

Chairperson and Community Board Members
WAIKANAE COMMUNITY BOARD

20 NOVEMBER 2018

Meeting Status: **Public**

Purpose of Report: For Decision

WAIKANAE TOWN CENTRE PARKING REVIEW

PURPOSE OF REPORT

- 1 To obtain a Community Board decision on whether to alter the current parking restrictions at three locations in the Waikanae Town Centre.

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 Phase 1 of the Waikanae Town Centres parking was undertaken in 2016 following feedback from consultation for the Waikanae Town Centre Upgrade. The new restrictions came into place on 11 September 2017 when the Greater Wellington Regional Council Park and Ride carpark was completed.
- 4 In Phase 2 Council officers conducted a survey in the Omahi and Parata Streets industrial zone in August 2018 to identify any key issues and get a wider view from the businesses there. Almost all of the businesses considered there to be a lack of parking caused by commuter parking and business staff parking on-street. However the majority view was not to introduce wide ranging parking restrictions on either street and only two small parking restrictions were duly introduced.
- 5 The next areas to be investigated are the Ngaio Road service lane carpark between the library and old State Highway One and the overspill parking from the town centre onto Ngaio Road and Elizabeth Street which is the subject of this report.
- 6 Council officers have undertaken two days of surveying between 5am and 6pm to gather data on parking patterns and duration by means of an hourly number plate survey at each of the three sites.

ISSUES AND OPTIONS

Issues

- 7 ***Ngaio Road service lane carpark*** located behind the library, accessed from Ngaio Road between the petrol filling station and Eastern Egret Chinese restaurant is essentially a service lane for the commercial properties surrounding

it but has become a de-facto long term carpark with little enforcement apart from vehicles being ticketed for parking on broken yellow lines. It currently has an 8 hour parking limit, Monday to Friday, between the hours of 8am and 6pm. Local businesses have complained that the carpark is being used by rail commuters denying them, their staff and customers, somewhere to park.

- 8 This carpark has a capacity of approximately 33 spaces, most of them line marked. On both surveyed days the carpark had reached capacity by 10am and from then on only 2 to 4 free spaces were available for the rest of the day. Each day there was a core number of approximately 25 cars from commuters and local workers parked by 9am, most of which remained for the whole day.

TABLE 1 Service Lane carpark

	Day 1 5:00am – 5:00pm	Day 2 5:00am – 5:00pm
Total individual cars	56	54
Parked over 8 hours	16 (29%)	22 (41%)
Parked for 8 hours	7 (12%)	9 (17%)
Less than 8 hours	33 (59%)	23 (42%)

- 9 **Elizabeth Street on-street parking:** between the railway crossing and Seddon Street has marked parking bays with 20 restricted to P240 (4 hour limit) and three outside the dairy restricted to P10. Local businesses wanted the parking reviewed because they felt that there was insufficient parking and lack of enforcement.
- 10 There are 23 marked spaces between the level crossing and Seddon Street. On both days there was always parking available and the survey indicated only four all day rail commuters exceeding the 4 hour limit.

TABLE 2 Elizabeth Street on-street parking

	Day 1 5:00am – 5:00pm	Day 2 5:00am – 5:00pm
Total individual cars	32	47
Parked over 4 hours	5 (16%)	3 (6%)
Parked for 4 hours	1 (3%)	1 (2%)
Less than 4 hours	26 (81%)	43 (91%)

- 11 **Ngaio Road on street parking:** Ngaio Road has parking overspill from the town centre up to approximately 150 metres west of Omaha Street. Multiple service requests have been received from residents complaining that their accesses are restricted by people parking too close and parking there all day
- 12 This area is mainly in front of residential properties where there are no parking restrictions. At the eastern end there are some broken yellow lines to protect the access in and out of the medical centre to maintain unrestricted access for ambulances and medical staff and at the western end there is the new bus stop. There are no marked individual parking bays so only an approximate capacity of 36 vehicles. The surveys recorded the number of parked vehicles and their length of stay. Officers observed that a number of the vehicles belonged to

medical centre nursing staff. With low numbers of vehicles parked until after 9am it was more indicative of parking for local workers rather than rail commuters. All properties in this area had off street parking but there were some cars parked before the survey began at 5am indicating overnight parking which was likely to be on-street parking by residents or their guests.

