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**PALMERSTON NORTH CITY COUNCIL**

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**MINUTES ATTACHMENTS**  
**PLANNING AND STRATEGY**  
**COMMITTEE**

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**9AM, MONDAY 5 MARCH 2018**  
COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING  
32 THE SQUARE, PALMERSTON NORTH

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## **PLANNING AND STRATEGY COMMITTEE MEETING**

5 March 2018

- |          |                                                                                                                  |     |
|----------|------------------------------------------------------------------------------------------------------------------|-----|
| <b>4</b> | <b>Submissions - Traffic and Parking Bylaw</b>                                                                   |     |
|          | 1. P T Austin presentation Traffic and Parking Bylaw                                                             | 5   |
|          |                                                                                                                  |     |
| <b>6</b> | <b>Unreinforced Masonry Earthquake-Prone Buildings: Priority Roads, Footpaths and Thoroughfares Consultation</b> |     |
|          | 1. Unreinforced Masonry Earthquake-Prone Buildings : Priority Roads, Footpaths and Thoroughfares Consultation    | 120 |







SUBMISSION TO  
PALMERSTON NORTH  
CITY COUNCIL

**TRAFFIC & PARKING  
BYLAW REVIEW**

Paul Thomas Austin  
5<sup>th</sup> March 2018

v1.05



## INTRODUCTION

- 27 years resident in Ferguson Street, Palmerston North
- Plant Science PhD (Massey) / Facility Manager for a CRI
- Married, three adult children (Westend, Monrad, Awatapu)
- Family interests in municipal & traffic engineering
- Long-term low-speed commuter (bike) & “footpath fancier”
- Enthusiast for Christmas Parade floats – big ones, especially



## REQUEST

That Council revise this proposed Traffic & Parking Bylaw, to ensure it provides:

- a **coherent approach**
- to **effectively manage** traffic and parking
- and to improve **safety and convenience**
- for **all road users**



## PURPOSE OF THIS BYLAW ...

... is to **place controls** on and **specify the method of signifying controls** on the use, stopping, standing and parking of vehicles on roads and Council controlled places in Palmerston North

for the **convenience of the public** and to achieve the **safe, equitable and efficient allocation** of public parking.



## A THOUGHT EXPERIMENT



### Summary Offences Act 1981

Public Act 1981 No 113

Date of assent 23 October 1981

Commencement see section 1(2)



## A THOUGHT EXPERIMENT

### 12 Acts endangering safety

**Every person** is liable to imprisonment for a term not exceeding 3 months or a fine not exceeding \$2,000 who, **in any public place, without reasonable excuse and in circumstances likely to cause injury,—**



## A THOUGHT EXPERIMENT

### 12 Acts endangering safety

Every person is liable to imprisonment for a term not exceeding 3 months or a fine not exceeding \$2,000 who, in any public place, without reasonable excuse and in circumstances likely to cause injury,—

- (a) places or makes any **obstruction**; or
- (b) digs and leaves any **hole**; or
- (c) removes any **protective structure** or any **warning sign or device**.

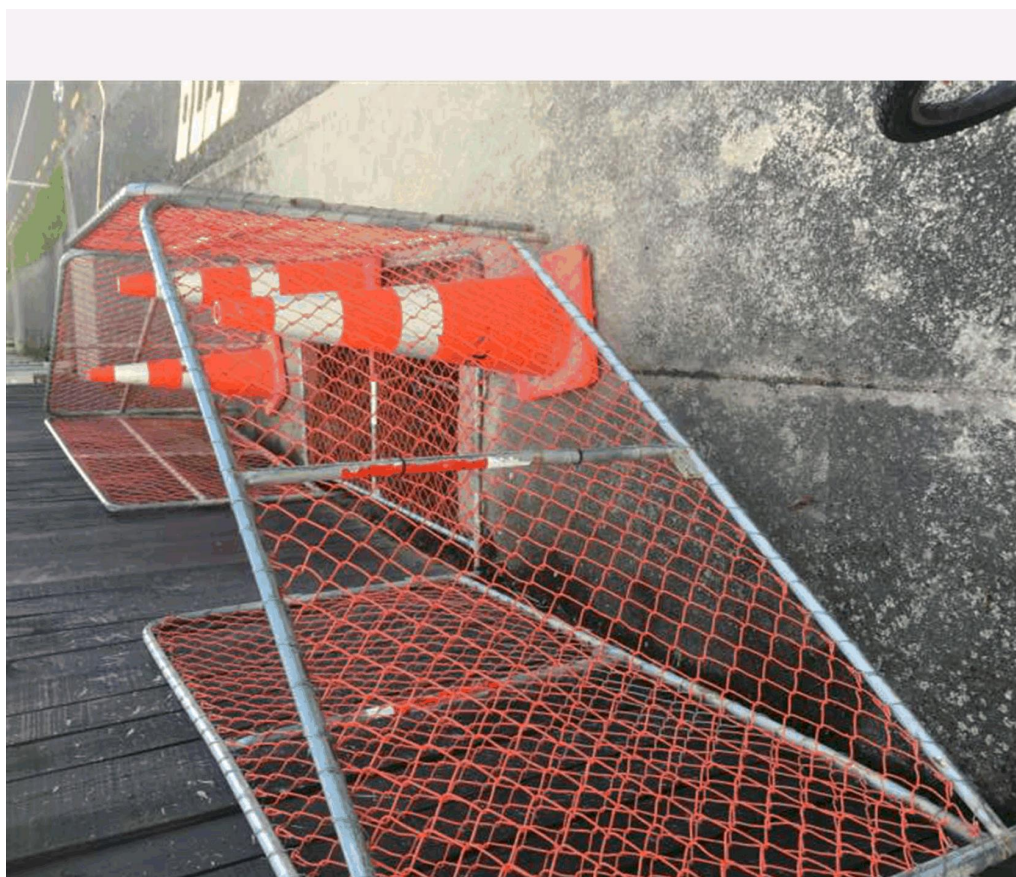


A THOUGHT  
EXPERIMENT



Ronberg Street, 17 Feb 2018





A THOUGHT  
EXPERIMENT



College Street, 19 Jan 2018



A THOUGHT  
EXPERIMENT



College Street, 19 Jan 2018



**CONVICTED?**



**Summary Offences Act 1981**

THOUGHT EXPERIMENT ENDS





## 2.2 THE PURPOSE OF THIS BYLAW ...

... is to **place controls on and specify the method of signifying controls on the use, stopping, standing and parking of vehicles on roads and Council controlled places in Palmerston North**

for the convenience of the public and to achieve the safe, equitable and efficient allocation of public parking.



## DRAFT BYLAW: PART TWO PARKING

- 6.3 **Where required by the Land Transport Act 1998 or any regulations or rules made under that Act** the Council will identify parking restrictions by erecting the prescribed signs or making the prescribed road markings.
- 6.4 Every person who stops, stands or parks a vehicle on a road, or uses a parking place or transport station must comply with the **terms and conditions contained in the Administration Manual.**





SO, HOW DOES IT RELATE?



## Land Transport (Road User) Rule 2004



## LAND TRANSPORT (ROAD USER) RULE 2004

### 6.1 Vehicles must be parked with **due care and consideration**

A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a road, whether attended or unattended, **without due care or without reasonable consideration for other road users.**





HOW DOES THE BYLAW APPLY THIS?

## CHECK #1: PARKING ON GRASS BERMS





## LAND TRANSPORT (ROAD USER) RULE 2004

### 6.2 Parking vehicles off roadway

- (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a roadway if he or she can stop, stand, or park it on the road margin without damaging ornamental grass plots, shrubs, or flower beds laid out or planted on the margin.
- (2) Subclause (1) does not apply **if the road controlling authority provides signs or markings, or makes a bylaw, indicating that a rule different from the one in subclause (1) applies.**



## DRAFT ADMINISTRATION MANUAL

### **Safety 2.5**

No person may stop, stand or park a vehicle on a berm or grass verge or any cultivated land adjacent to, or forming part of, a road in an urban traffic area.



## CHECK #2: PARKING ON FOOTPATHS



## LAND TRANSPORT (ROAD USER) RULE 2004

### 6.14 Parking on footpaths or cycle paths

- (1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path.
- (2) Subclause (1) does not apply to cycles if a road controlling authority indicates otherwise by means of signs or markings or if it installs facilities for the parking, standing, or storage of cycles on a footpath or cycle path.
- (3) Nothing in subclause (1) prevents a person from stopping, standing, or parking a cycle, mobility device, or wheeled recreational device on a footpath if doing so does not unreasonably obstruct any other user of the footpath.



## DRAFT ADMINISTRATION MANUAL

### **Safety 2.5**

No person may park a vehicle on or overhanging any footpath.



## LAND TRANSPORT (ROAD USER) RULE 2004

### 6.14 Parking on footpaths or cycle paths

(1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath **or on a cycle path**.





SO WHAT HAPPENED TO CYCLE PATHS?



AH HA! CYCLE PATHS = CYCLE LANES =

### **Special Vehicle Lane**

Means a lane defined by signs or markings and restricted to a specified class or classes of vehicle; and includes a bus lane, a transit lane, **a cycle lane**, and a light-rail vehicle lane.



BUT NO MENTION OF PARKING ...

### 13.

#### **SPECIAL VEHICLE LANES**

13.1. The Council may prescribe, subject to the marking of lanes on the roadway, that on any road any traffic lane may be used or any turning movement may be made only by buses, taxis, or other passenger service vehicles, or vehicles of other specified classes or vehicles carrying specified classes of loads or no fewer than a specified number of occupants.

13.2. No person may drive a vehicle in contravention of a special vehicle lane restriction made under clause 13.1 of this Bylaw.



CHECKS #1 & #2

Check #1

Grass berms

Covered by bylaw ✓

Check #2

Foot paths

Covered by bylaw ✓

Cycle paths?

Unclear ...



## LAND TRANSPORT (ROAD USER) RULE 2004

- 6.1 Vehicles must be parked with due care and consideration**
- A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a road, whether attended or unattended, **without due care or without reasonable consideration for other road users.**

ANOTHER THOUGHT EXPERIMENT





## ANOTHER THOUGHT EXPERIMENT

Does the proposed bylaw enable the public to park a motor vehicle

**Conveniently  
Safely  
Equitably  
Efficiently**

while exercising due care and consideration?



THOUGHT  
EXPERIMENT 2



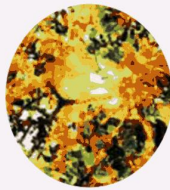
Botanical Rd, 26 Feb 2018

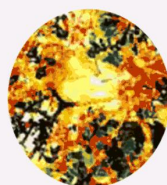
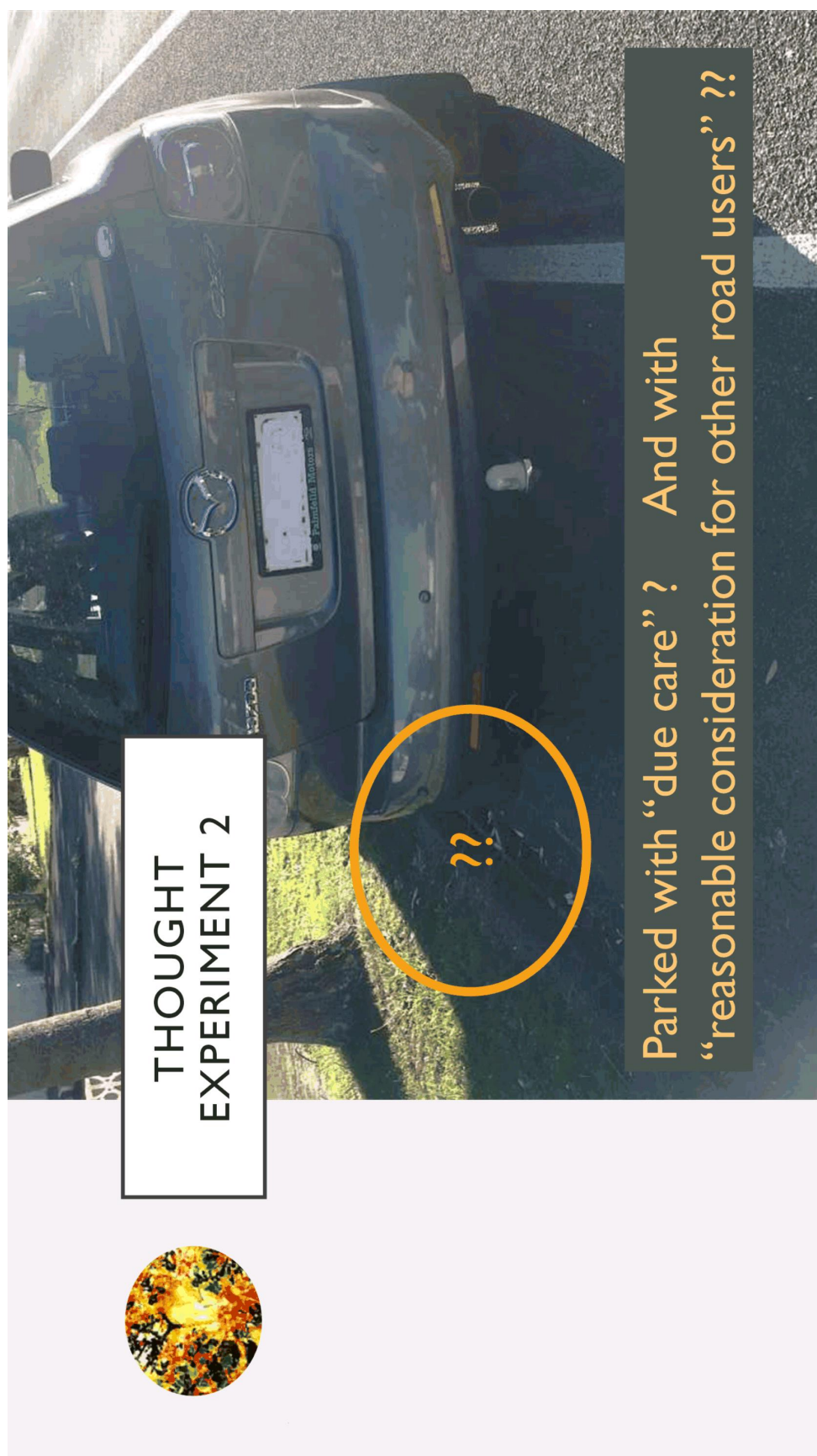




