



Te Kaunihera-ā-Rohe o Ngāmotu

NEW PLYMOUTH DISTRICT COUNCIL

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MEETING AGENDA

WAITARA COMMUNITY BOARD

Friday 6 March 2015

at 9am

Lepperton Hall

Chairperson:	Mr	Joe	Rauner
Members:	Mr	Trevor	Dodunski
	Mr	Andrew	Larsen
	Mr	Bill	Simpson
	Cr	Colin	Johnston

WAITARA COMMUNITY BOARD
FRIDAY 6 MARCH 2015

Community Boards

Role of community boards (s52 Local Government Act 2002)

- a) represent, and act as an advocate for, the interests of its community; and
- b) consider and report on matters referred by the council and other matters of interest
- c) maintain an overview of services provided by the council within the community; and
- d) prepare an annual submission to the council for expenditure within the community;
- e) communicate with community organisations and special interest groups within the community; and
- f) undertake any other responsibilities that are delegated to it by the territorial authority.

Addressing the community board

Members of the public have an opportunity to address a community board during the public forum section or as a deputation.

A public forum section of up to 30 minutes precedes all community board meetings. Each speaker during the public forum section of a meeting may speak for up to 10 minutes. In the case of a group a maximum of 20 minutes will be allowed.

A request to make a *deputation* should be made to the secretariat within two working days before the meeting. The chairperson will decide whether your deputation is accepted. The chairperson may approve a shorter notice period. No more than four members of a deputation may address a meeting. A limit of 10 minutes is placed on a speaker making a presentation. In the case of a group a maximum of 20 minutes will be allowed.

Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option outlined in each report meets the purpose of local government and:

- 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;
- 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.

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APOLOGIES

None advised.

PUBLIC FORUM

None advised.

DEPUTATIONS

None advised

MINUTES OF PREVIOUS MEETING

Recommendation:

That the minutes of the Waitara Community Board dated Friday 23 January 2015 and the proceedings of the said meeting, as previously circulated, be taken as read and confirmed as a true and correct record.

A ITEMS FOR DECISION BY WAITARA COMMUNITY BOARD

A1 MEMBERS ACTIVITY REPORT – TREVOR DODUNSKI

This report advises of the community board activities of Trevor Dodunski in the period to 18 February 2015.

B ITEMS FOR RECOMMENDATION TO COUNCIL

B1 PARKING PROHIBITIONS, RESTRICTIONS AND BUS STOPS

The matter for consideration by the Council is the creation of parking prohibitions, restrictions and bus stops at various locations within the New Plymouth District.

WAITARA COMMUNITY BOARD
FRIDAY 6 MARCH 2015



MEMBERS ACTIVITY REPORT

PREPARED BY: Trevor Dodunski
WARD/COMMUNITY: Waitara Community Board
DATE: 18 February 2015
FILE REFERENCE: DP-14-03, 6307806

SUMMARY/OBJECTIVE

This report advises of the community board activities of Trevor Dodunski in the period to 18 February 2015.

RECOMMENDATION

That having considered all matters raised in the report, the report be noted.

ACTIVITIES

January 29	Repair work on concrete wall at Waitara river. 13 holes filled in.
January 29	YMCA Drug and alcohol counselling at Urenui marae, Ngati Mutunga 36km.
January 30	More repair work on concrete wall at Waitara river, 120 holes filled in with fast drying concrete, 30 more to do. 18 bags concrete @ \$11.98 per bag.
February 2	Called the call centre about blocked drains outside Bin Inn, 100% Electrical and BP petrol station. Also down alley off Queen street. Complaint logged in.
February 5	Waitara lease holders meeting 9am Waitara Library.

PARKING PROHIBITIONS, RESTRICTIONS AND BUS STOPS

PREPARED BY: Stephen Bowden (Roading Programming Engineer)
 TEAM: Roading Assets
 APPROVED BY: Max Aves (Manager Roading Assets)
 WARD/COMMUNITY: New Plymouth
 DATE: 16 February 2015
 FILE REFERENCE: ECM 6228489

MATTER

The matter for consideration by the Council is the creation of parking prohibitions, restrictions and bus stops at various locations within the New Plymouth District.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report, and pursuant to the New Plymouth District Council Consolidated Bylaws 2008 Part 13: Traffic, the following parking prohibitions, restrictions and bus stops in New Plymouth District be created or revoked as appropriate:

NEW PLYMOUTH

Parsons Street

1. Prohibit parking on the south side of Parsons Street from 60.6 – 212.5m measured in a westerly direction from the prolongation of the west kerb of Euclid Street.

