

## Council Briefing Agenda

**Date:** Thursday, 13 February, 2020

**Time:** 10:30 am

**Location:** Council Chamber  
Forum North, Rust Avenue  
Whangarei

**Elected Members:** Her Worship the Mayor Sheryl Mai  
(Chairperson)  
Cr Gavin Benney  
Cr Vince Cocurullo  
Cr Nicholas Connop  
Cr Ken Couper  
Cr Tricia Cutforth  
Cr Shelley Deeming  
Cr Jayne Golightly  
Cr Phil Halse  
Cr Greg Innes  
Cr Greg Martin  
Cr Anna Murphy  
Cr Carol Peters  
Cr Simon Reid

For any queries regarding this meeting please contact  
the Whangarei District Council on (09) 430-4200.

**1. Apologies**

**2. Reports**

2.1 Parking Restrictions - Riverside Catchment 1

2.2 Parking Restrictions - Marlin Place Tutukaka 25

**3. Closure of Meeting**

## 2.1 Parking Restrictions – Riverside Catchment

**Meeting:** Council Briefing  
**Date of meeting:** 13 February 2020  
**Reporting officer:** Nick Marshall (Team Leader – Road Safety and Traffic Engineer)

### 1 Purpose

Council has received several complaints requesting the installation of No-Stopping At All Times (NSAAT) yellow markings in the Riverside Drive area and this report proposes the implementation of markings to some of the areas under consideration.

### 2 Background

In 2018, a number of parking related complaints was received by council. In response, a comprehensive parking review was undertaken of any parking issues in the Riverside Drive area, as shown in attachment 1.

The review was undertaken by a council officer in conjunction with an external consultant, refer attachment 2.

Since this review was undertaken in 2018, a further seven complaints have been lodged with council to complete the implementation of the NSAAT markings.

### 3 Discussion

Riverside Drive and adjoining side roads were all surveyed. As a result, a number of areas were identified as warranting parking restrictions.

Roads which are identified as needing NSAAT markings, are where parked cars may cause a potential hazard to passing drivers and/or pedestrians due to poor visibility (refer to attachment 2).

The Riverside Drive Catchment (Attachment 3) has been developed to provide a concept plan for each location.

Implementing this proposal would result in a net loss of 63 on-street parking spaces in 9 streets. The improved safety for road users outweighs the minor inconvenience caused to the residents by the loss of these parking spaces. The site visits and local road knowledge indicate that most of the houses in the area have on-site parking (within their premises) and anecdotally parking occupancy rates are very low.

The Northland Transportation Alliance (NTA) recommends that implementing NSAAT would be the best option to reduce the safety risk imposed by parked cars in these areas.

## 4 Consultation

A plan was prepared of each street showing the proposed No-stopping lines, together with an explanatory notice. This was delivered to the properties which were deemed directly affected by the proposal. The notice stated that the nil response would be considered in support of the proposal.

The result of the consultation as follows;

Section of the Road	Support
42-62 Ewing Road	100%
6-8 Dundas Road	100%
Dundas Rd/Riverside Dr Intersection	100%
Punga Grove Ave/Riverside Dr Intersection	100%
Punga Grove/ The Bluff Entrance	91%
19-27 A Punga Grove (Top End)	83%
Punga Grove hairpin bend (adjacent to 10 Punga Grove Ave)	96%
26-28 Vale Road	100
Dundonald St (3-5 and end of the road)	90%
Rongotai Place	11%

Areas receiving less than 50% support from the residents were not considered while those areas receiving the support of a majority of residents are detailed above with a recommendation to implement the proposed restrictions.

Support for the Rongotai Place proposal was only 44%, (4 of the 9 residents polled). The comments from the residents stated they wished to retain the parking on the cul-de-sac in front of their properties for their own and visitor parking.

The cul-de-sac on Rongotai Place as shown in attachment 3 (appendix 3) has 7 separate vehicle crossings on the turning circle of the cul-de-sac and no available parking area greater than 5m in length between the vehicle crossings. Traffic Regulations under the Land transport Act states you must not park within 1m of a vehicle crossing, therefore no legal parking areas are available on the turning circle of the cul-de-sac. On street parking is available on the straight section of Rongotai Place within 25m of all the properties on the cul-de-sac.

Vehicles parked on the cul-de-sac restrict access for other vehicles accessing driveways and service vehicles, such as the rubbish truck fire engines etc., using the turning circle. It is staff recommendation that a no stopping restriction be placed on the Rongotai Place cul-de-sac.

## 5 Next Steps

The Proposal will be presented in March Infrastructure Committee meeting for the final decision.

