relation to the recommendations.

Legal considerations

- 17 There are no legal considerations other than ensuring any new signs and/or road-markings are installed in accordance with NZTA Guidelines and New Zealand Traffic Regulations. Additionally, any parking changes have to be completed using the appropriate resolution process under the Council's Traffic Bylaw 2010.

Financial considerations

- 18 The cost of new signs and any line marking can be accommodated in the Road Maintenance budget.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 19 This matter has a low level of significance under Council's Significance and Engagement Policy.

Consultation already undertaken

- 20 This issue has been suggested and promoted by the Ōtaki Community Board.
- 21 Communication with NZTA and PP2O has confirmed that this area is outside their construction designation for the Expressway works in the Station precinct. PP2O have been asked to re-erect the loading zone parking sign that has been removed when they built the new shared path.
- 22 In mid-March a Council Officer personally visited each of the five businesses which back onto the Station car park in this locality. A letter outlining the issues, together with a plan, survey form, and postage paid envelope was left with each of them. One business owner answered the survey on the spot and the others elected to respond at a later date. To date only two responses have been received.
- 23 Both respondents wanted the area formalised as parallel parking spaces with one wanting no time restrictions and the other wanting one hour parking.

Engagement planning

- 24 Local business will be contacted to inform them of the result of this report, any changes it produces, and a timeframe for any changes.

Publicity

- 25 This is a small parking alteration which doesn't require a communications plan or media release.

RECOMMENDATIONS

- 26 That the Ōtaki Community Board considers and adopts **one** of the following recommendations:
- 27 Retain the current restrictions, reinstate all loading zone signage and clearly line-mark the zone as a parallel loading zone. Then increase enforcement of the area. This is illustrated in Attachment 1 of report IS-19-757.

- 28 To change the loading zone to individually marked out parallel parking spaces with 1 hour (P60) time restrictions only on the four southern spaces, leaving the remaining four spaces unrestricted. This is illustrated in Attachment 2 of report IS-19-757.

Report prepared by Approved for submission Approved for submission

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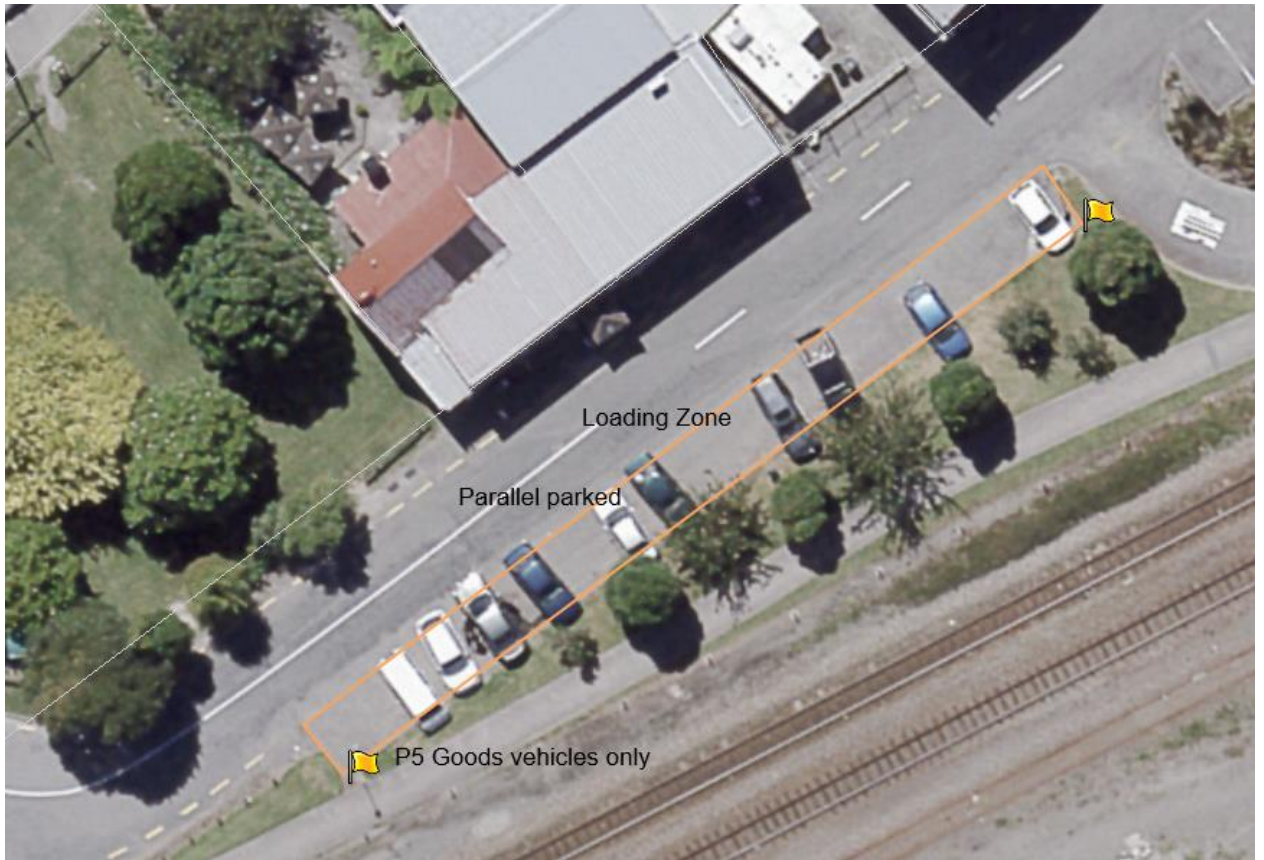
ATTACHMENTS:

Attachment 1: Retain current layout and restrictions.

Attachment 2: Change to individual spaces with partial restrictions

Attachment 1: Retain current layout and restrictions

Parallel Goods Loading Zone with 5 minute time limit



Attachment 2: Change to individual spaces with partial restrictions

Parallel Parking Bays

An angle parking bay needs to be at least 5.4 m long. This is not achievable at this location because it reduces the vehicle lane width to less than 2m. Ideally the lane needs to be 3 to 3.5m wide.

One hour (P60) restriction on first four spaces, no restriction on the next four.