Tarahua Road

2. Create a bus stop on the west side of Tarahua Road from 119.0 – 135.0m measured in a southerly direction from the prolongation of the south kerb of Upjohn Street.
3. Create a bus stop on the east side of Tarahua Road from 132.0 – 148.0m measured in a southerly direction from the prolongation of the south kerb of Upjohn Street.

Devon Street East

4. Create a bus stop on the south side of Devon Street East from 24.8 – 46.8m measured in a westerly direction from the prolongation of the west kerb of Watson Street.

Brois Street

5. Create a bus stop “7am – 9am, 3pm – 4.30pm, School Days Only” on the north side of Brois Street from 108.5 – 123.5m measured in a westerly direction from the prolongation of the west kerb of Govett Avenue.

ITEM B1**ITEM FOR RECOMMENDATION***Clemow Road*

6. **Revoke parking prohibitions on the north side of Clemow Road from 99.3 – 123.5m measured in a westerly direction from the prolongation of the west kerb of Record Street.**
7. **Create P2 “8am – 4pm, School Days Only” parking on the north side of Clemow Road from 99.3 – 123.5m measured in a westerly direction from the prolongation of the west kerb of Record Street.**
8. **Create parking prohibitions on the south side of Clemow Road from 89.0 – 127.9m measured in a westerly direction from the prolongation of the west kerb of Normanby Street.**

WAITARA*Queen Street*

9. **Revoke parking prohibitions on the east side of Queen Street from 0.0 – 37.0m measured in a southerly direction from the prolongation of the south kerb of McLean Street.**
10. **Create the following parking prohibitions and restrictions on the east side of Queen Street measured in a southerly direction from the prolongation of the south kerb of Mclean Street:**
 - i) **0.0 – 14.6m Parking Prohibitions.**
 - ii) **14.6 – 20.6m P60 minute Parking.**
 - iii) **20.6 – 28.8m P5 minute Loading Zone.**
 - iv) **28.8 – 37.0m Parking Prohibitions.**

COMPLIANCE	
Significance	This matter has been assessed as having some importance.
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing these matters:</p> <ol style="list-style-type: none"> 1. Endorse the proposed parking prohibitions, restrictions and bus stops. 2. Do nothing and retain the existing arrangement.
Affected persons	The persons who are affected by or interested in this matter are the residents/property owners in the various locations. The views of these persons are discussed in the report.
Recommendation	This report recommends option 1 for addressing the matter.

COMPLIANCE	
Long-Term Plan / Annual Plan Implications	The installation of signs and markings to give effect to parking prohibitions and safety improvements are provided for within the existing roading “traffic services” and “minor safety improvement” budgets.
Significant Policy and Plan Inconsistencies	The matter is consistent with the Council's plans and policies, including the New Plymouth District Council Consolidated Bylaws 2008 Part 13: Traffic and the Roading Asset Management Plan 2012.

BACKGROUND

NEW PLYMOUTH

Item 1 Parsons Street

These prohibitions are recommended to complement recent improvements relating to traffic calming works on Parsons Street. This recommendation increases existing prohibition lines by approximately 21m to the west and 21m to the east. The extension to the west relates to the construction of a traffic island. Site constraints during construction required a change in the location of the traffic island and associated painted median warning strip by approximately 11m. The painted median strip warns traffic travelling in an easterly direction toward Carrington Street of an upcoming island. To increase the length of the median strip parking prohibitions are required that will remove one potential vehicle park adjacent to No. 45 Parsons Street. The lines will also extend across four vehicle accessways. As well as allowing for an extended painted median strip, the parking prohibitions allow a safer vehicle line past the island when heading west toward Glenpark Avenue.

The eastern end extension of the prohibition lines relate to the construction of a kerb extension completed during the works. The prohibition line extends across an access leg to a Council parks reserve and around the kerb extension. The remaining length of 3.5m is not sufficient for a vehicle parking bay, therefore it is proposed to remove the opportunity for parking. Placing prohibition lines across the access to the Council parks reserve and around the kerb extension will deter people from parking and blocking access, as it is not immediately obvious that this access leg is located at this point.