THOUGHT  
EXPERIMENT 2

College Street, 23 Feb 2018







THOUGHT  
EXPERIMENT 2

Botanical Rd, 26 Feb 2018



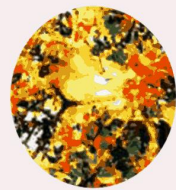




THOUGHT  
EXPERIMENT 2

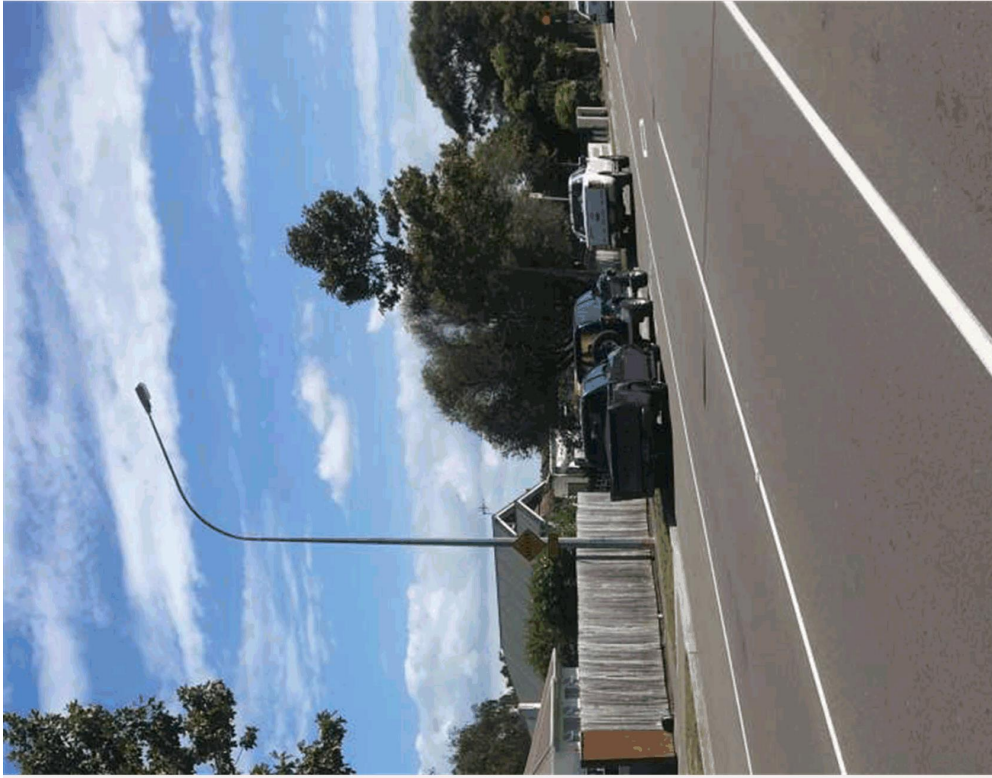


Botanical Rd, 26 Feb 2018



## THOUGHT EXPERIMENT 2

Botanical Rd, 3 March 2018











Botanical Rd, 3 March 2018







Botanical Rd, 3 March 2018



## WHAT'S THE QUESTION AGAIN?

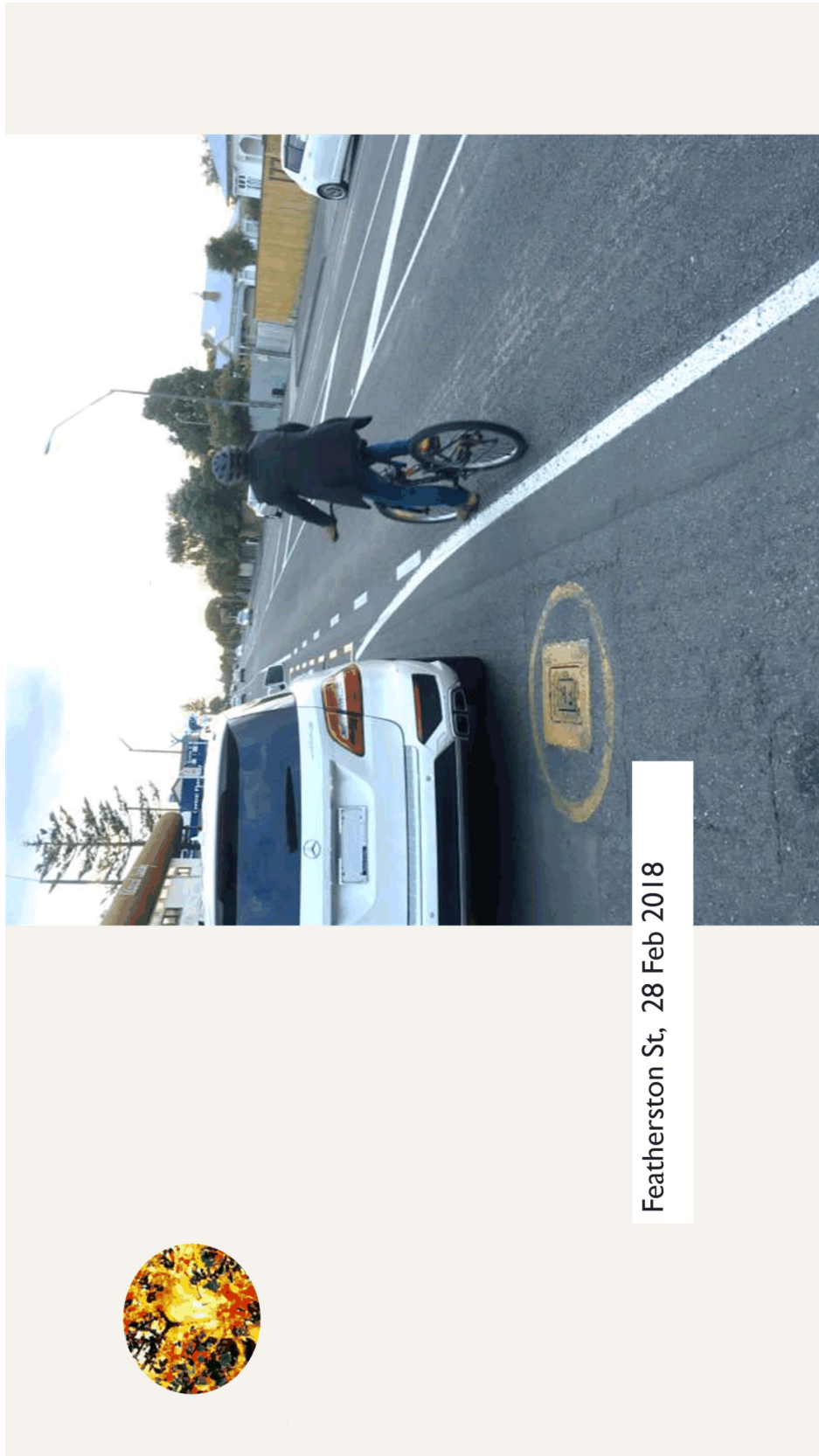
Does the proposed bylaw enable the public to park  
a motor vehicle

**Conveniently**  
**Safely**  
**Equitably**  
**Efficiently**

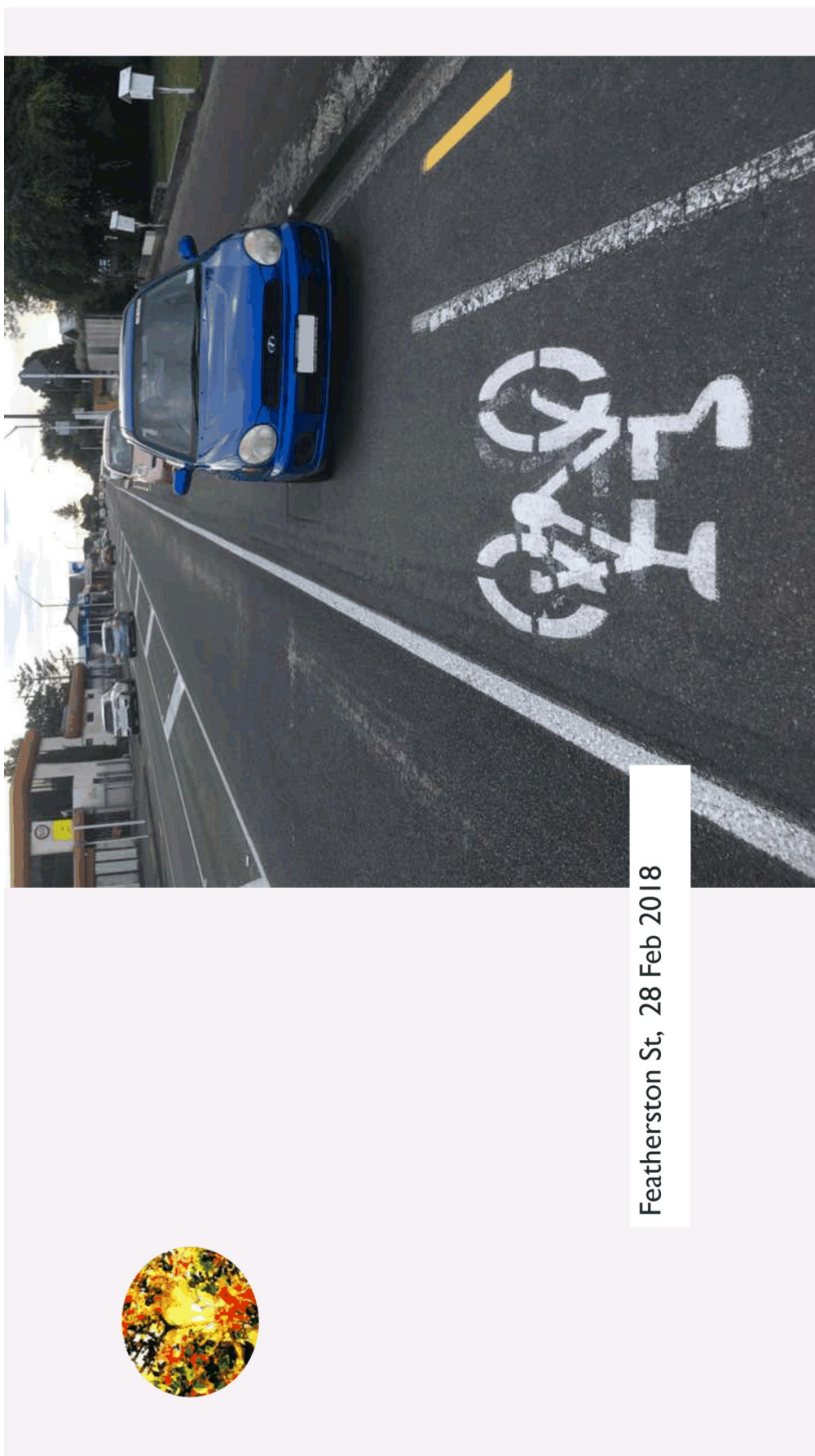
while exercising **due care and consideration?**