## 6 Attachments

1. Riverside Catchment Boundary
2. Report by JAS Civil
3. Proposed plans for NSAAT
  - Appendix 3.1: End of Ewing Road
  - Appendix 3.2: 26-28 Vale Road
  - Appendix 3.3: Dundonald Street
  - Appendix 3.4: Dundas Road Entry
  - Appendix 3.5: 8Dundas Road
  - Appendix 3.6: Punga Grove/Riverside Intersection
  - Appendix 3.7: Punga Grove Avenue Hairpin Bend (adjacent to 10 Punga Grove Ave)
  - Appendix 3.8: Punga Grove Ave/ The Bluff
  - Appendix 3.9: Punga Grove Ave (Top End)
  - Appendix 3.10: Rongotai Place





## Appendix 1:

### RIVERSIDE CATCHMENT PARKING REVIEW: CATCHMENT BOUNDARY



1





## Appendix 2

# Summary Report (By JAS Civil)

# **JAS CIVIL Ltd**

CIVIL ENGINEERING CONSULTANTS

PO Box 1261,  
Whangarei  
Phone: 09 438 9055  
Fax: 09 430 0436  
Email: info@jascivil.co.nz

## **MEMORANDUM**

**TO:** Paras Monga

**FROM:** John Smith **DATE:** 19 December 2018

**RE:** PARKING REVIEW – RIVERSIDE AREA

### **Introduction**

As a consequence of a number of parking related complaints received by Council in recent times a comprehensive review has been undertaken of parking issues in the Riverside area as defined in the catchment shown on the attached plan (Attachment 1).

The area reviewed effectively covers the Living 1 zone on the northern side of Riverside Drive from Ewing Rd in the west to Mackesy Rd in the east. All the roads reviewed are 'local' roads and the area exclusively residential in nature.

### **Methodology**

Whether generated by a complaint or not, the whole catchment was surveyed and a number of areas identified as warranting some form of parking restriction. This report is concerned only with those areas identified as warranting no stopping at all times (NSAAT) restrictions.

The NSAAT areas identified were then subjected to a consultation process whereby affected property owners were consulted to determine the level of support (or otherwise) of each of the proposals. Areas receiving less than 50 % support were then discounted while those areas receiving the support of a significant majority (9 areas in total) are reported on below with a view to implementing the proposed restrictions.

### **Consultation**

A plan was prepared of each area showing the proposed NSAAT lines together with an explanatory notice and delivered to all the properties deemed to be affected by the proposal (generally confined to those properties directly fronting the NSAAT lines).

The notice stated that a nil response would constitute support for the proposal and so this fact has been reflected in the analysis that follows for each area.

## **Analysis**

The 9 areas receiving public support are as follows:

- **45 – 62 Ewing Rd**

This area is at the end of Ewing Rd where there is no turning head provided. Hence vehicles parked on either or both sides of the road force turning cars to do 3 point turns in the adjoining driveways of Nos. 47 or 62. The area is immediately adjacent to the public walkway between Ewing Rd and Vale Rd and would result in the loss of 2 conforming parking spaces – see attached plan (Attachment 2). Note that the area has been extended to include adjoining driveway entrances (4).

Consultation with the adjoining landowners (2) resulted in 100% support for the proposal.

- **26 – 28 Vale Rd**

This section of road is narrow, on a blind corner and vehicles parked on the eastern side can create a potential hazard by forcing southbound traffic to cross the centreline with limited visibility. There are existing NSAAT lines on the western side of the road and a parking ‘layby’ on the corner (east side) – see attached plan (Attachment 3). The proposal would result in the loss of 2 conforming parking spaces.

This area has been the subject of requests for parking restrictions and consultation with adjoining landowners (2) resulted in 100% support for the proposal.

- **Dundonald St (3 -5 and end of road)**

Two areas were identified in Dundonald St for NSAAT restrictions as shown on the attached plan – (Attachment 4).

The first area fronting Nos 3 and 5 is where the existing footpath is discontinuous forcing pedestrians to walk on the carriageway (in the centre of the road if there are parked cars) – and there is no footpath on the opposite (western) side of the road. The road is narrow and contains a blind curve.

The second area is at the end of the road where there is no turning head provided and where vehicle entrances are closely spaced creating the potential for partial obstruction and making it difficult for turning vehicles, in particular service vehicles such as refuse trucks. The proposal would result in the loss of 4 parking spaces.

Consultation with the affected landowners (11) resulted in 90% support for the proposal with one opposed to the turning head proposal only.

- **2 Dundas Rd**

Vehicles parked on either one or both sides of Dundas Rd at its intersection with Riverside Dr can cause partial blockage of the carriageway resulting in a potential hazard for vehicles entering Dundas Rd from Riverside Dr. NSAAT lines will eliminate this restriction and allow unimpeded access into and out of Dundas Rd by also keeping the “STOP” lane free on the southern side – see attached plan (Attachment 5). The proposal would result in the loss of 9 conforming parking spaces.

This area has been the subject of a request for parking restrictions and consultation with adjoining landowners (2) resulted in 100% support for the proposal.

- **6 - 8 Dundas Rd**

This section of road is on a blind corner and already has no-stopping lines on the western side of the road. Notwithstanding, vehicles parked on the corner (east side) can create a potential hazard by forcing southbound traffic to cross the centreline with limited visibility. NSAAT lines will eliminate this hazard – see attached plan (Attachment 6). The proposal would result in the loss of 4 conforming parking spaces.