Items 2 – 3 Tarahua Road

This item recommends the creation of two new bus stops on Tarahua Road. Item 2 was raised by the commuter bus service provider Tranzit Coachlines due to safety concerns relating to the current location of the southbound bus stop on Tarahua Road. This bus stop is on the east side of Tarahua Road and located 12m south of the Give Way control at the intersection with Coronation Avenue. The layout of this section of road with a Give Way control, traffic island and curve does not allow for the bus to stop safely at the existing bus stop. Hence it is proposed to move the bus stop approximately 100m south from the current location, to a straight section adjacent No. 48 Tarahua Road, before the intersection with Junction Street. By moving the bus stop, buses can park safely and clear of the live traffic lane. This proposed

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ITEM FOR RECOMMENDATION

location also reduces potential conflict with vehicle accessways and on street parking for adjacent properties due to the long length of road frontage at No. 48 Tarahua Road.

The existing bus stop on the west of Tarahua Road is currently located partially across the accessway to No. 67 Tarahua Road. Item 3 was raised by the owner of No. 67 Tarahua Road after consultation about marking this existing bus stop with standard yellow markings across the vehicle accessway. To address this issue the bus stop is proposed to be moved approximately 80m south of the current location to an area where there is less conflict with on street parking and vehicle accessways. The proposed location is on a straight section of road, between the private shared accessway going to the top of the bank and the main road (refer to Appendix B). By moving the existing bus stop the conflict between accessways is removed and more on street parking is available for the adjacent properties to the north of Tarahua Road.

It should be noted that both of the existing bus stops have not been formerly created by a previous Council resolution. These two bus stops were put into place when New Plymouth City Council operated the public transport service. As these two bus stops have not been formerly created, there is no requirement for them to be revoked.

Item 4 Devon Street East

This item recommends the lengthening of an existing bus stop on Devon Street East outside the Devon Hotel. This matter was raised by Withers Coachlines who often park their buses on this bus stop after-hours when servicing the Devon Hotel. The bus stop is currently 16m in length and located between two unrestricted 6m parking bays. Some of the buses in the Withers fleet are too big to park safely in the current bus stop, and are sometimes forced to double park when the adjacent parking bays are occupied. Removing one adjacent park and extending the bus stop will increase the bus stop to 22m and allow more room for buses to manoeuvre safely into and out of the stop, reducing the need to double park.

Item 5 Brois Street

This item recommends the creation of a bus stop “7am – 9am, 3pm – 4.30pm, School Days Only”. This item was raised by Withers Coachlines, who often drop children off at the school in the morning between 7am and 9am. The proposed bus stop currently serves as a “3pm – 4:30pm, School Days Only” bus stop, but does not cater for buses dropping children off in the morning. Adding the additional times 7am – 9am will allow the bus an area to safely stop at the school without having to wait for other vehicles that may be dropping off children. Although the proposed stop is on the opposite side of the road to the school, there is a pedestrian crossing in close proximity to allow safe crossing by children.

Items 6 – 8 Clemow Road

The proposed parking prohibitions and creation of P2 “8am – 4pm, School Days Only” parking on Clemow Road are in response to a request from Fitzroy School to address both speed and safety concerns on Clemow Road outside the school. As Fitzroy School has grown, new classrooms have been installed towards this rear entrance on Clemow Road increasing the number of children that use this entrance, either via active transport or by being dropped at the gate. Due to this section of Clemow Road being one way, with parking opposite the school, there has been a number of near misses as children have to cross the road to be picked

up or after being dropped off. Creating the P2 area on the school side (north) of the road avoids the need for children to cross the road after a pickup/drop off in this area. The opposite side of the road to the P2 area has parking prohibitions, whilst unrestricted parking is maintained along other areas on the south side of the road. This creates a chicane type layout to help slow traffic, hence making it safer for those crossing the road (refer to Appendix E for the design layout).

The initial request for these changes to address road safety in Clemow Road has been via the ongoing discussions between the Let's Go Team and the school Principal and Board of Trustees.

WAITARA

Items 9 – 10 Queen Street

These items relate to the creation of a loading zone in front of the Salvation Army store on Queen Street in Waitara (the store on the east side of the street). In order to achieve this change, the existing parking prohibitions have to be revoked before formalising new prohibitions and existing time restricted parking. This item was raised by the Salvation Army store staff due to the need to load and unload stock from trucks and vans in close proximity to the premises. The staff find it difficult when they are required to park further down the street to load and unload stock, including heavy furniture. The proposed loading zone would be directly in front of the Salvation Army store. This area currently serves as a parallel P60 minute zone, of which 8.2m of this will be re-designated as a loading zone. The 8.2m length provides sufficient room to safely load and unload from the back of a small truck or van. The remaining 6m bay is formalised as a P60 minute bay. There are a number of angled parks along Queen Street in this vicinity, therefore the loss of one potential park would have a minimal effect on parking availability in the area.