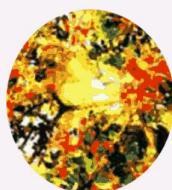
Featherston St, 28 Feb 2018

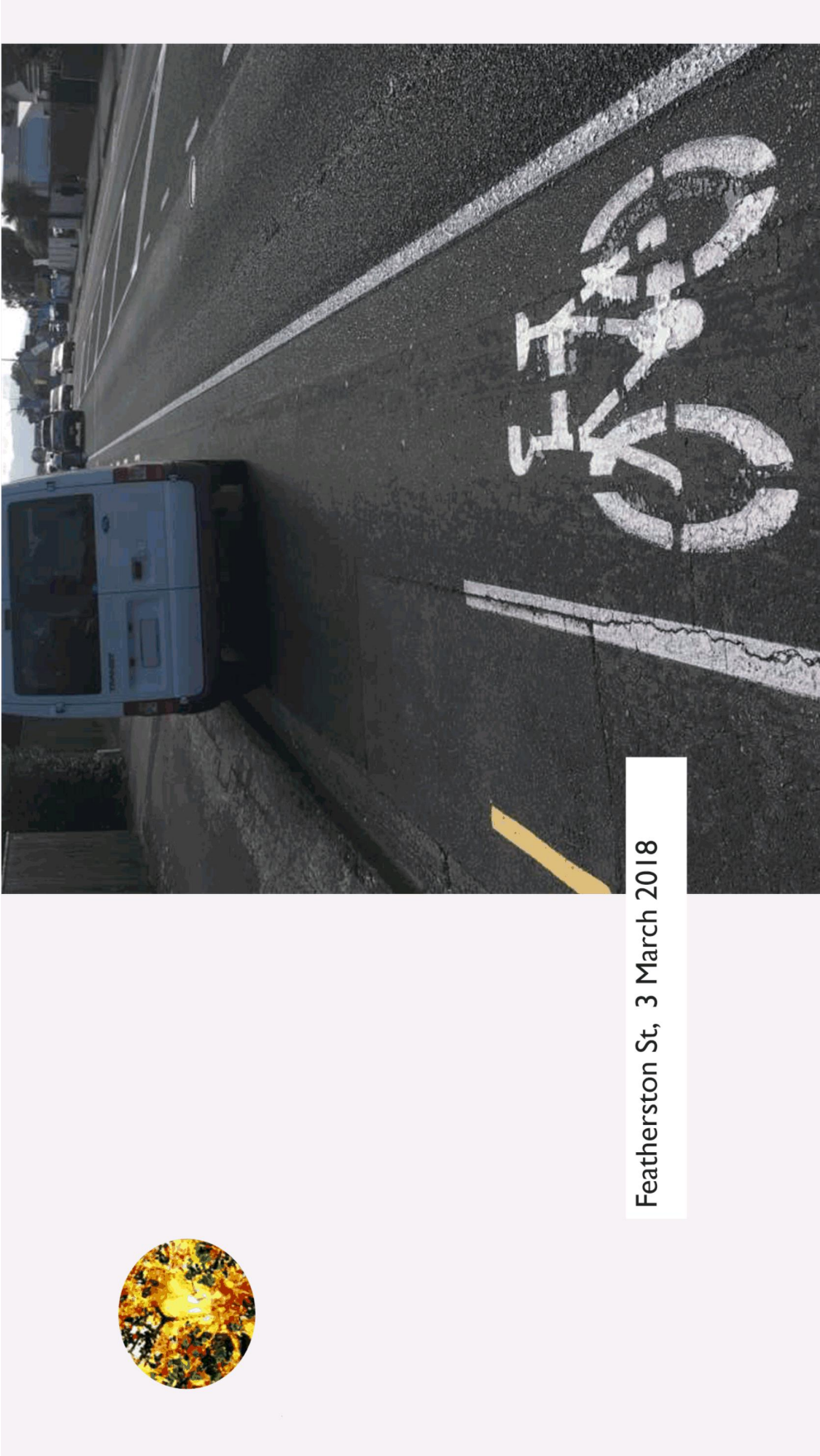






Featherston St, 28 Feb 2018

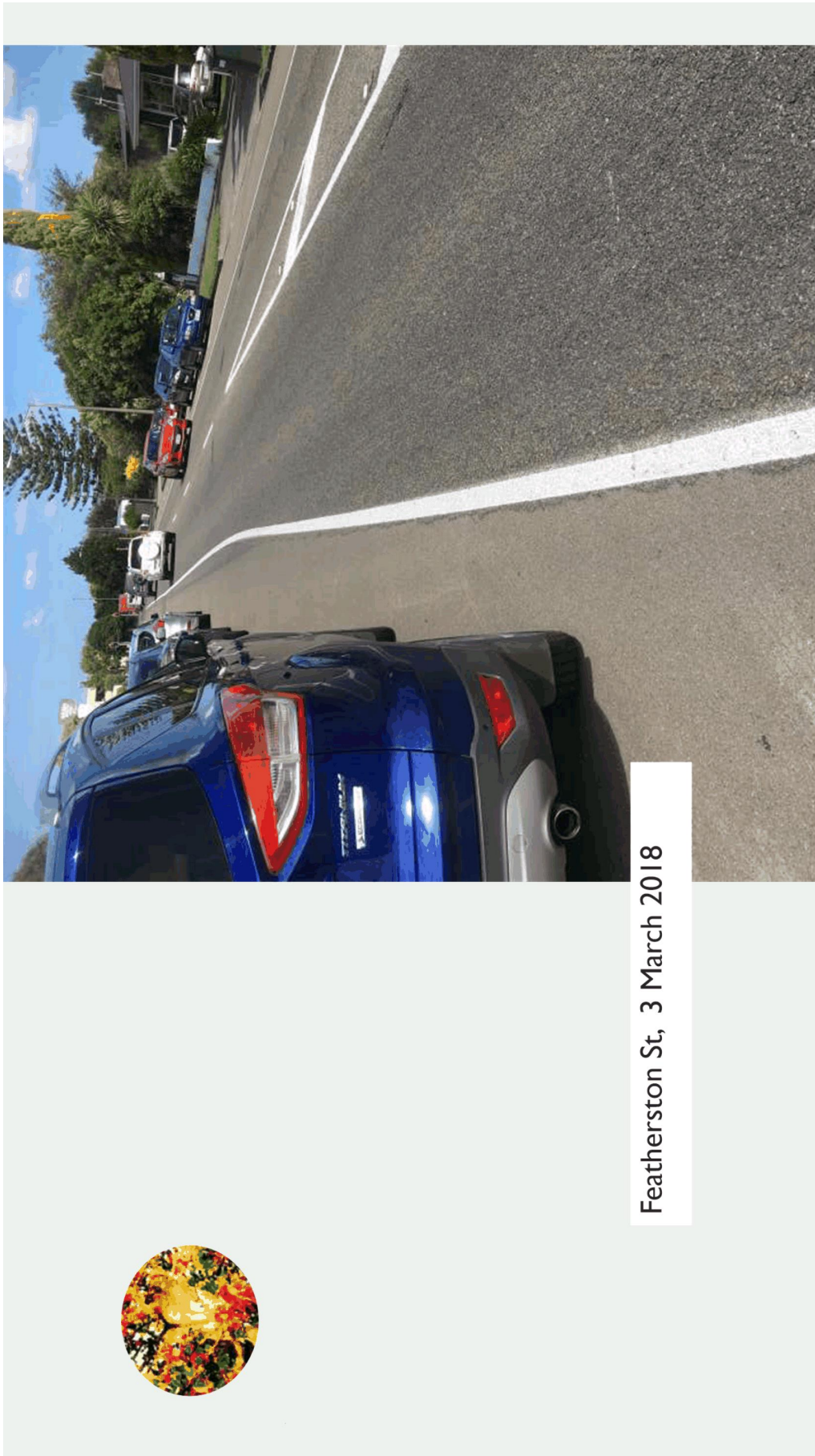






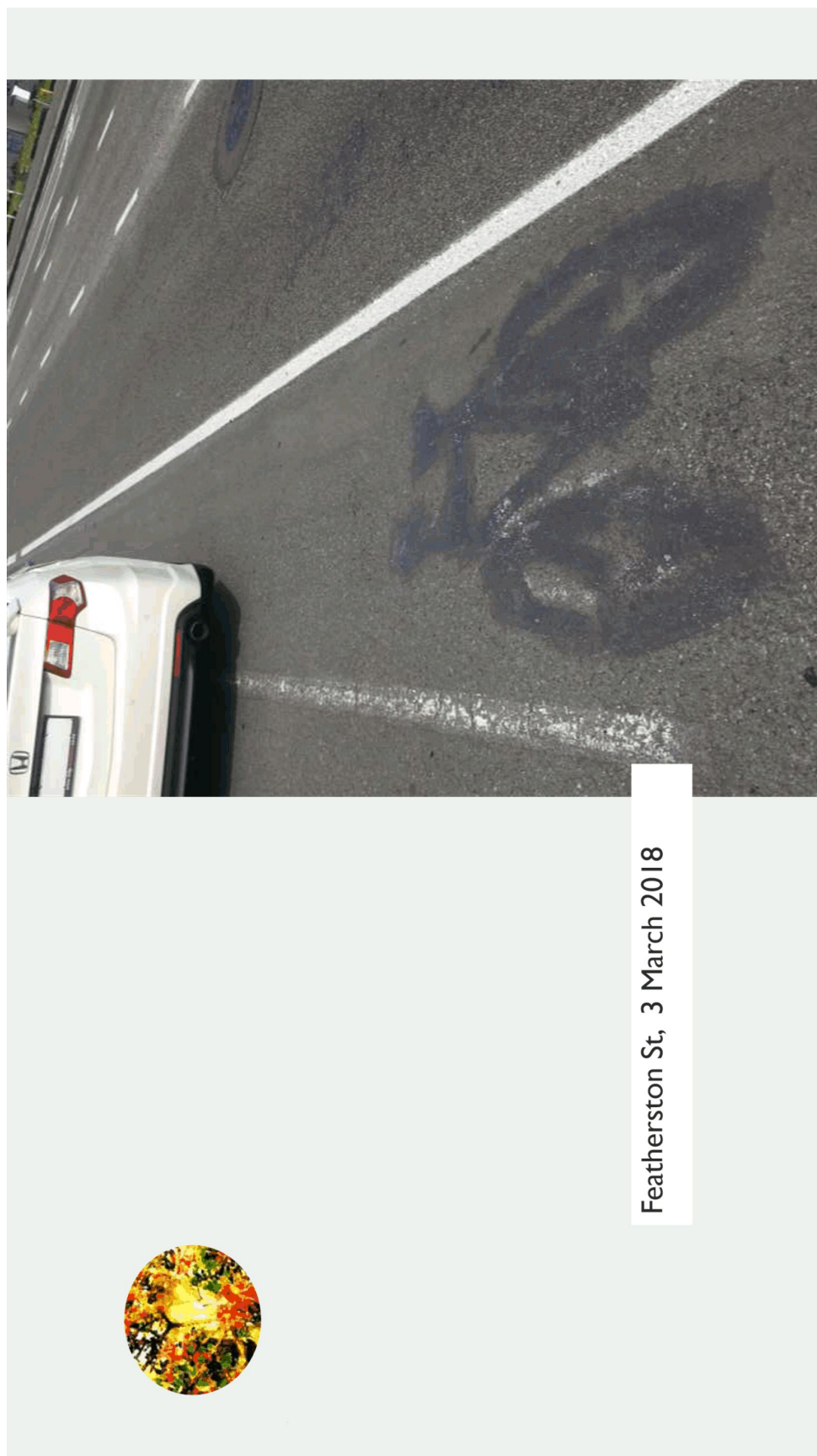
Featherston St, 3 March 2018





Featherston St, 3 March 2018





Featherston St, 3 March 2018



Featherston St, 3 March 2018



LET'S REVIEW





LET'S REVIEW



## Summary Offences Act 1981



## LET'S REVIEW

### 12 Acts endangering safety

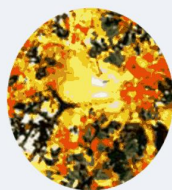
Every person is liable to imprisonment for a term not exceeding 3 months or a fine not exceeding \$2,000 who, in any public place, without reasonable excuse and in circumstances likely to cause injury,—

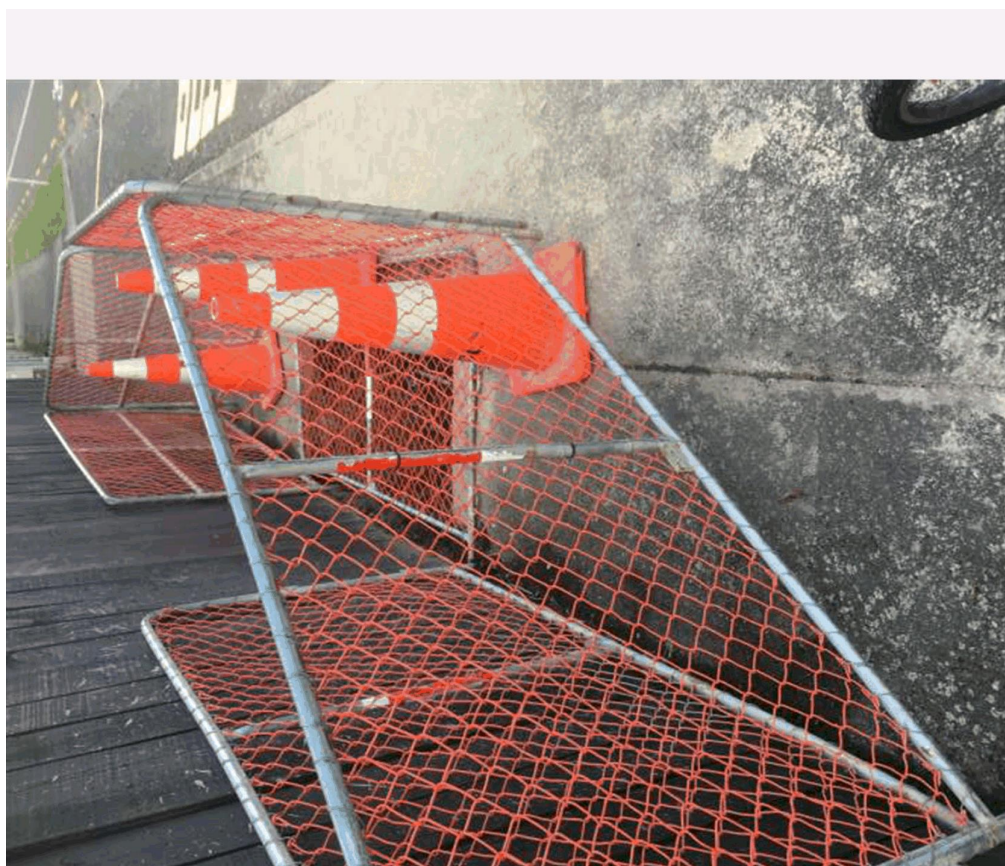
- (a) **places or makes any obstruction**; or
- (b) **digs and leaves any hole**; or
- (c) **removes any protective structure or any warning sign or device.**