TABLE 3 Ngaio Road on-street parking

	Day 1 5:00am – 5:00pm	Day 2 5:00am – 5:00pm
Total individual cars	30	30
Peak no. of cars parked	21	20
Parked over 8 hours	3	5
Average parking stay	5 hours	4½ hours

13 Long Term influences on Waikanae parking:

- Greater Wellington Regional Council (GWRC) continually monitors their bus reliability, punctuality, and capacity. These are all currently performing well and with no capacity issues. This is an ongoing process and they will adjust their bus services to cope with any deficiencies;
- GWRC are not currently looking to put any more park and ride car parks in Waikanae;
- The GWRC Regional Rail Plan 2010-2035 shows that shuttle services (minivan/bus and ultimately Rail) will connect commuters from Palmerston North, Levin, and Otaki to the regular services terminating at Waikanae;
- GWRC and KCDC in line with our sustainable transport strategy, promote public transport, walking and cycling to lower dependence on the private motor vehicle;
- Council is expanding the network of shared pedestrian/cycle paths in the district with the Ngaio Road shared path programmed for this financial year and Park Avenue in the near future;
- GWRC are working on their integrated ticketing project. By 2020 they plan to replace the current paper and Snapper card ticketing with a new system which covers rail and bus travel with the ability to include car parking charging or access;
- The NZTA projects for the Transmission Gully motorway and Peka Peka to Ōtaki Expressway will be opening in 2020 which will make it more attractive for car commuting into Wellington. Some rail commuters may switch back to driving.

Options

- 14 ***Ngaio Road Service Lane Car Park***: the surveys indicated a 30% to 40% level of all day parking including many rail commuters who could easily park in the GWRC car park. A 4 hour parking restriction would deter all day commuter parking. Add an area of “Loading Zone” at the southern end of the car park to allow for servicing the commercial premises. Currently delivery vehicles are either parking on the broken yellow lines or in the roadway itself, both of which

restrict vehicle movement around the carpark particularly for any trucks making deliveries. These changes are illustrated in **Appendix 1** of this report IS-18-655.

- 15 Permit parking and/or individual allocation to businesses in the Ngaio Road car park has been suggested by some businesses. This is not permitted by the KCDC Traffic Bylaw. Any permit parking scheme needs to have all the costs of administration and enforcement quantified and budgeted for and endorsed by Council. It would also set a precedent and open the door to permit requests in other carparks and public streets in the district.
- 16 Increased enforcement of the current restrictions. Currently the Compliance team is resourced for approximately 15 hours per week for parking enforcement throughout the district. Increasing the level of enforcement would require more resourcing to accomplish this which would require Council to budget for increased staffing and systems.
- 17 **Elizabeth Street**: no major changes are proposed, the four hour limit seems to be well observed. The only minor change would be to provide a P60 on the flat part of the road west of the dairy to benefit Café customers. The existing P10 would be retained but relocated east of the dairy's vehicle crossing. These changes are illustrated in **Appendix 2** of this report IS-18-655.
- 18 **Ngaio Road west of Omaha Street**: no changes are proposed, the observed parking stay was 4½ hours on average and vehicles were considerably parked away from residential driveways.

CONSIDERATIONS

Legal considerations

- 19 There are no legal considerations other than ensuring any new road-markings or signs are installed in accordance with New Zealand Transport Agency Guidelines and New Zealand Traffic Regulations.

Financial considerations

- 20 The cost of new signs and any line marking can be accommodated in the 2018/2019 Road Maintenance budget.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

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

Consultation already undertaken

- 22 There has been ongoing discussion with the Community Board over a period of many years as we work together toward better parking solutions for Waikanae.

Publicity

- 23 A media release will be prepared to inform the public of any changes to parking restrictions in Waikanae.

RECOMMENDATIONS

That the Waikanae Community Board approves the following parking restrictions for ratification by Council:

- 24 Change two spaces at the southern end of the Ngaio Road service lane car park to a loading zone for the use of the businesses to service their premises;
- 25 Reduce the time limit in the Ngaio Road service lane carpark to 4 hours;
- 26 Re-arrange parking on Elizabeth Street, moving one of the P10 spaces east of the vehicle crossing to 12 Elizabeth Street and change the P10 space at the western end outside Relish Café to a P60 restriction.