SIGNIFICANCE

In accordance with the Council's Significance Policy, this matter has been assessed as having some importance because the changes herein can be funded from current roading budgets.

OPTIONS

Option 1 Endorse the proposed parking prohibitions, restrictions, revocations, and creation of bus stops.

Option 2 Do nothing, the existing arrangement remains.

Risk Analysis

The crash record for New Plymouth will not improve if road safety is not addressed via on-going measures such as these. The increase in the use of the public transport service will not occur if subtle improvements to the locations of bus stops are not undertaken.

ITEM B1**ITEM FOR RECOMMENDATION****Community Views and Preferences****NEW PLYMOUTH****Item 1 Parsons Street**

The adjacent property owners and tenants of Nos. 43, 45, 45A, 45B, and 47 Parsons Street were consulted and they support the proposal. The owners of Nos. 37 and 39 were consulted during the public consultation phase of the traffic calming works by the Council's Projects Team and no objections relating to the kerb extensions were received.

Item 2 – 3 Tarahua Road

The local commuter bus service provider Tranzit Coachlines has been consulted and supports the proposal. The adjacent property owner/tenant at No. 48 Tarahua Road was consulted and has no objection to the proposal.

Item 4 Devon Street East

Withers Coachlines raised the issue and support an increased length bus stop. The duty manager at the Devon Hotel was consulted and has no objection to the proposal.

Item 5 Brois Street

Withers Coachlines raised the issue and supports the proposal. Woodleigh School was consulted and has no objection to the proposal. The adjacent property owners at Nos. 82 and 84 Brois Street were consulted and no response has been received.

Items 6 – 8 Clemow Road

Consultation for this item was undertaken by the Council's Let's Go Team. Fitzroy School requested and support the changes. Local residents support the proposed changes.

WAITARA**Items 9 – 10 Queen Street**

The issue was raised by the staff at the Salvation Army stores in Waitara to the Waitara Community Board. The Salvation Army is the adjacent business to the loading zone and supports the proposal.

Recommended Option

This report recommends option 1 which endorses the proposed recommendations for addressing these matters.