Consultation with the adjoining landowners (16) resulted in 100% support for the proposal.

- **1 Punga Grove Ave**

Vehicles parked on either one or both sides of Punga Grove Ave at its intersection with Riverside Dr can cause partial blockage of the carriageway resulting in a potential hazard for vehicles entering Punga Grove Ave from Riverside Dr. No stopping lines will eliminate this restriction and allow unimpeded access into and out of Punga Grove Ave and keep the “Give Way” lane free on the southern side – see attached plan (Attachment 7). The proposal would result in the loss of 7 conforming parking spaces.

Consultation with the adjoining landowners (1) resulted in 100% support for the proposal.

- **8 - 38 Punga Grove Ave**

This section of road is narrow, on a blind (hairpin) corner and vehicles parked on either or both sides of the road can create a potential hazard by forcing traffic to cross the centreline with limited visibility. NSAAT lines will eliminate this hazard – see attached plan (Attachment 8). The proposal would result in the loss of approximately 14 parking spaces.

Consultation with the affected landowners (23) resulted in 96% support for the proposal with just one being opposed.

- **Punga Grove Ave / The Bluff**

This section of road is narrow, on a blind (hairpin) corner and vehicles parked on either or both sides of the road can create a potential hazard by forcing traffic to cross the centreline with limited visibility. NSAAT lines will eliminate this hazard – see attached plan (Attachment 9). The proposal would result in the loss of approximately 14 parking spaces.

Consultation with the affected landowners (23) resulted in 91% support for the proposal with just one being opposed and one neutral.

- **19 – 27A Punga Grove**

This section of road is narrow, on a blind (hairpin) corner and vehicles parked on either or both sides of the road can create a potential hazard by forcing traffic to cross the centreline with limited visibility. NSAAT lines will help to eliminate this hazard – see attached plan (Attachment 10). The proposal would result in the loss of approximately 7 conforming parking spaces.

Consultation with the affected landowners (6) resulted in 83% support for the proposal with just one being opposed.

### **Summary and Conclusion**

Following a comprehensive review of parking related issues in the Riverside area (whether reported by local residents or not), a number of sites were identified as warranting restrictions in the form of NSAAT yellow broken lines.

All such sites were the subject of targeted public consultation and those with in excess of 90% support have been presented in this report for consideration by Council.

Although resulting in a reasonable loss of carpark spaces (approximately 63 in 9 areas), the improved safety for road users is considered to outweigh the inconvenience of the loss of parking spaces, especially when it is considered that alternative parking spaces are available in the immediate vicinity of each area. The fact that adjoining property owners overwhelmingly supported the proposals would tend to support this view.

Hence it is concluded that the proposed restrictions will result in the safer use of roads by the general public and that the resulting loss of carparking spaces will not result in a significant inconvenience.

### **Recommendation**

That the no-stopping lines as described above and shown on the attached plans be implemented.



## Appendix 3

### Proposed Plans for NSAAT

## Appendix 3.1

### PARKING REVIEW: END OF EWING RD

### Attachment 2





## Appendix 3.2

**PARKING REVIEW: 26 – 28 VALE RD**

**Attachment 3**



Scale: 1:400  
Original Sheet Size A4

Projection: NZGD2000 / New Zealand Transverse Mercator 2000  
Bounds: 1720189.34403478, 6046121.57931638  
1720274.07537722, 6046229.86098782