LET'S REVIEW





LET'S REVIEW



College Street, 19 Jan 2018

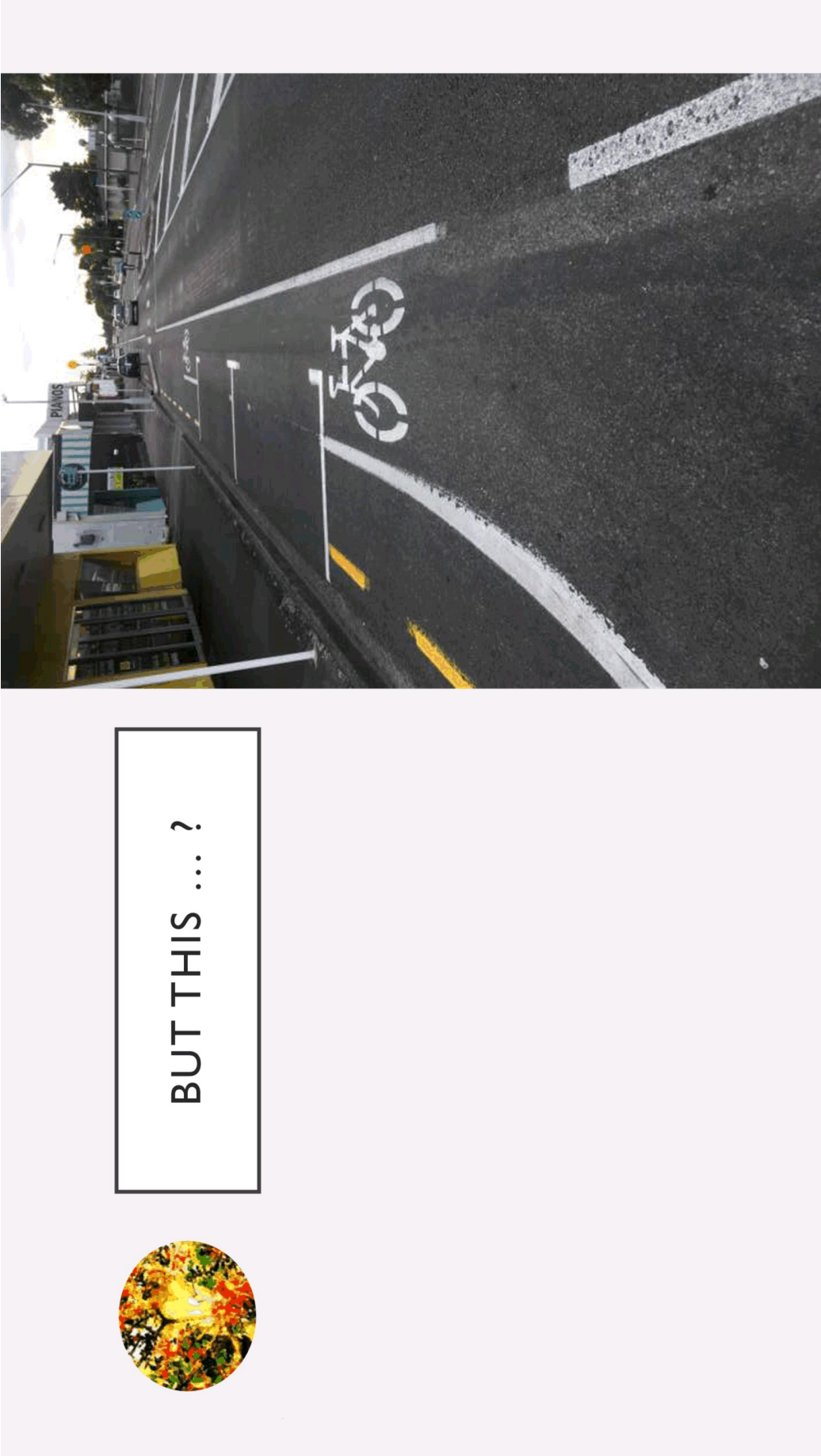
LET'S REVIEW



College Street, 19 Jan 2018









## PARKING SPACES COMPLY WITH BYLAW

No specific mention of how parking is to be managed with respect to:

- cycle paths
- special vehicle lanes



PARKING SPACES COMPLY WITH BYLAW

They're fine!







## A QUESTION

### Summary Offences Act §12

### Acts endangering safety

**Every person is liable** to imprisonment for a term not exceeding 3 months or a fine not exceeding \$2,000 **who, in any public place, without reasonable excuse and in circumstances likely to cause injury,—**

**(a) places or makes any obstruction**



## A QUESTION

### Land Transport (Road User) Rule

#### § 6.1 Vehicles must be parked with **due care and consideration**

A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a road, whether attended or unattended, **without due care or without reasonable consideration for other road users.**



## A QUESTION

Does the proposed bylaw enable the public to park a motor vehicle

**conveniently  
safely  
equitably  
efficiently**

without creating a hazard for other road users?



## A QUESTION

These two parking spaces, when used *as designed*, and used *as reasonably expected*, involve parking a vehicle so that it overhangs a cycle path.



## A QUESTION

This use for parking,  
**as allowed by the proposed bylaw,**  
is designed to place an obstruction in the  
path of one type of road user.





SO ...

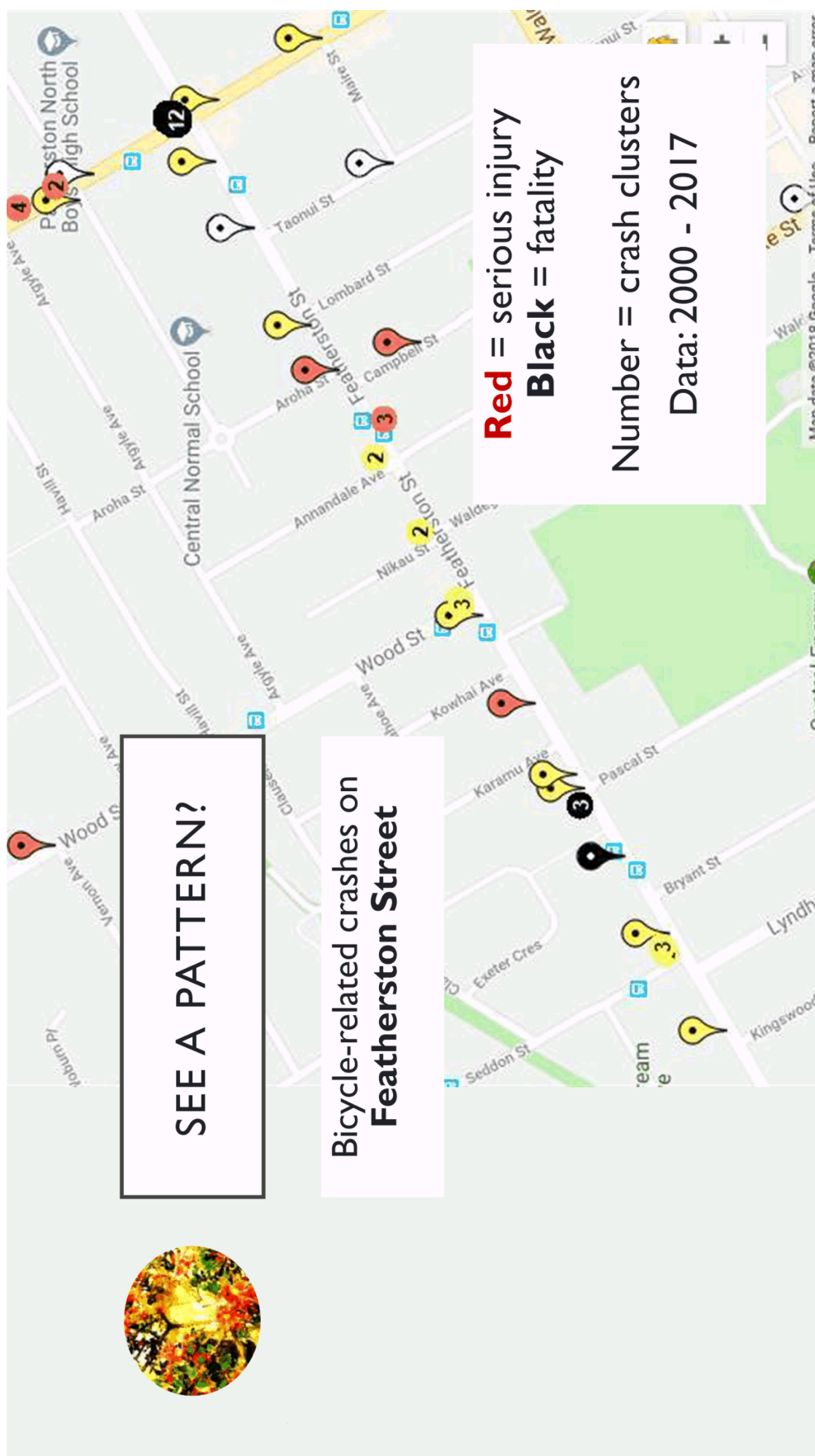
... do Section 6 (Parking Restrictions) of the proposed bylaw, and Section 2 (Safety) of the Administration Manual

provide Council with ***reasonable excuse*** for placing obstructions in a public place?

**In circumstances likely to cause injury?**



ARE CIRCUMSTANCES LIKELY TO CAUSE  
INJURY?





THIS IS ABOUT MANAGING PARKING !