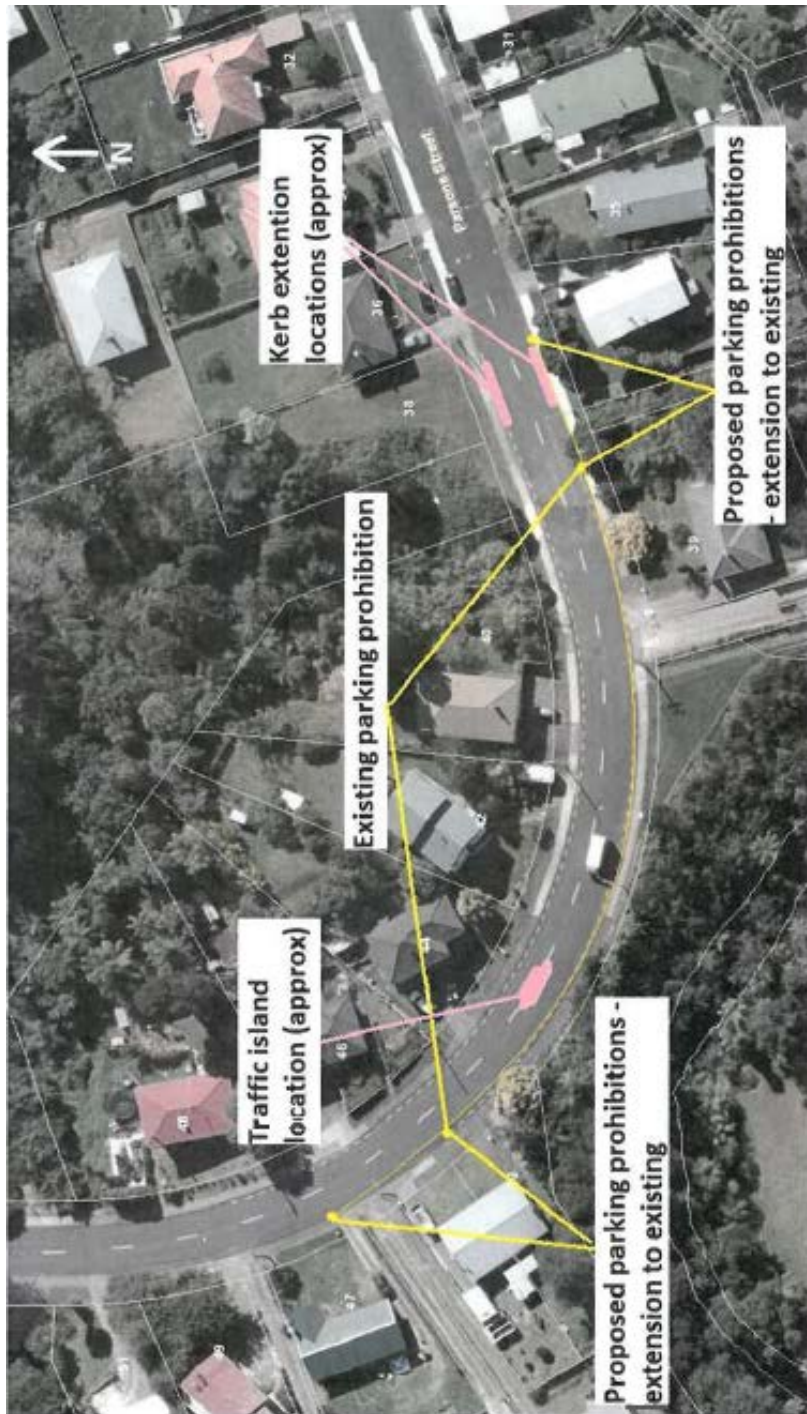
APPENDICES

- Appendix A: Parsons Street (Item 1).
- Appendix B: Tarahua Road (Items 2 – 3).
- Appendix C: Devon Street East (Item 4).
- Appendix D: Brois Street (Item 5).