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## Appendix 3.3

### PARKING REVIEW: DUNDONALD ST

### Attachment 4





## Appendix 3.4

## Attachment 5

## PARKING REVIEW: DUNDAS RD ENTRY



## Appendix 3.5

## PARKING REVIEW: 8 DUNDAS RD

## Attachment 6

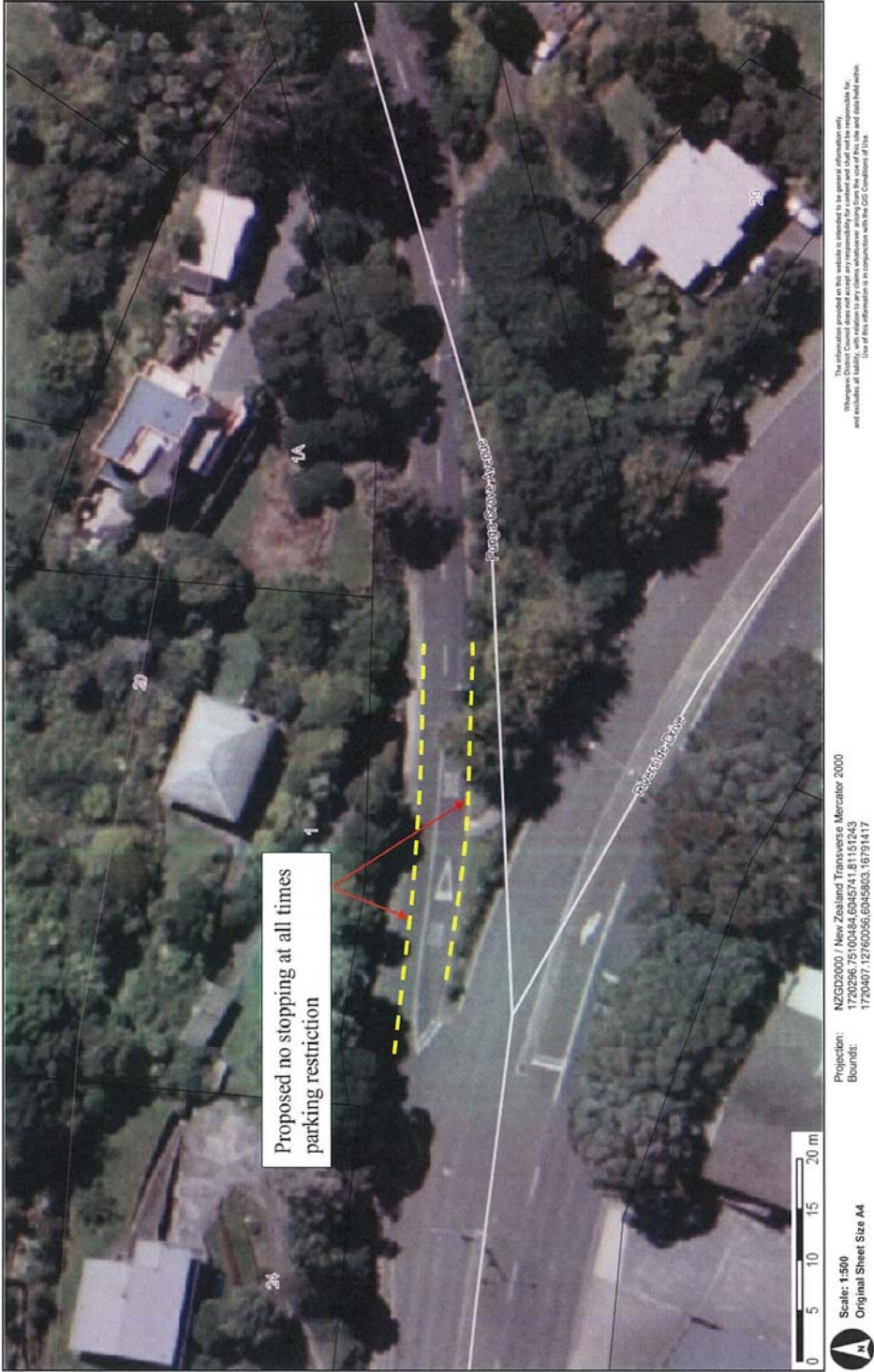




Appendix 3.6

Attachment 7

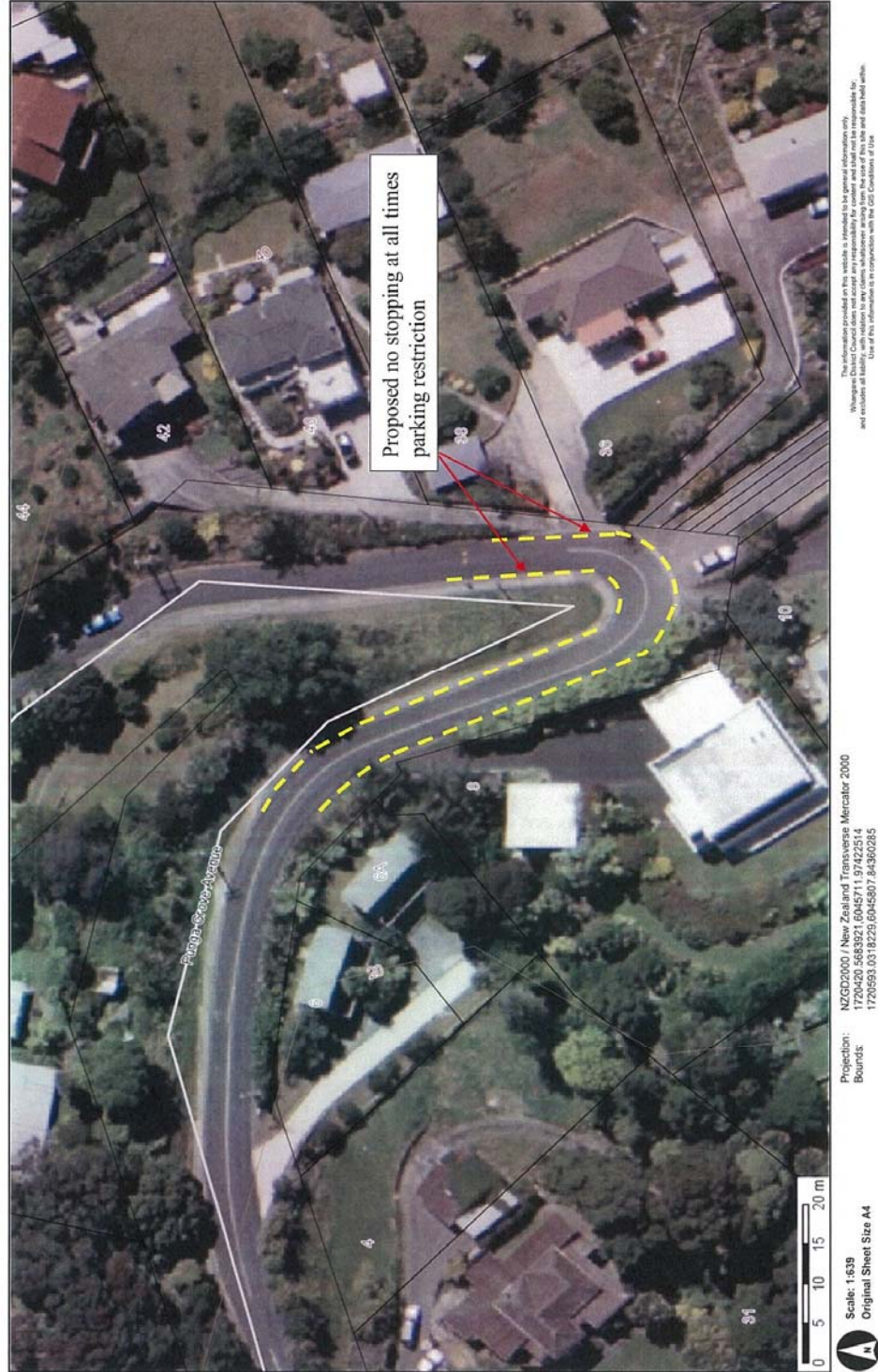
PARKING REVIEW: PUNGA GROVE AVE



