FINANCE AND PERFORMANCE COMMITTEE MEETING

17 June 2019

5  Deputation - Traffic Management - Awapuni
   1. Deputation - Awapuni Shopping Centre Village  4
   2. Deputation Awapuni Shopping Centre - Awesom Awapuni  7

7  Update on College Street Transport Upgrade
   1. Update - College Street Transport Upgrade  17
Deputation to Finance & Performance Committee, PNCC

Awapuni Shopping Centre Village  Monday 17/6/19 9am

STOP proposed loss of parking in College St adjacent to and affecting 25 shopping centre businesses, services, Churches, Community Library and health providers

We are not opposed to cycle lanes – we seek to preserve the viability of our Awapuni Shopping Centre businesses and Services - please undertake proper consultation - trial other options

WHY - Preserve business viability – Food shops from 6am rely on short term parking on both sides of road for trucks (some with trailers), trades people, school children, students, parents, residents, people on their way to work or shopping ($ machine)

CONSULTATION – Lack of evidence that comprehensive dialogue took place before March 2019 when work on bus bay reconstruction in College St had already commenced

Maxwell’s Line to Botanical Road is not listed for priority cycle lanes on PNCC website, or in radio advertising at end of May

Best practice principle to involve local people in local decision making – 2 lots of consultation for High Ropes, 2 lots for Awapuni Community Garden

LOCAL NEIGHBOURHOOD

Has PNCC looked at local demographics to assess impact

Families, renters, with access to wide range of local education. Older people living independently in own homes – choosing to be in this area because they need accessible local services.

Local cul-de-sacs - Panako Place has Guide Hall, Nairn Cres near Doctor has busy parking. Sheffield St has ongoing housing infill. All impact on access to businesses.

Impact of new He Ara Kotahi Cycle Pedestrian bridge?
CONFLICT with PNCC Strategies and Policies –

1. Maxwells Line to Botanical Road = Collector Road for heavy traffic – is this a suitable route for cyclists?
2. Neighbourhood Hubs – enhanced with Placemaking, Library activities, local meet and greet, events (especially at Churches), neighbourhood well-being and cohesion.
3. Suburban service access – people do not have to travel longer distances into central city
4. Community Library – limited access already (majority of parking in our area is on private land) Library has high use especially with young people and older people.
5. Vegetation Framework – residential amenity with green berms and trees – already diminished in this section and further removal suggested

WHAT HAPPENS IN OTHER PLACES? World wide trends


1. Shared zones with low speed limits
2. Quiet streets for bike routes
3. Protected Bike Lanes
4. Bike Paths

All based on choosing the right bike route, designing for needs, adapting and innovating to fit local conditions.

OPTIONS

1. TRIAL low speed, shared traffic zone from Sheffield St to College St in Pitama Road and along College Street from Miles Place to Panako Place
2. Designate Primary Cycle Routes to quiet streets
3. Use consultation to discuss best placement of the 2 Pedestrian Crossings and their design
ITEM 5 - ATTACHMENT 1

25 BUSINESS & SERVICES present in Awapuni Shopping Centre village:

- Community Library
- Virtue Ear Clinic
- Andre’s – Hairdresser
- Choice Cuts - Barber
- Animate Vet Care
- Awhina Midwives
- Doctor Ting's Surgery
- Unichem Awapuni Pharmacy & Post Shop
- Majestic Garage and shop
- Beauty & Therapeutic Massage – opening in July
- Bargain World
- Liquorland
- Hospice Shop
- Money machine
- Phone Box
- Post Box
- St Matthews Anglican Church – weekly Vege Hub, multiple weekday activities
- St Mark's & S: Andrew's Presbyterian Church and community activities
- St Mark's Op Shop

People speaking:

- David Chapple – Bishop’s Warden St Matthews Anglican Church
- Peter Thomson – Parish Clerk St Mark’s & St Andrew’s Presbyterian Church
- Annette Nixon – Church Council member St Mark’s & St Andrew’s Presbyterian Church
- Jeanine – Boho Café
- Stephen Mercer – Majestic Garage
Awesome Awapuni
Who is there?
A normal day... where will they park?
Another normal day
More of the same
Where will he park?
Sheffield Street
Pitama Road on a quiet day
St Matthews carpark
last Friday
ITEM 5 - ATTACHMENT 2

How many times has the sign been run over?
College Street Transport Upgrade

Project Update

Tom Williams / Robert van Bentum
Contents

1. Key Components of the Project
2. Programme Budget
3. Parking Availability– Current and Proposed
4. Parking Survey Findings
5. Options Assessment
6. Conclusions
1. Key Components of the Project

1. Indented bus bays
   a) Stage One includes 11
   b) Stage Two proposes 9

2. Modifications to Pedestrian Refuges

3. Removal of existing line marking

4. New line marking
## 2. Programme Budget

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3. Parking Availability – Proposed
4. Parking Survey Findings

- 194 car parks within 200m of the shops
- 114 public car parks and 80 private car parks
- Significant additional car parks available on side streets >200m
- 39% of the 114 public parks are typically occupied at any time
- 61% or 70 parks are typically unoccupied at any time
- 18 of 114 public parks (16%) on College St close to the shops
- 11 of 18 parks (60%) were occupied continuously
- 7 parks on College St currently available for short stay use
5. Option Assessment

- Option 1 – Traffic Calming
  - Not feasible as to be effective it requires a slow speed environment
  - Uncomfortable and unsafe for cyclists

- Option 2 – Provide compensatory indented parking.
  - Only one cost-effective option in College Street – 4 additional parks
  - Additional budget required as it is outside the project scope

- Option 3 – Implement Additional Time Limited Parking
  - Feasible option as it would free up local parking by discouraging all day use
  - Low cost but not no cost
6. Conclusions

1. Some parking loss is a necessary consequence of the upgrade project
2. There is currently an excess of parking in the wider area
3. Net loss of parking in the immediate area is 15 car parks
4. Effective loss of customer parking is only 4 parks as 60% of the College Street parking is used all day
5. Introducing some additional time limited car parking can easily free up additional parking for customers on the side streets
ITEM 7 - ATTACHMENT 1

• Questions?