Report prepared by Approved for submission Approved for submission

Gary Adams
Traffic Engineer

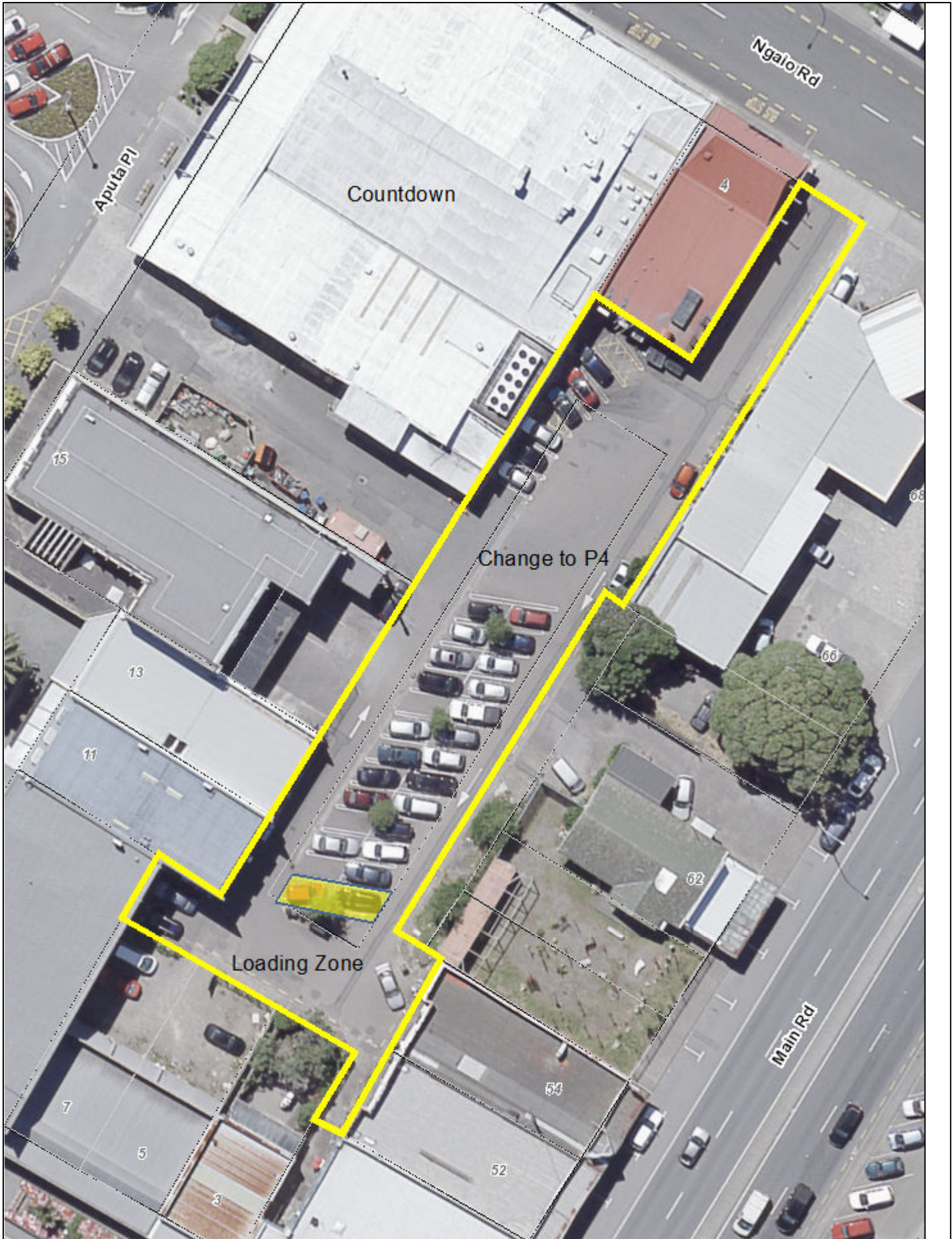
Kevin Black
**Acting Group Manager
Strategy & Planning**

Martyn Cole
**Acting Group Manager
Infrastructure Services**

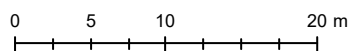
ATTACHMENTS:

Appendix 1: Service Lane Carpark parking changes

Appendix 2: Elizabeth Street parking changes



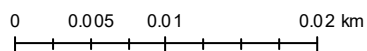
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