## Appendix 3.7

## Attachment 8

## PARKING REVIEW: PUNGA GROVE AVENUE

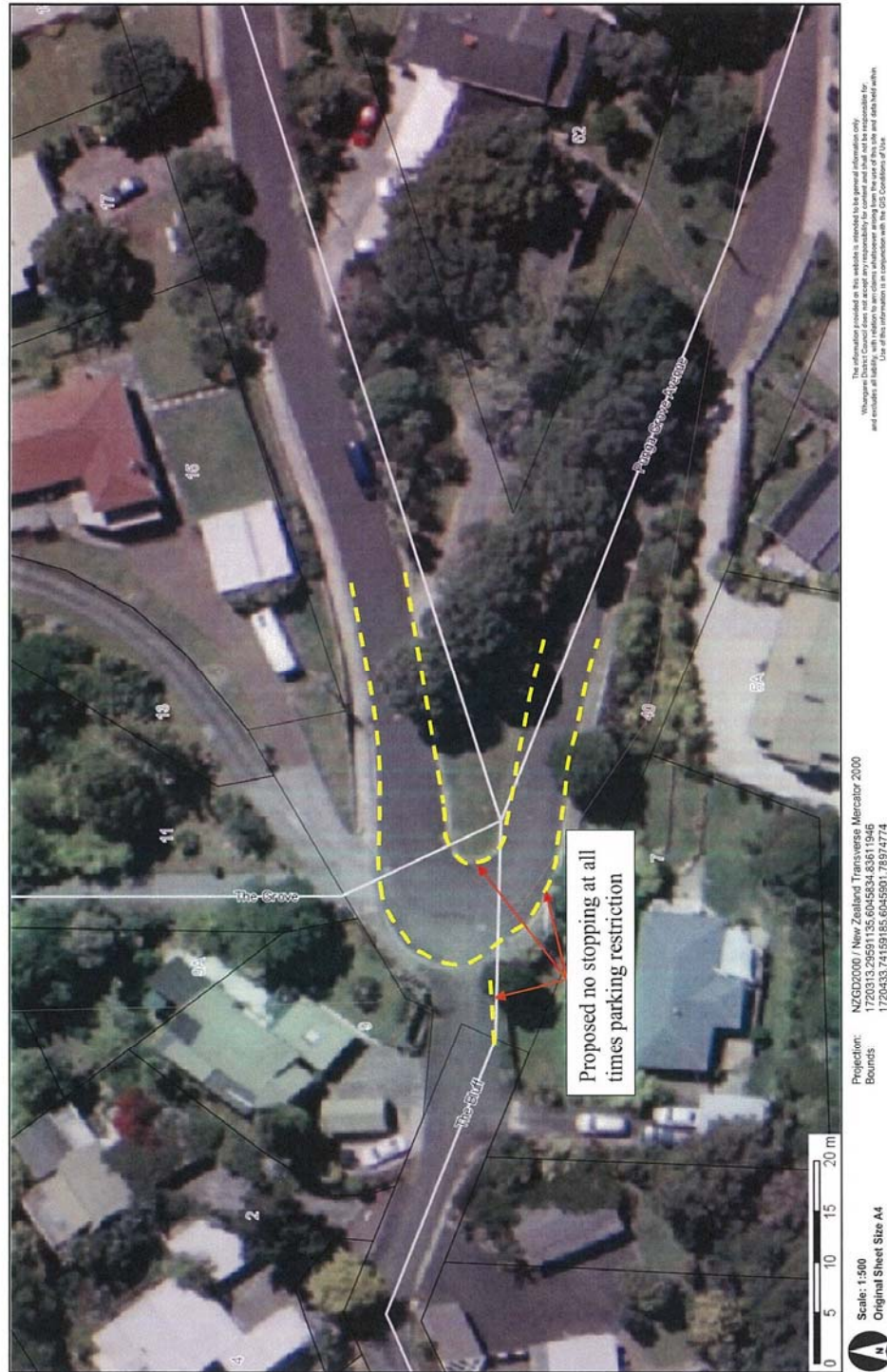




## Appendix 3.8

## Attachment 9

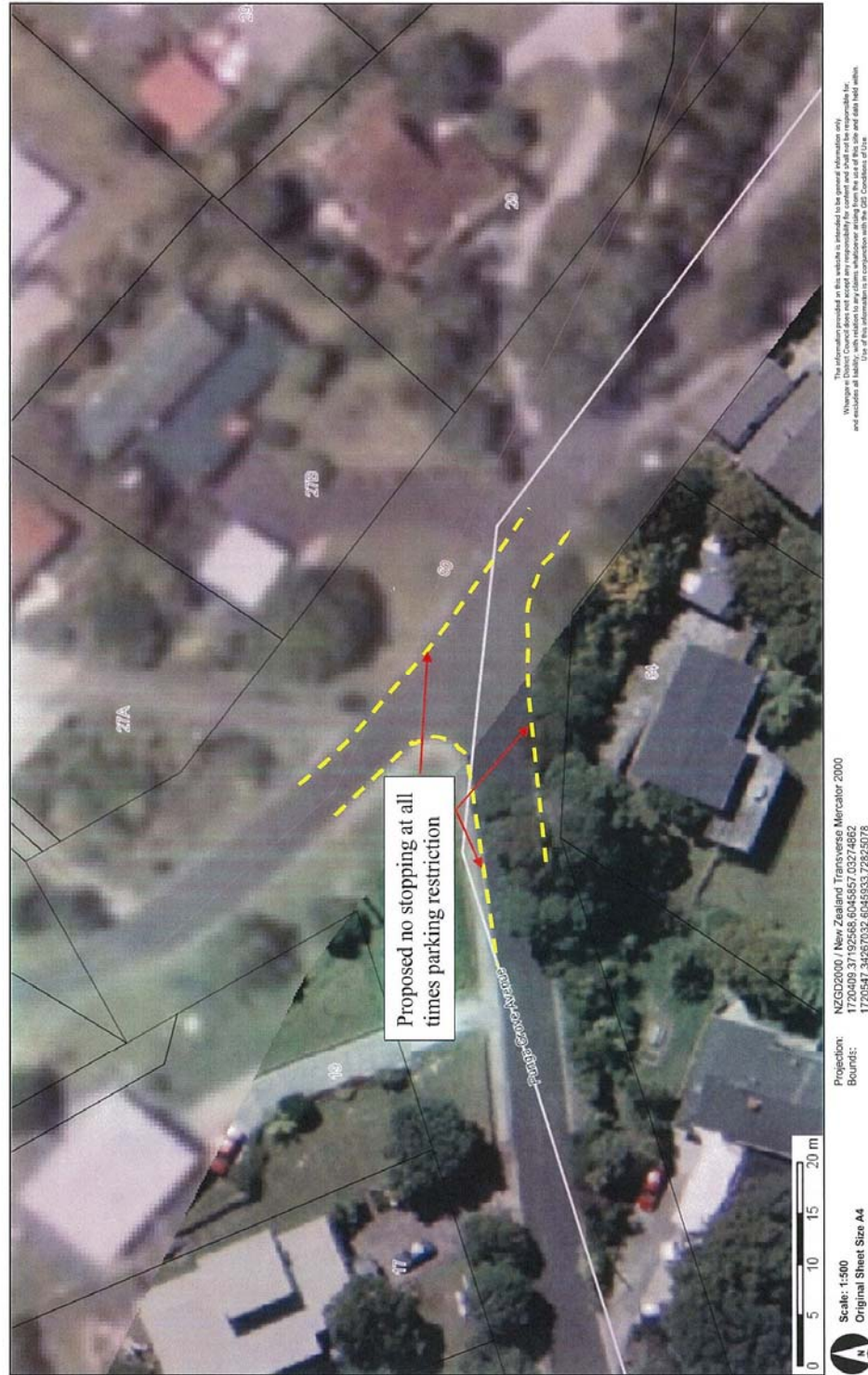
## PARKING REVIEW: PUNGA GROVE AVE / THE BLUFF