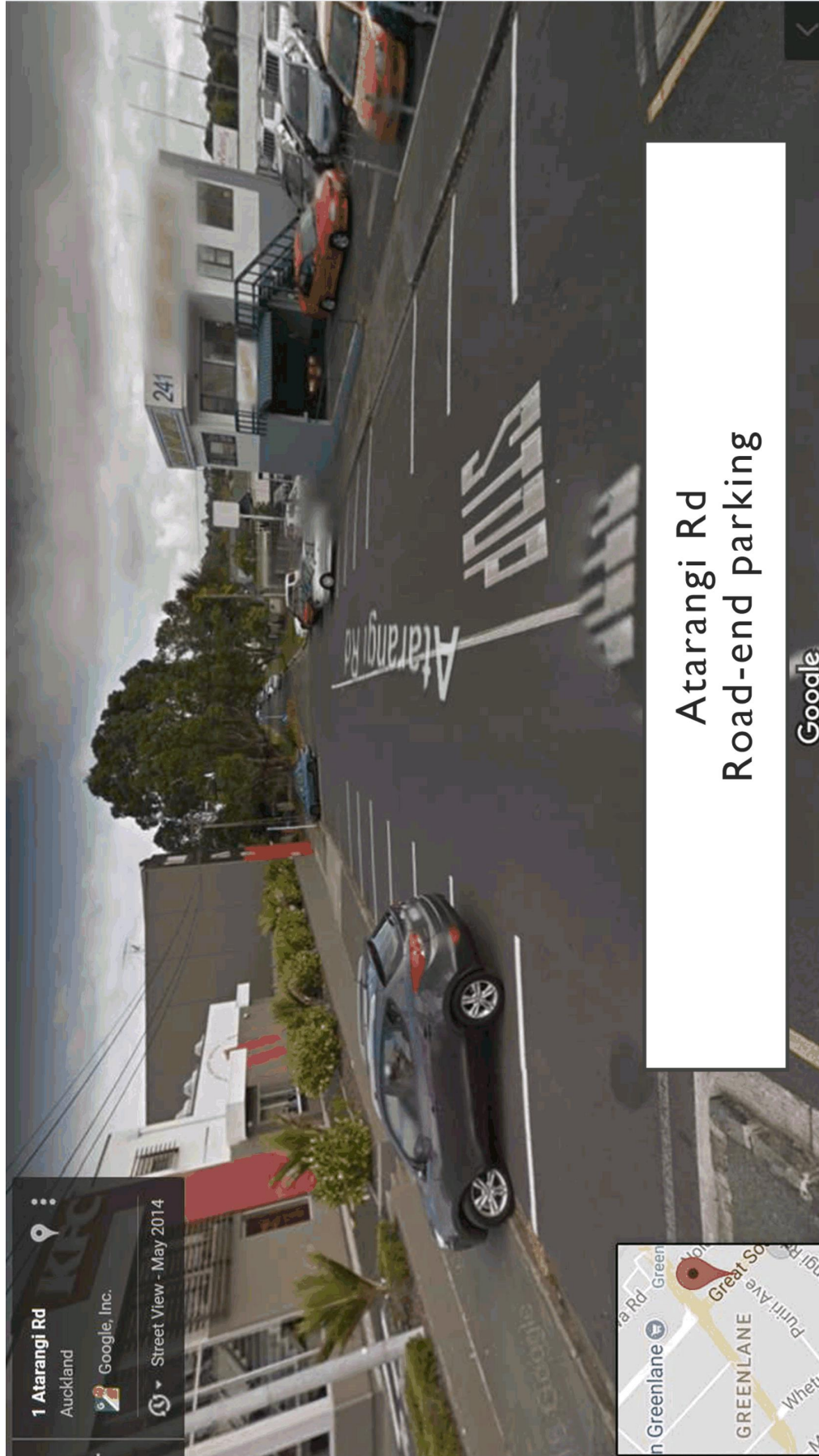
## AN URBAN PARKING COMPARISON





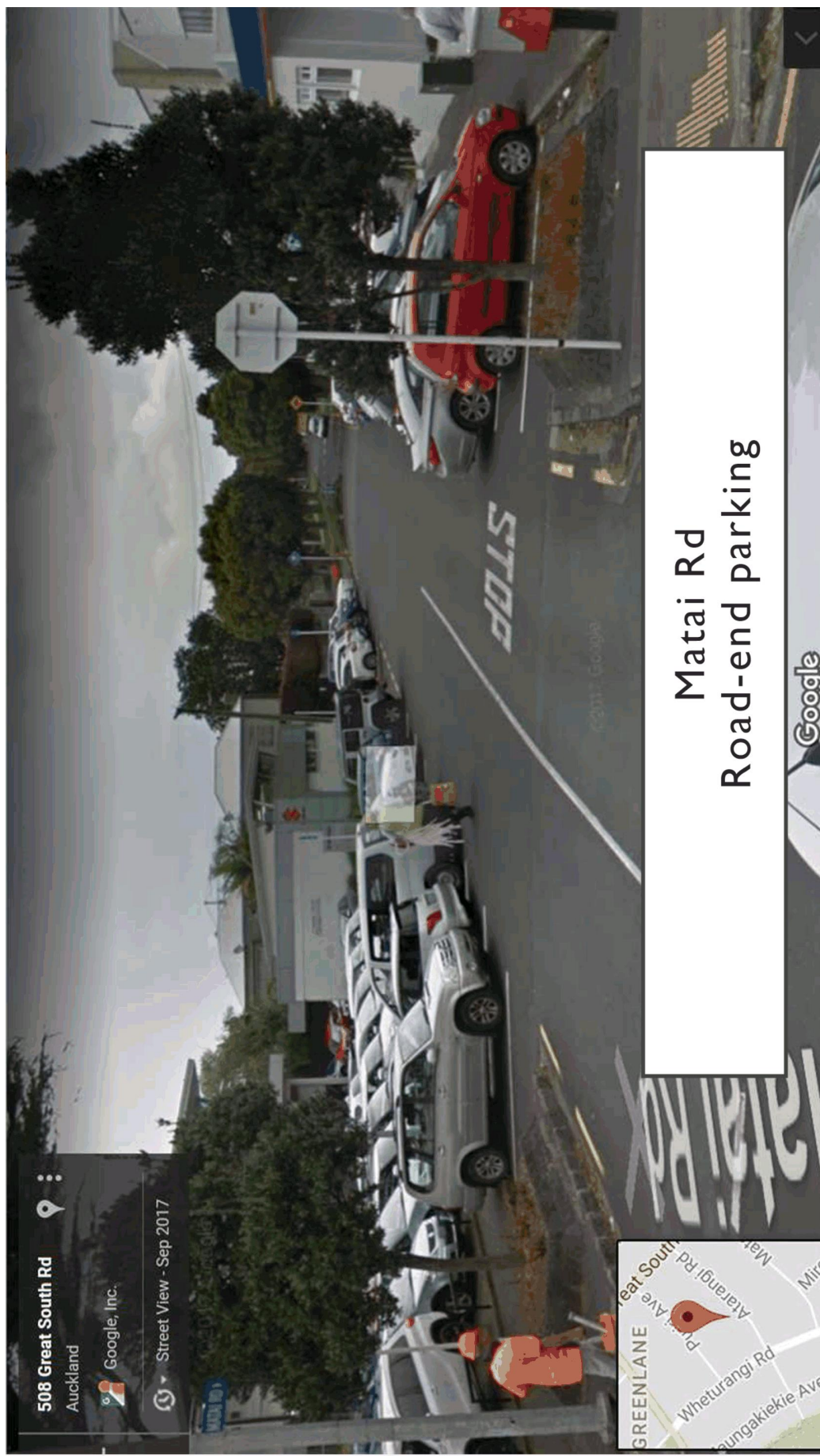






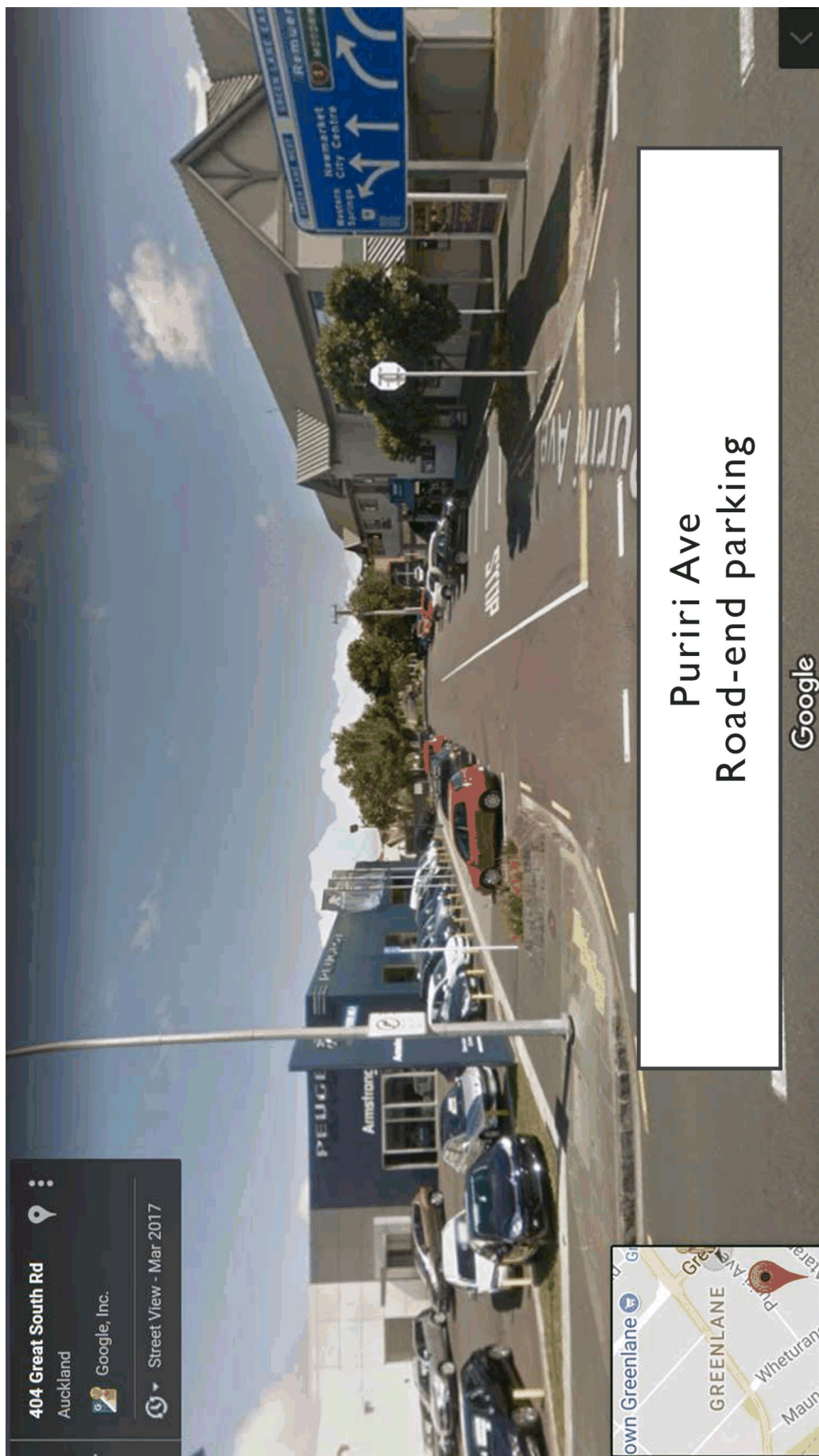




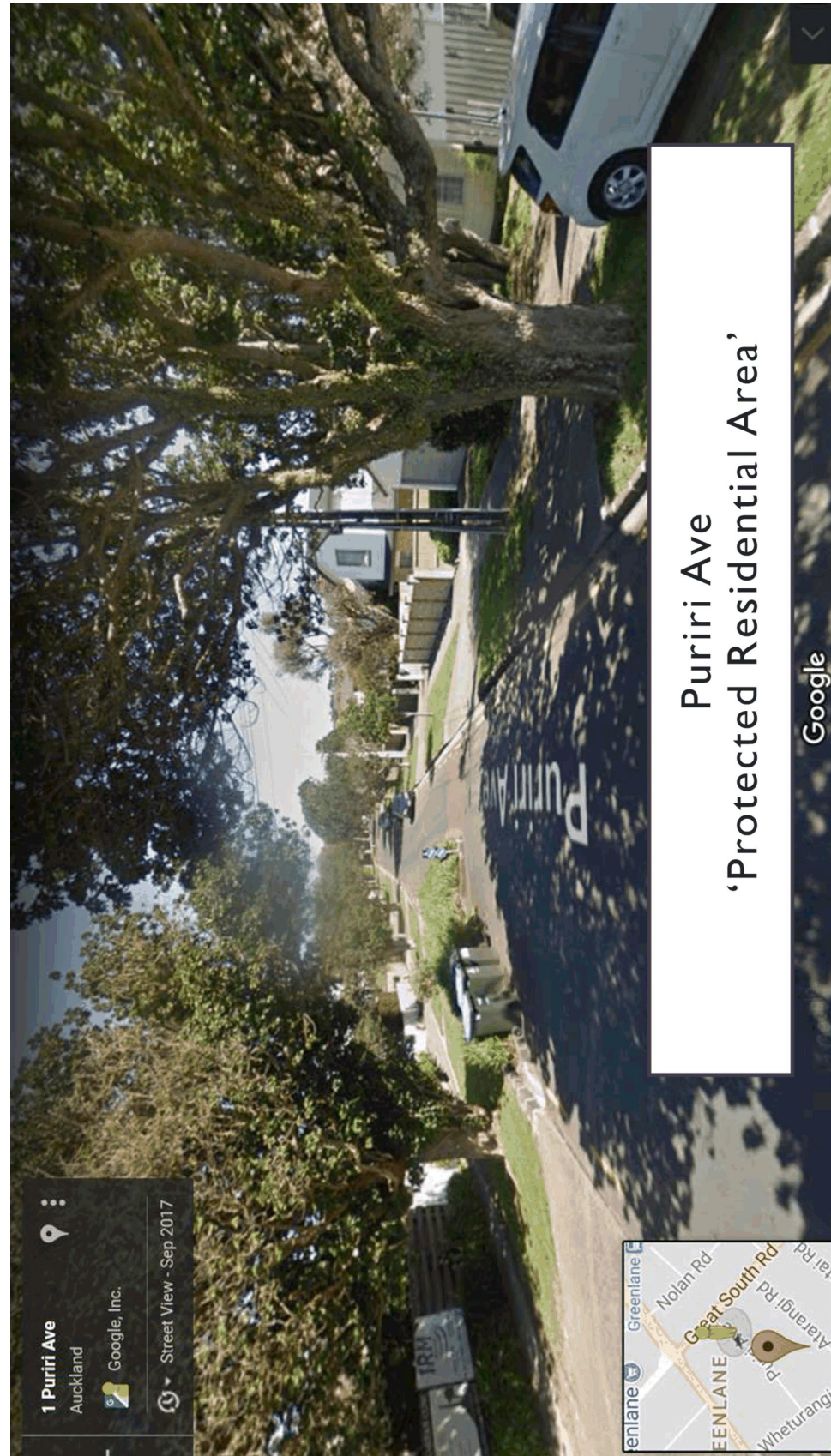














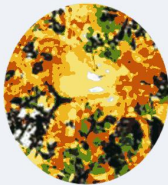
INSTALLED LAST CENTURY

THREE DECADES AGO





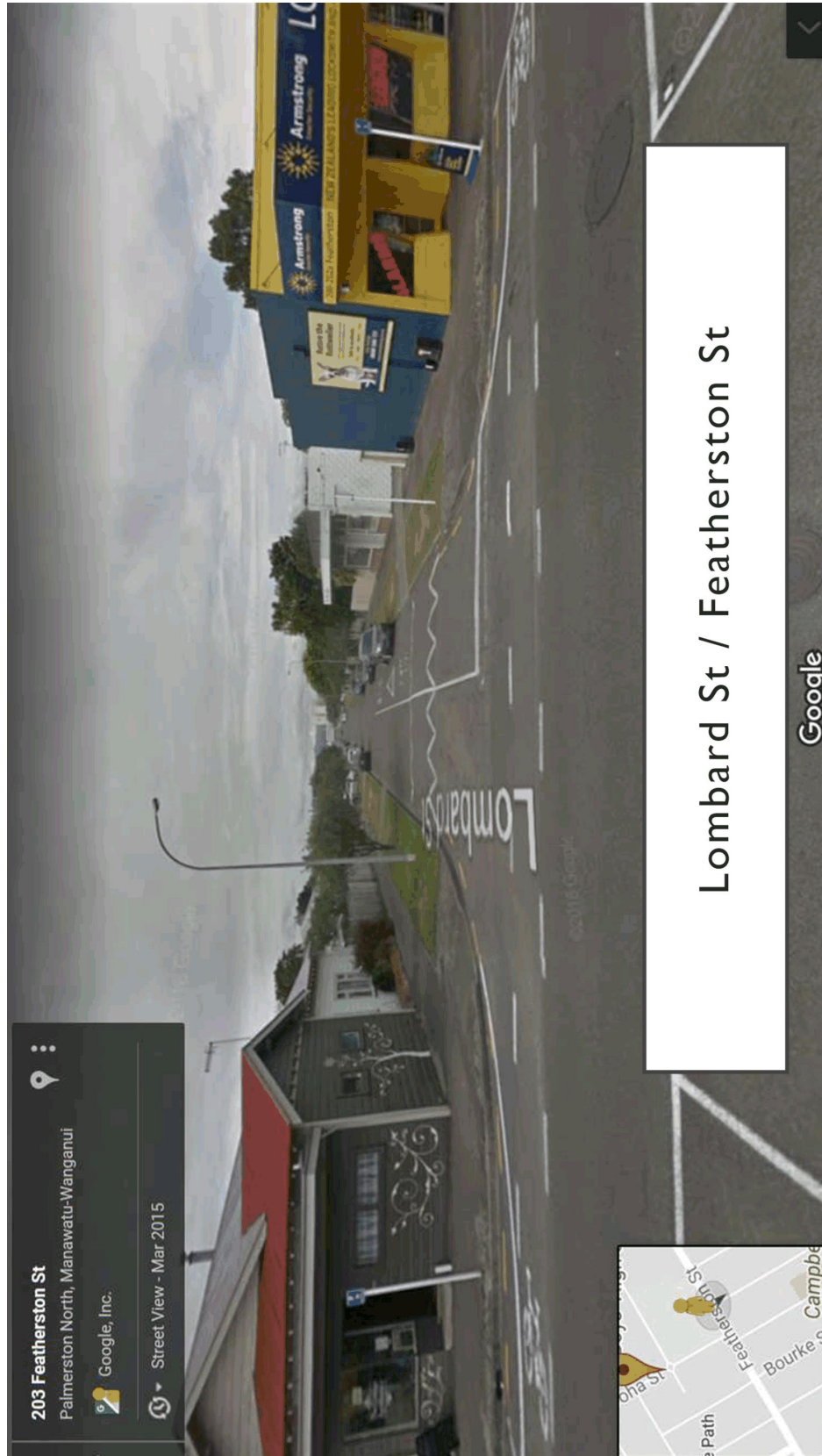
MEANWHILE, ON FEATHERSTON ST...