- Appendix E: Clemow Road (Items 6 – 8).
- Appendix F: Queen Street, Waitara (Items 9 – 10).

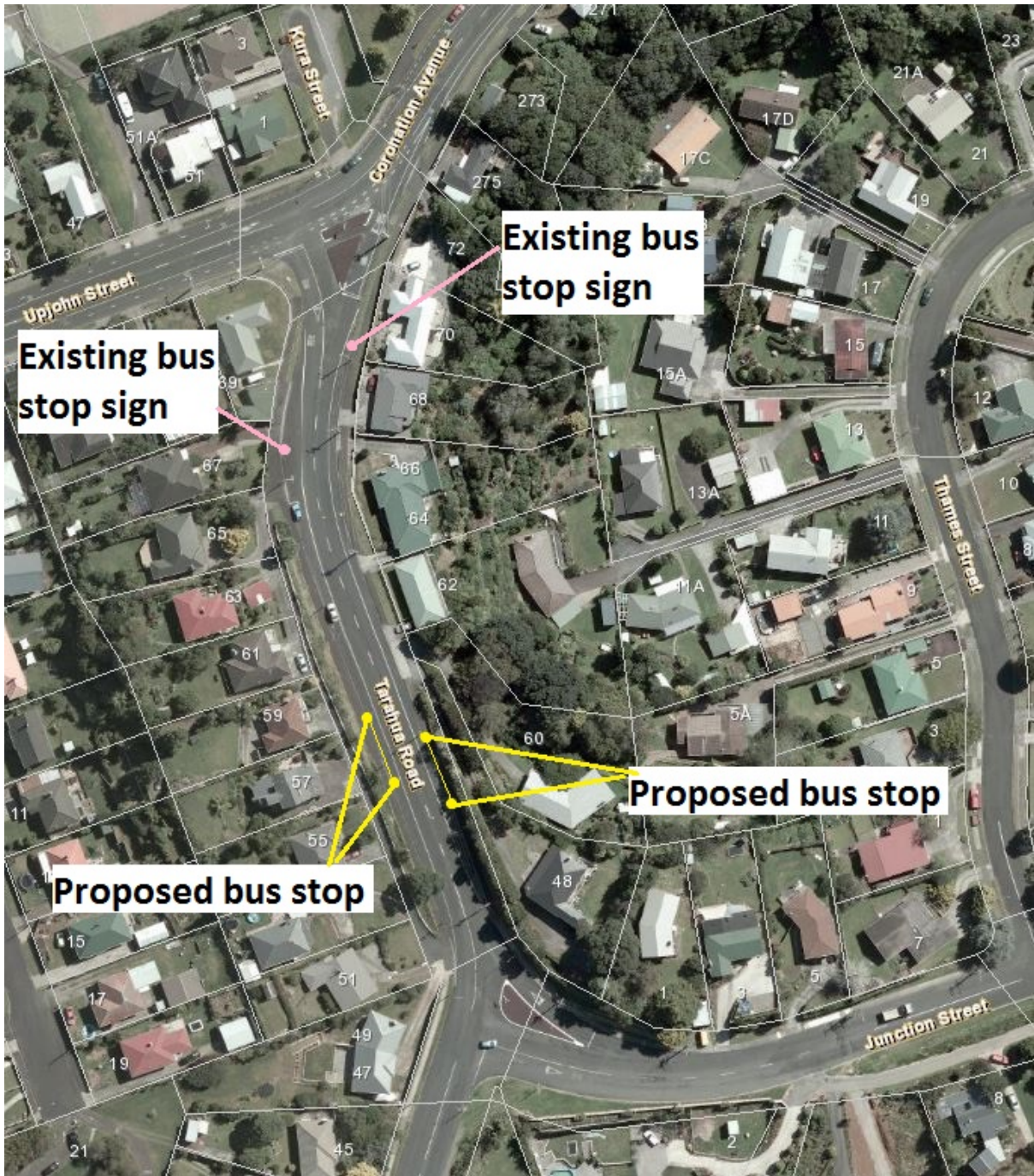
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ITEM FOR RECOMMENDATION

