

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

25 JUNE 2019

Meeting Status: **Public**

Purpose of Report: For Decision

EPIHA STREET PARKING RESTRICTION CHANGES

PURPOSE OF REPORT

- 1 To obtain approval from the Community Board to alter the parking restrictions on Epiha Street, Paraparaumu.

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 There are currently one hour (P60) parking restrictions between 1 and 23 Epiha Street with the remainder of the street having no restrictions and monopolised for rail commuter parking.
- 4 Over the last two years' various businesses on Epiha Street have raised concerns that their customers are not having enough time to conduct their business and that the one hour limit needed to be changed.
- 5 The business at 33 Epiha Street does not have its own designated parking area other than internally within its premises and relies on on-street parking on Council road reserve. Because of the complete monopolisation of on street parking in this area by rail commuters they marked up five public on-street spaces for their own commercial use. A rail commuter challenged their authority to do this which set in motion an investigation to resolve this issue.

ISSUES AND OPTIONS

Issues

- 6 The P60 restriction was put in place to dissuade rail commuters from parking all day outside the commercial properties on Epiha Street. The intention being to promote short turn over parking for customers. This is fine where the intended customer only needs to stay for short periods but the nature of the businesses on Epiha Street is more suited to longer stays e.g. a restaurant, costume hire company, mechanics, engineers, plumbers and electricians.

- 7 Therefore, changing to a longer limit would benefit the businesses and their customers but the limit still needs to sit at a level which deters long stay parking by rail commuters.
- 8 The investigation into the situation at 33 Epiha Street showed that during the consent phase the applicant stated that parking would be contained on the premises with customers driving to their storage bay, but this has not proved practical for visitors, new customers, and office deliveries. Short term parking was then created at their front door by painting up multiple “reserved” spaces. Council bylaws do not provide for any permit or business parking so they were asked to remove their signage. They argued that Council should be trying to help our local businesses and provide a better balance between short and long term parking so we agreed to take a report to the Community Board with options for parking solutions.

Option 1

- 9 To introduce and correctly sign post and mark out two 30 minute parking spaces and a disabled parking space outside 33 Epiha Street.

Option 2

- 10 Increasing the parking time limit on the east side of Epiha Street between Numbers 1 and 23 from 60 minutes to 2 hours (P120). This keeps the duration short enough to deter long stay commuter parking but allows customers a longer time for meals and business dealings.

Option 3

- 11 Increasing the parking time limit on the east side of Epiha Street between Numbers 1 and 23 from 60 minutes to 3 hours (P180).
- 12 This was put forward by several of the businesses that were surveyed. Their argument being that they often had meetings or dealings with clients/suppliers/contractors that went on for more than two hours. And these visitors often park on the street without the businesses knowledge and were being penalised.

CONSIDERATIONS

Policy considerations

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

Legal considerations

- 14 There are no legal considerations other than ensuring any new signs and/or road-markings are installed in accordance with New Zealand Transport Agency Guidelines and New Zealand Traffic Regulations. And any parking changes have to be completed using the appropriate resolution process under the KCDC Traffic Bylaw 2010.

Financial considerations

- 15 The cost of new signs and any line marking can be accommodated in the current budgets.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

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

Consultation already undertaken

- 17 A letter and questionnaire was hand delivered to all of the affected properties on Epiha Street explaining the issues and asking for their feedback on some suggested changes. Of the 12 surveys issued there was five responses, all in support of the changes with two suggesting a longer time limit between 1 and 23 Epiha Street.

Engagement planning

- 18 An engagement plan is not needed to implement this decision.

RECOMMENDATIONS

- 19 That the Paraparaumu/Raumati Community Board approves:
- 20 Introducing two 30 minute parking spaces and a disabled parking space outside 33 Epiha Street;
- 21 And one of the following:
- 22 Increasing the parking time limit on the east side of Epiha Street between Numbers 1 and 23 from 60 minutes to 2 hours (P120); or
- 23 Increasing the parking time limit on the east side of Epiha Street between Numbers 1 and 23 from 60 minutes to 3 hours (P180);

**Report
prepared by**

Approved for submission

Approved for submission

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ATTACHMENTS

1 Location plans of Options 1, 2, and 3.

Option 1: 33 Epiha Street Paraparaumu



Option 2 & 3: 1 to 23 Epiha Street Paraparaumu