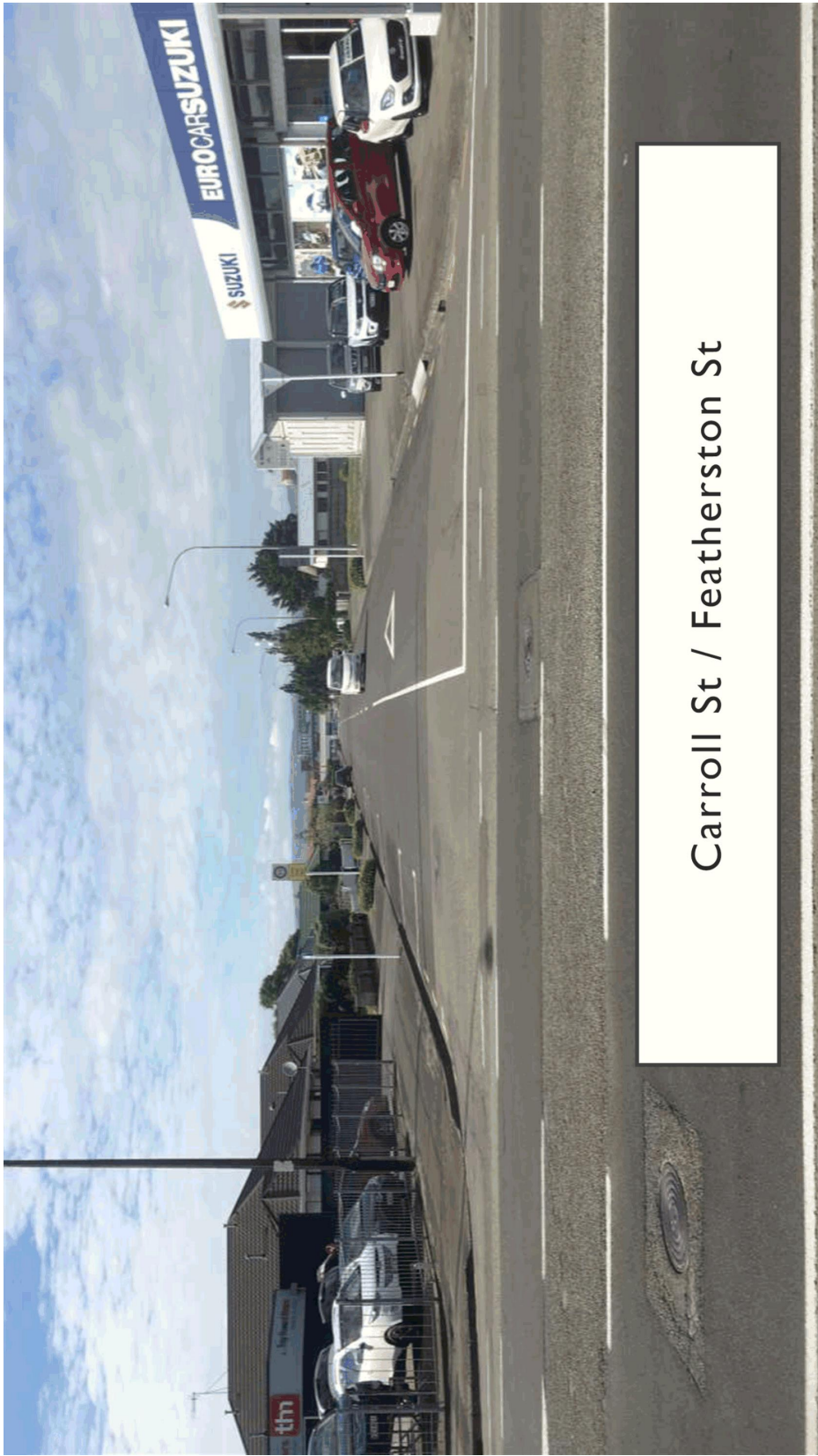












Carroll St / Featherston St

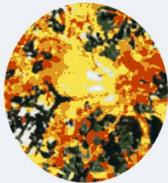




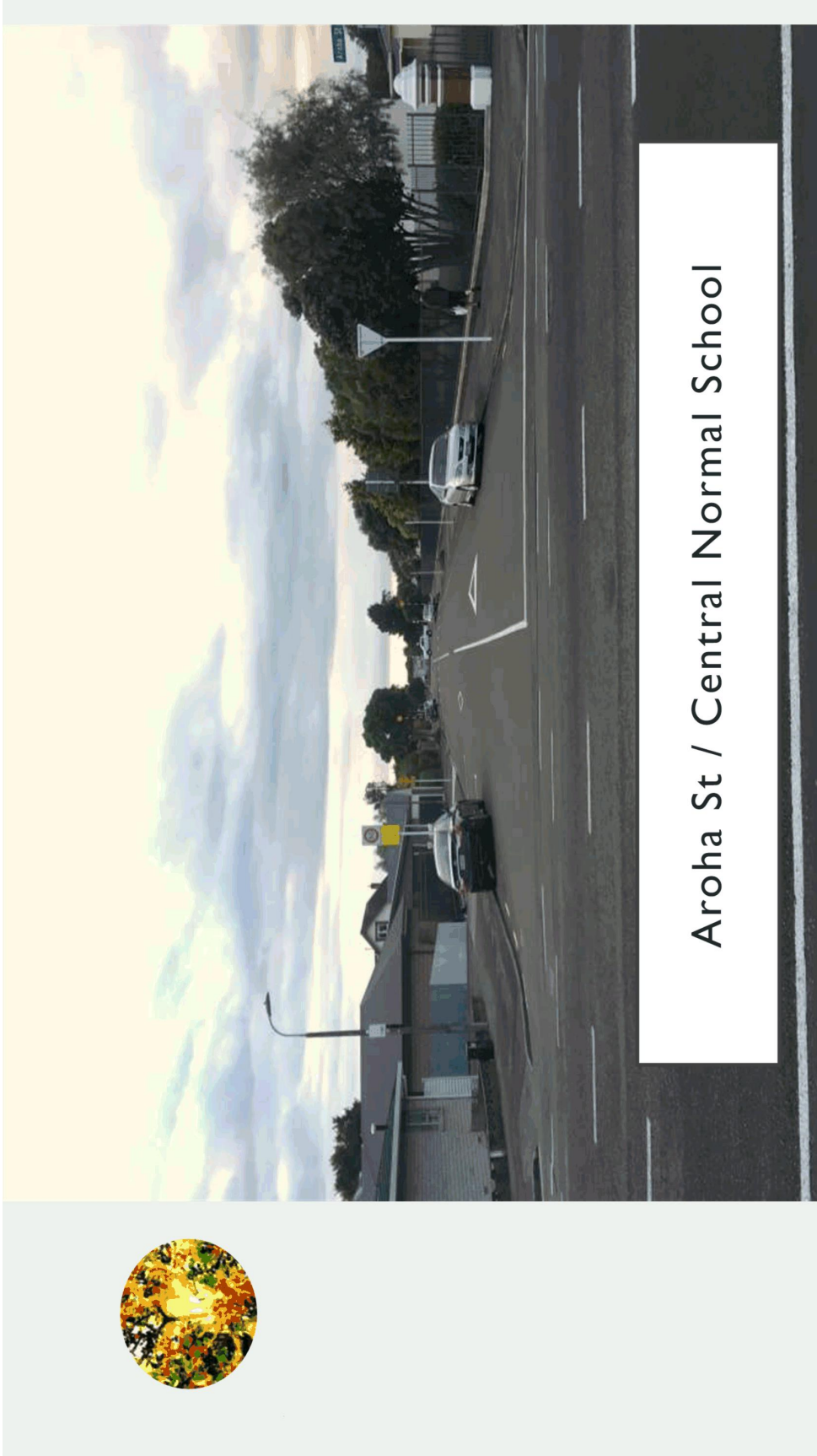


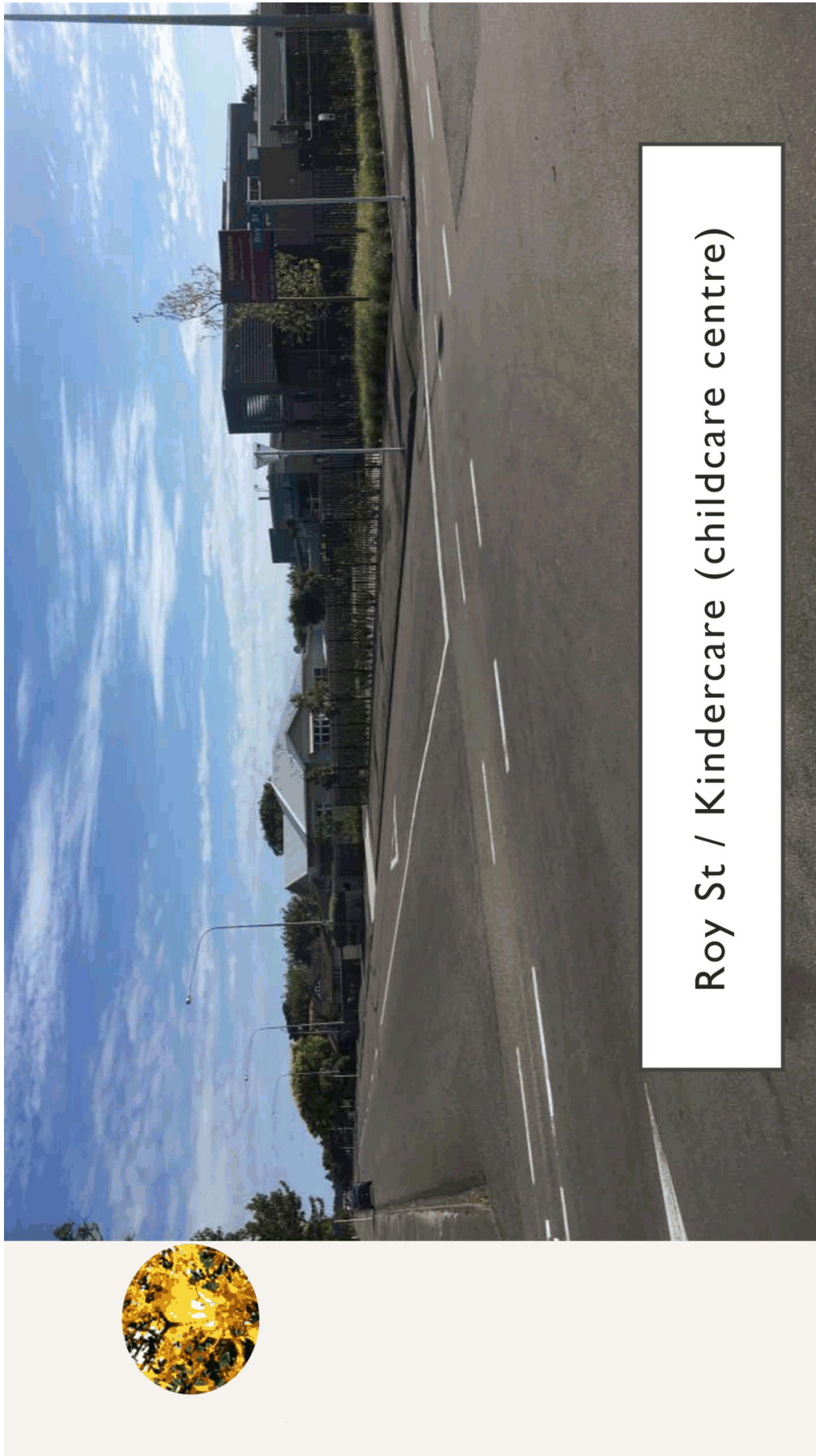


WE COULD GO ON ...













## EFFECTIVE PARKING MANAGEMENT ?

Featherston St lacks appropriate parking.

Will this bylaw ensure parking is

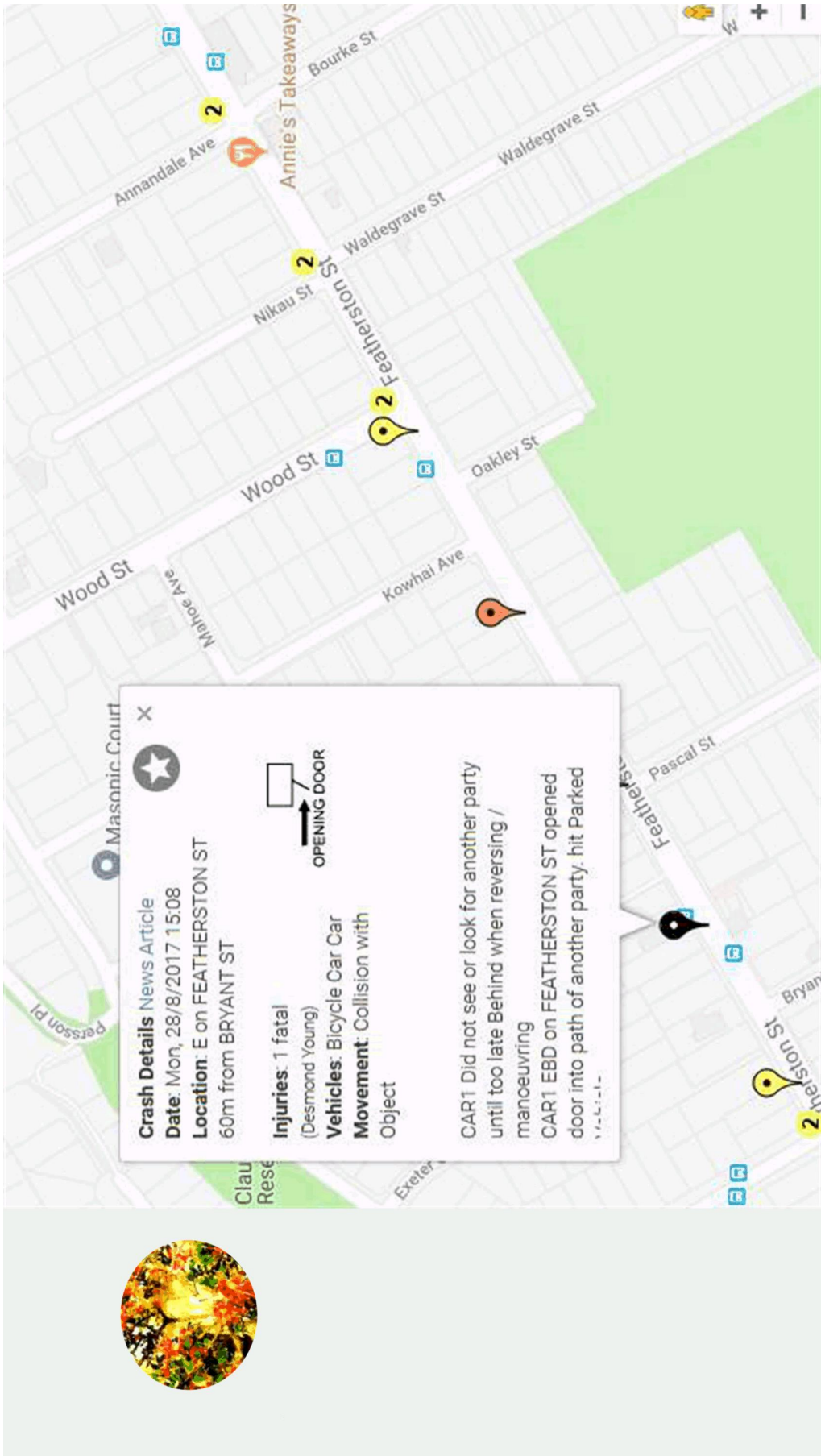
**convenient ?**

**safe ?**

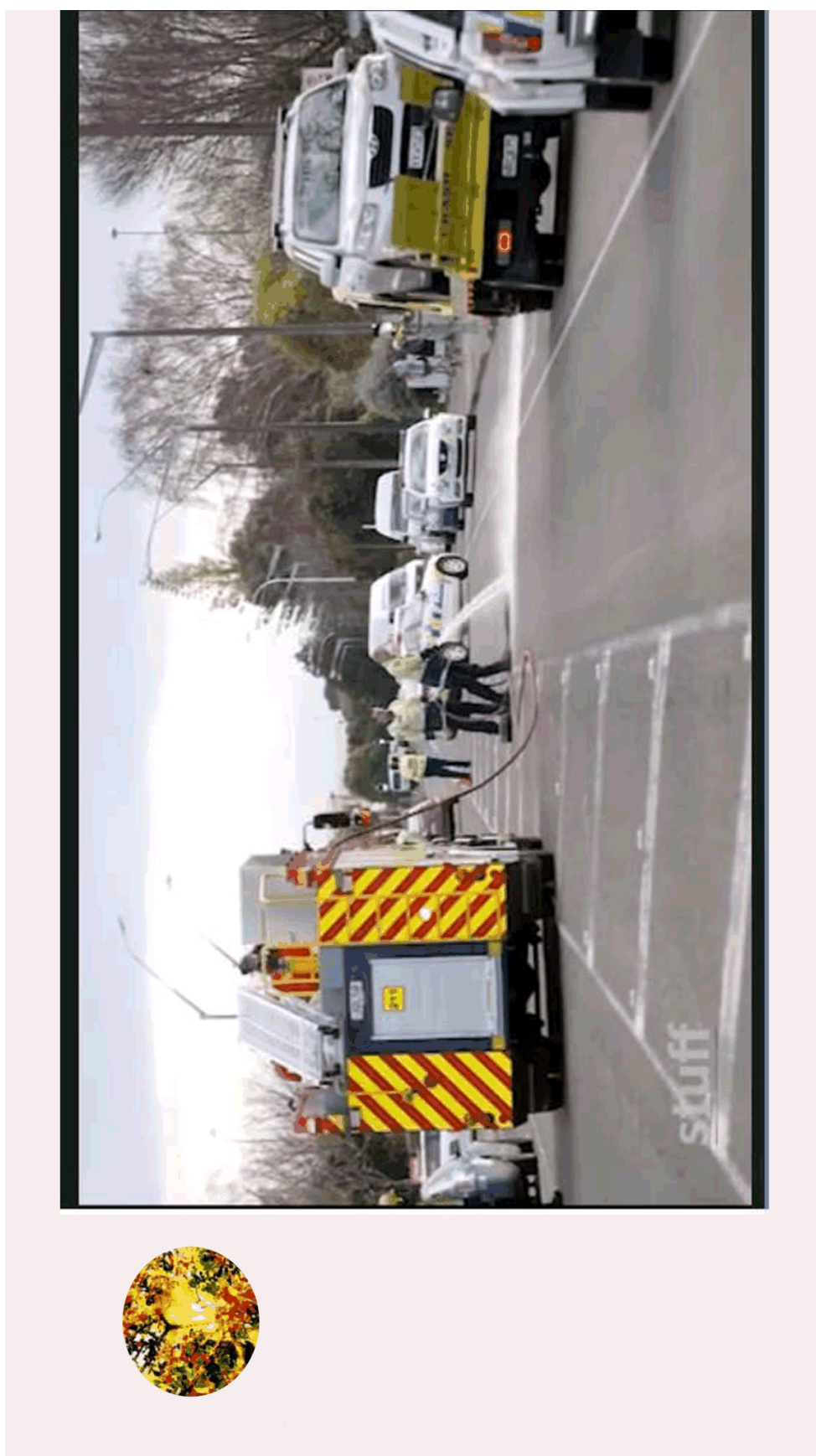
**equitable ?**

**efficient ?**











## EFFECTIVE PARKING MANAGEMENT ?

Omission of cycle paths/lanes from this proposed bylaw will not ensure parking is

**convenient**

**safe**

**equitable**

**efficient**

**for all road users**





## EFFECTIVE PARKING MANAGEMENT ?

Nor will carefully-painted, deceptive, lines on the road.



## EFFECTIVE PARKING MANAGEMENT ?

The proposed bylaw is not a substitute for Council providing appropriate parking off Featherston Street, out of cycle paths.

It is not a substitute to reducing hazardous parking in other similar locations in the city.



“BUT, THERE IS NO OTHER OPTION!”

“The bylaw must allow for existing parking on Featherston St!”

“Side-street parking is not an option!”