APPENDIX A Parsons Street



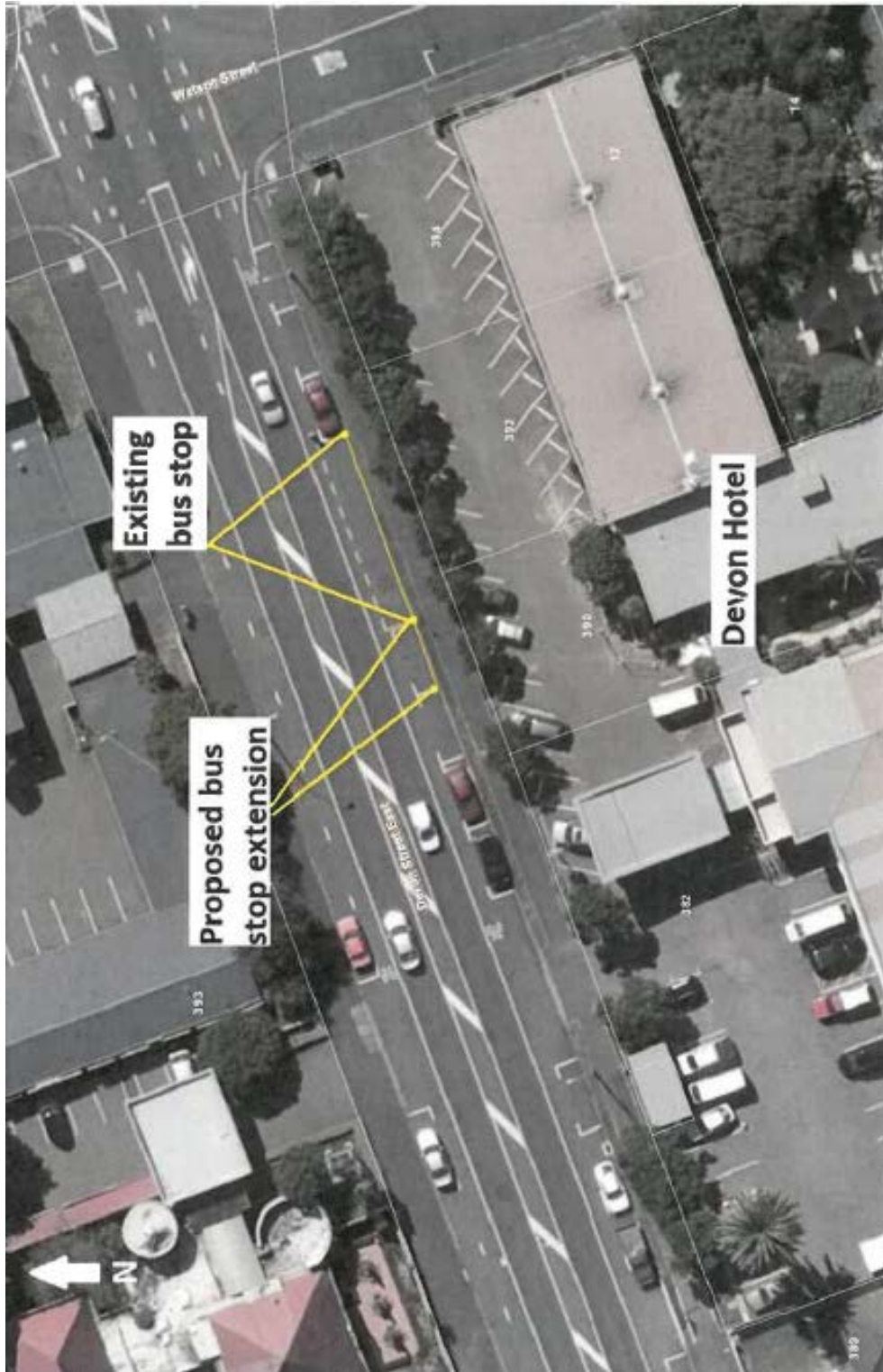
APPENDIX B Tarahua Road



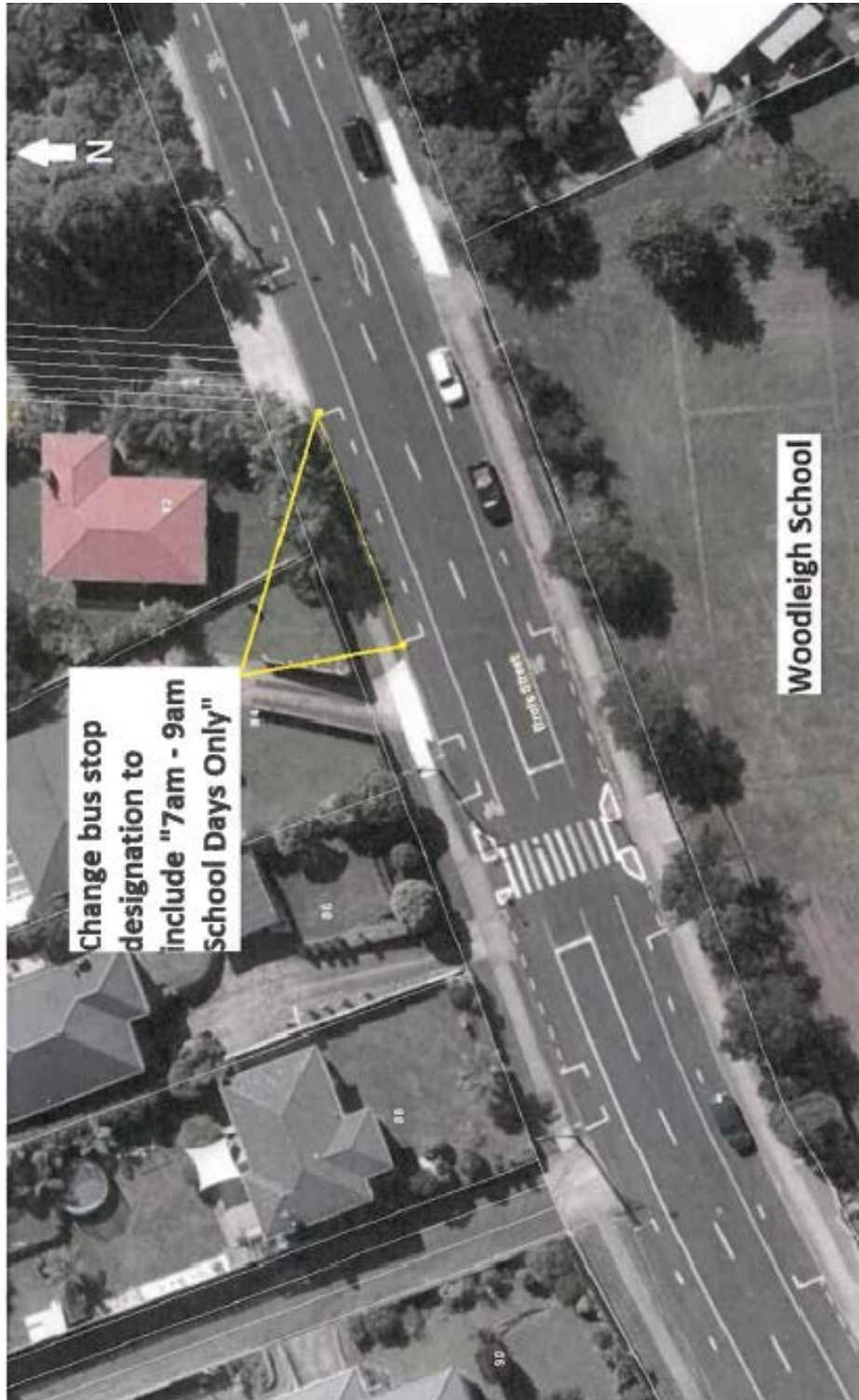


Google street view showing approximate location of bus stops

APPENDIX C Devon Street East