## Appendix 3.9

## Attachment 10

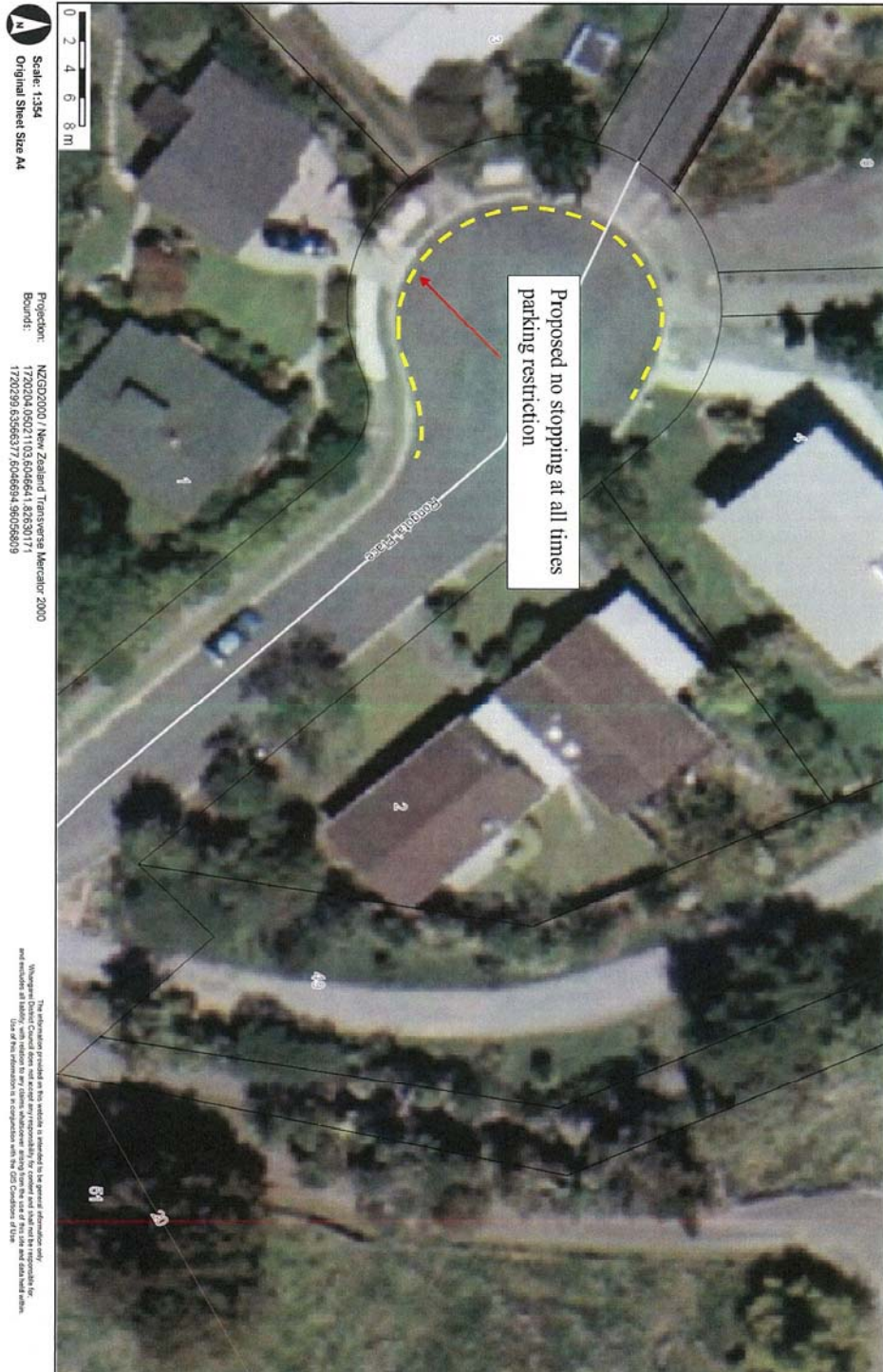
## PARKING REVIEW: PUNGA GROVE AVE





## Appendix 3.10

## PARKING REVIEW: RONGOTAI PLACE





## 2.2 Parking Restrictions – Marlin Place, Tutukaka

**Meeting:** Council Briefing  
**Date of meeting:** 13 February 2020  
**Reporting officer:** Nick Marshall (Team Leader – Road Safety and Traffic Engineer)

### 1 Purpose

Council has received a petition from the residents of Marlin place to install No-Stopping At All Times (NSAAT) yellow markings in Marlin Place, Tutukaka. This agenda is to discuss the issues faced by the residents, and possible solutions to those issues.

### 2 Background

Residents of Marlin Place claim that when the parking demand increases during the peak season (December - April), visitors/tourists park their cars on both side of the Road. This decreased the traffic lane width to less than 2m, narrowing the road so residents are unable to access their properties.

In addition, the small bend on Marlin Place, combined with the parked cars, restricts the sightline of the drivers and creates a minor safety risk where residents have no emergency access by vehicle.

After investigation, it is recommended that providing NSAAT markings would eliminate the risk.

### 3 Discussion

Marlin Place is a local cul-de-sac road in Tutukaka, with a driveable width (sealed carriageway) of 4.8 meters and unrestricted on-street parking on both sides of the road. Other than the residential properties, the Tutukaka Marina is the main attraction in this area. This area also has hotels, lodges, retail shops and restaurants which attract a lot of tourists. These attractions have their own parking available in Marina Road, however, in the peak seasons, weekends and events, these parking spaces are mostly occupied.