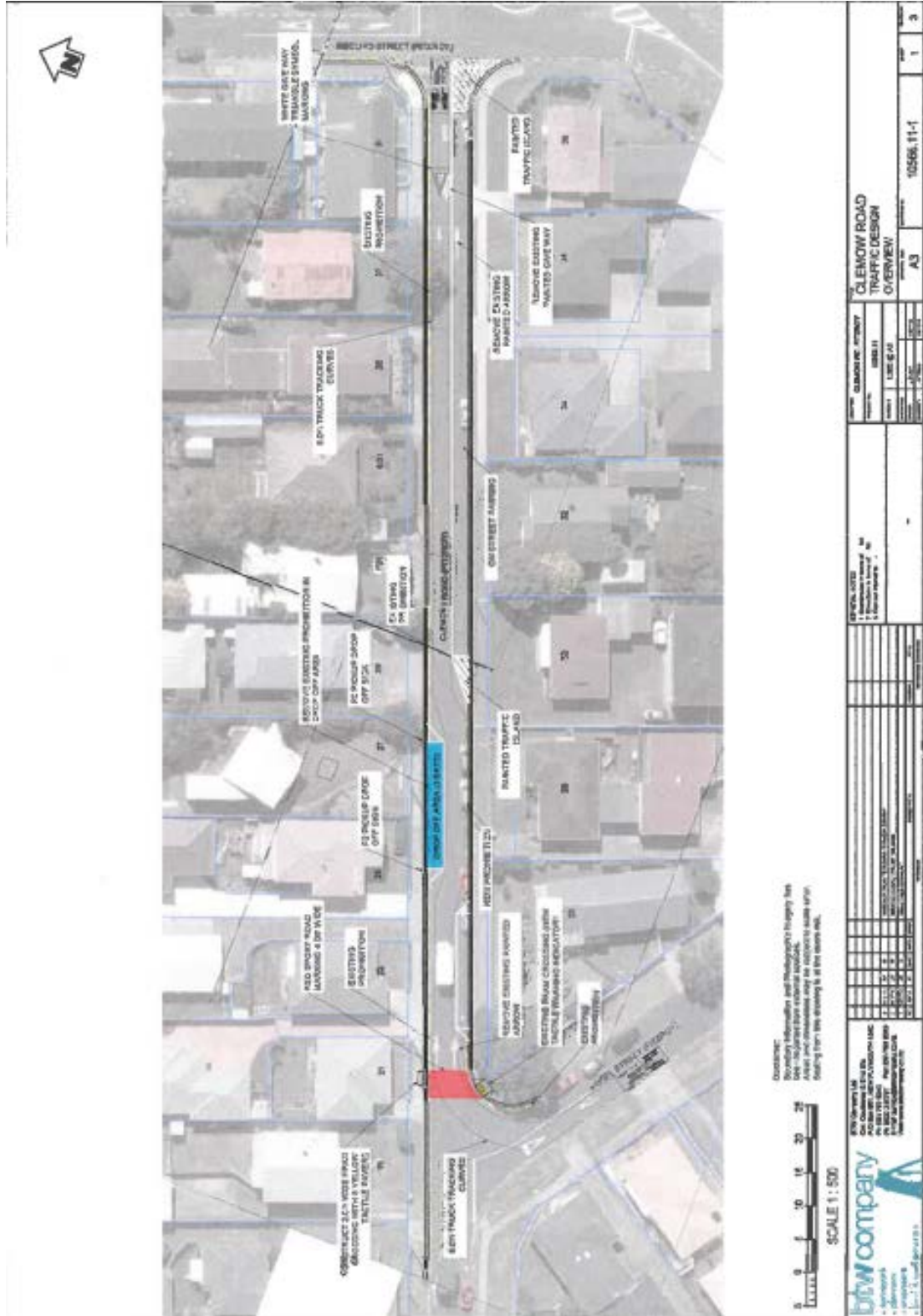
APPENDIX D Brois Street



ITEM FOR RECOMMENDATION

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APPENDIX E Clemow Road



APPENDIX F Queen Street - Waitara