When parking is unavailable in Marina Road, local visitors park their vehicles on both sides of Marlin Place. Marlin place is a narrow local road, and vehicles are parked on both sides of the road, it causes access problems to residents, visitors and waste collection trucks. In addition, in case of an emergency, emergency vehicles will be unable to get through Marlin Place due to the narrow road width left by the parked cars on both sides. Refer Figure 1 and Figure 2 below.





*Figure 1 Distance between vehicles when parked on both side of the road.*



*Figure 2 Marlin Place – vehicles parked both sides of road.*

A narrow footpath is provided on the western side of Marlin Road, and vehicles could eventually straddle the footpath or further reduce the width as passenger car doors are opened. It is recommended that the road side adjacent to the footpath is kept clear, so pedestrians have full priority on the footpath when it is in use.

While it appears that this situation is caused by peak congestion, it is crucial that vehicle access is maintained at all time in the carriageway.

As such, it is proposed that NSAAT markings be implemented as high priority in Marlin Place, as per the attached plan.

## **4 Consultation**

There are 13 properties in Marlin place, out of which, 12 residents signed the petition to support the proposal.

A response to each resident will be provided following the hearing of the March Infrastructure Meeting.

## **5 Next Steps**

The Proposal will be presented in March Infrastructure Committee meeting for the final decision.

## **6 Attachments**

1. Proposed plan for NSAAT Marking.
2. Signed Petition





## 1 Attachments 1 – Proposed Parking Restrictions on Marlin Place









Jeroen Jongejans &lt;jeroen@diving.co.nz&gt;

## Yellow lines at Marlin Place

Jeroen Jongejans <jeroen@diving.co.nz>  
 To: Jeroen Jongejans <jeroen@diving.co.nz>

Wed, Nov 13, 2019 at 10:54 AM

----- Forwarded message -----

From: Jeroen Jongejans <jeroen@diving.co.nz>  
 Date: Wed, Nov 13, 2019 at 9:32 AM  
 Subject: Yellow lines at Marlin Place  
 To: Simon Weston <Simon.Weston@wdc.govt.nz>

Morena Simon,

If I can have your attention for a minute, most appreciated ;)

I have dropped of a petition from the users of Marlin Place in Tutukaka regarding the painting of non stopping lines on the left hand side of the road when driving down from Marlin Place to Marina Road, your EA will have this later this morning.

With steady increase in the need for car parking in Tutukaka over the last few years some people now park on both sides of this road.

When that happens- from December thru till April- access for locals at Marlin Place is significantly reduced and can be dangerous if they drive down with a trailer boat etc.

There being a small bend in the road as well further restricting vision regarding oncoming traffic has resulted in some close encounters.

I have been in touch with WDC on this issue but was told this may well take 6 months.

I have also been in touch with Cr Anna Murphy who is supporting what we try to achieve.

Lucky that I understand the system and being aware that the agenda items need to be in by the 22nd of November I would politely ask you for inclusion of this item into your next agenda.

Reason for this is, I hope we can get this done - prior to this summer season - in order to resolve the issue.

Could you please have a talk to the right people and assist in having a swift and satisfactory outcome for this issue.

I am very happy to assist and give additional information if so required- am even able to sit down for a coffee if this would assist the research and outcome. :)

Nga mihi,

Jeroen Jongejans

0272 288 882 call me if urgent.  
 Sent from my iPad

-----  
**Jeroen Jongejans**  
 0272 288 882  
 Jeroen@diving.co.nz

### Yellow Lines Request for Marlin Place downhill left side.

We would like to request the WDC to paint the left hand down-hill side of Marlin Place.

In summertime, parking is at a peak in Tutukaka, and in recent years the increased use of Marlin Place as a parking area has lead to some very dangerous encounters.




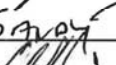



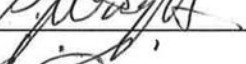
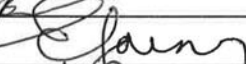
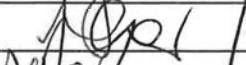


If parking occurs on both sides of the road, safe access for locals is significantly compromised.

We request WDC to paint a "no stopping" set of yellow lines to enhance safety for the Community.

Name:

Address:

Signature:

Jorgen Jongjans	3/5 Rona Place	
Pete Brown	42 Marlin Place	
Bruce Whitehead	36 Marlin Road	
S. P. R.	32 " "	S. P. R.
LEN ROBINSON	35 " "	
IAN SKIPWORTH	25 " "	Ian Skipworth
Lally Bourn	25 Marlin Pl	
Vicki Wright	27 Marlin Pl.	
DAVID WRIGHT	27 Marlin Pl.	
BRUCE GOING	31 " "	
Bruce Going	31 Marlin Pl.	
JAN GOING	29 Marlin Pl.	
ALAN GOING	29 Marlin Pl.	
Kylie Going	42 Marlin Pl	
NICK KOSSE	Schnepps Road	