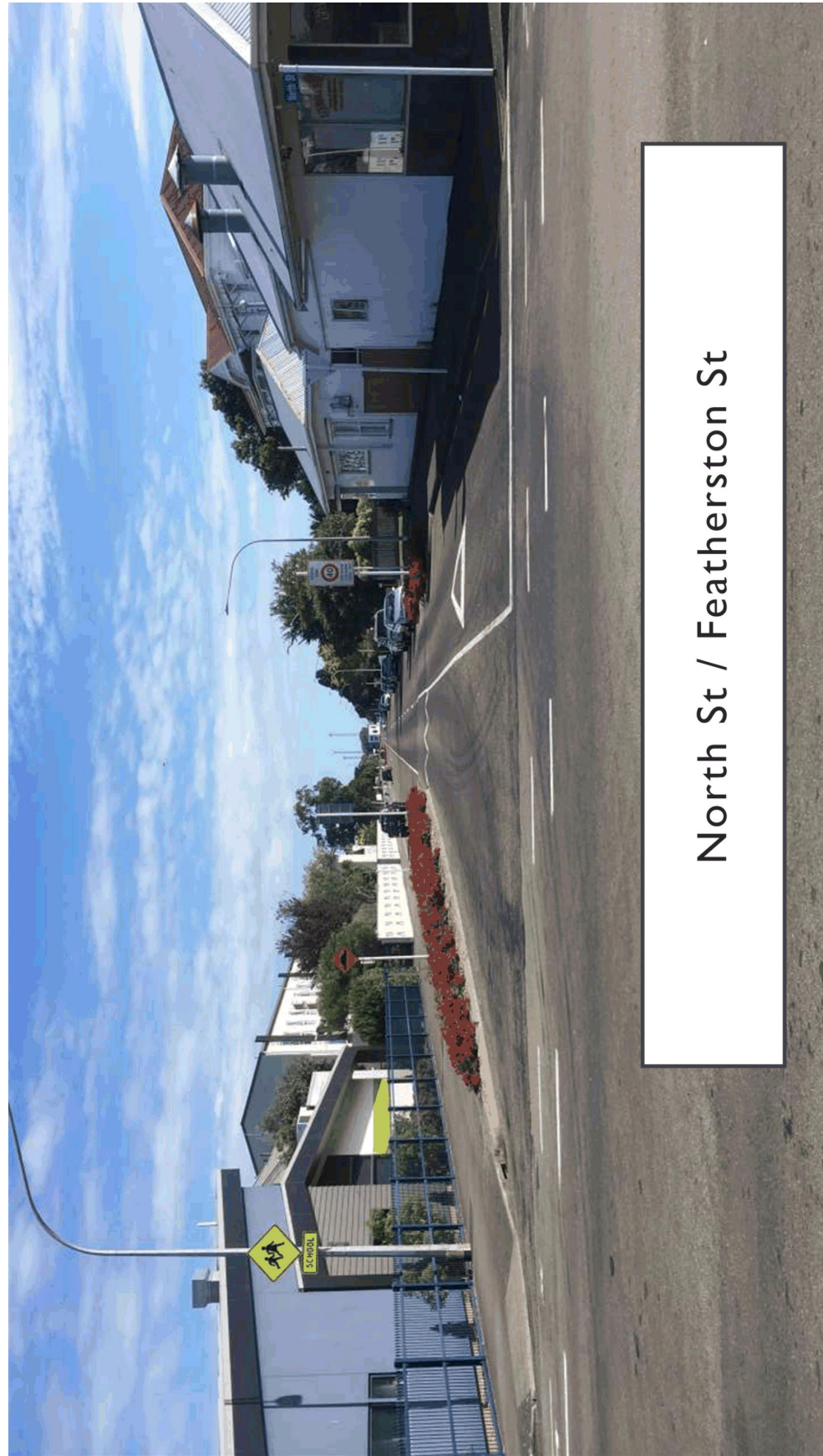
RESIDENTS WOULDN'T ALLOW IT!







THERE HASN'T BEEN OPPORTUNITY!



North St / Featherston St



IT COSTS TOO MUCH!





IT CAN BE DONE.

HERE. IN PALMERSTON NORTH.

ON FEATHERSTON ST.

IT IS AN ACT OF CHOICE.



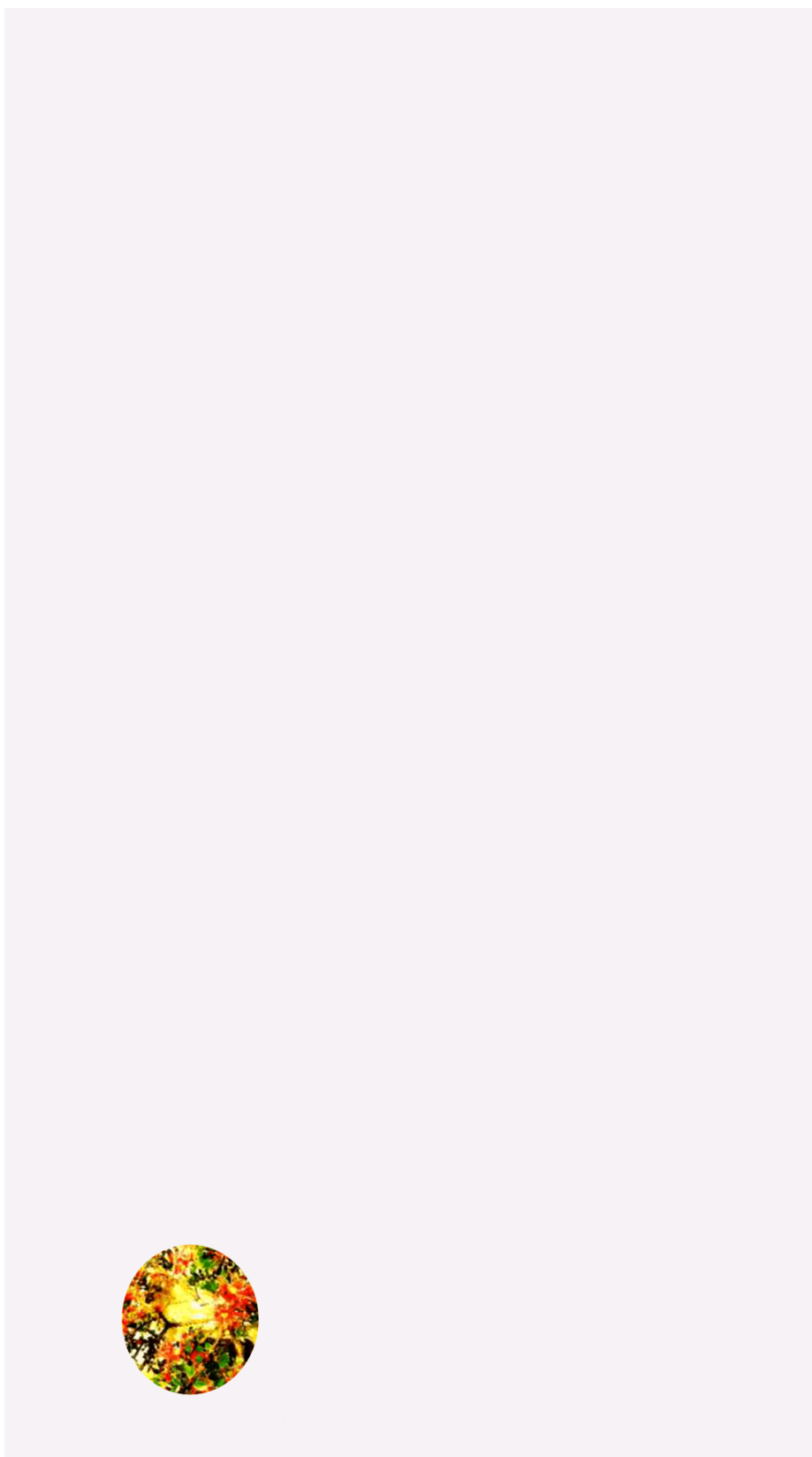


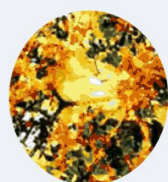
## IT IS AN ACT OF CHOICE.

Omission of cycle paths from the proposed bylaw indicates a choice **not** to provide parking that is

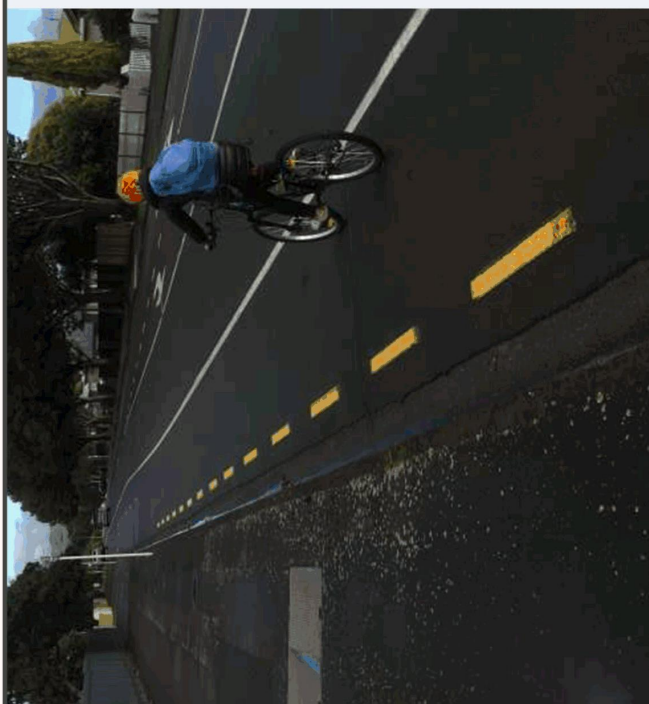
**convenient**  
**safe**  
**equitable**  
**efficient**

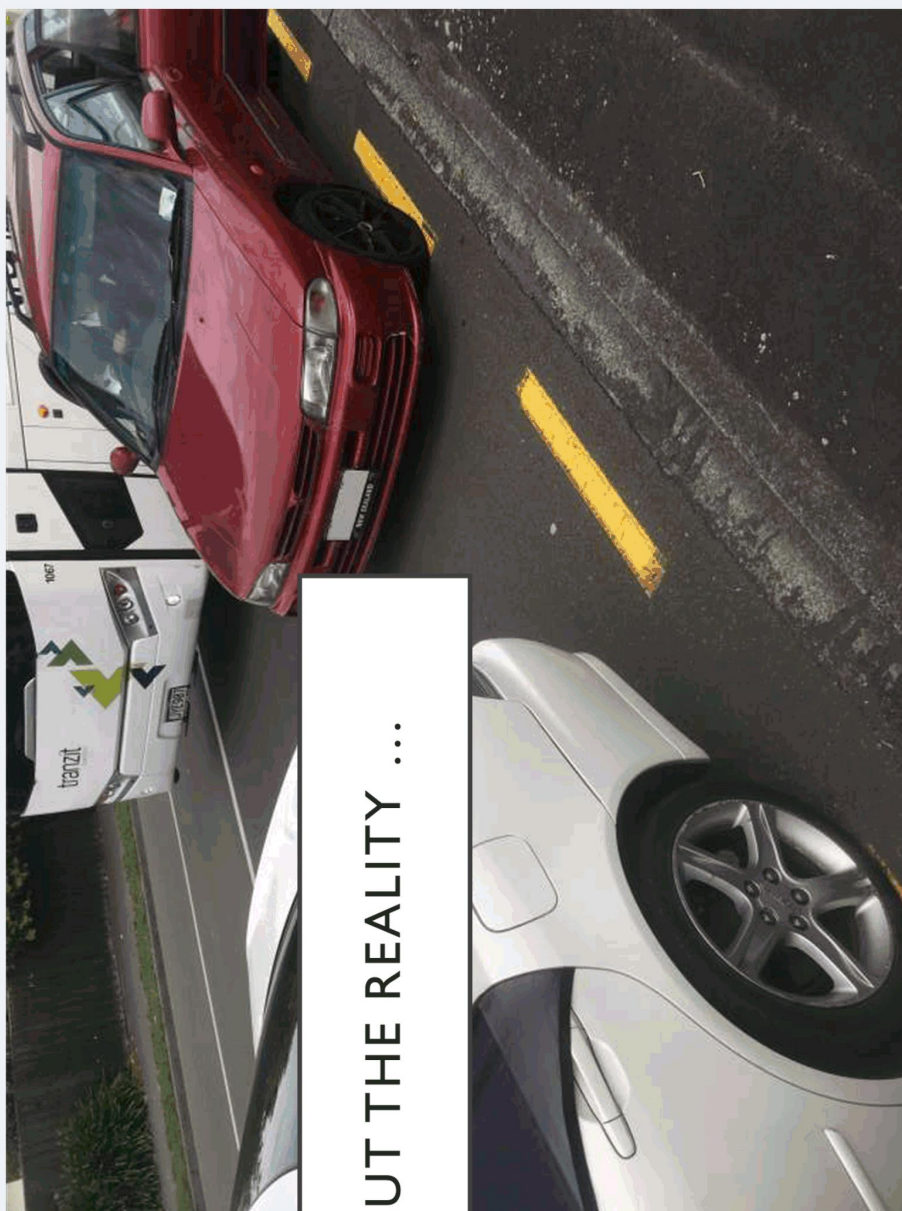
**for all users of Featherston St.**





IN COUNCIL'S REGULATORY DREAMS ...











## REQUEST

That Council revise this proposed Traffic & Parking Bylaw, to ensure it provides:

- a **coherent approach**
- to **effectively manage** traffic and parking
- and to improve **safety and convenience**
- for **all road users**







# Unreinforced Masonry Earthquake- Prone Buildings: Priority Roads, Footpaths and Thoroughfares Consultation

Proposed Ten Year Plan Consultation



# Earthquake-Prone Legislation

## Priority Buildings

- The new nation-wide earthquake-prone building system came into force on 1 July 2017.
- The Act differentiates between Priority and Other Buildings (*half the timeframes*).
- Priority Buildings:
  - ▶ Hospitals / emergency buildings / schools; *[automatic]*
  - ▶ Certain unreinforced masonry buildings; *[must\* consult]*
  - ▶ Buildings that impede a strategic transport route. *[may consult]*
- Must use LGA Special Consultative Procedure to consult.

## URM Priority Buildings:

An unreinforced masonry (URM) building has masonry walls that do not contain steel, timber or fibre reinforcement. URM buildings are older buildings that often have parapets, as well as verandas, balconies, decorative ornaments, chimneys and signs attached to their facades (front walls that face onto a street or open space).

## URM Priority Buildings:

Identify any part of a public road, footpath or other thoroughfare:

- (i) onto which parts of an unreinforced masonry building could fall in an earthquake; and
- (ii) that has sufficient vehicle or pedestrian traffic to warrant prioritising the identification and remediation of those parts of unreinforced masonry buildings.

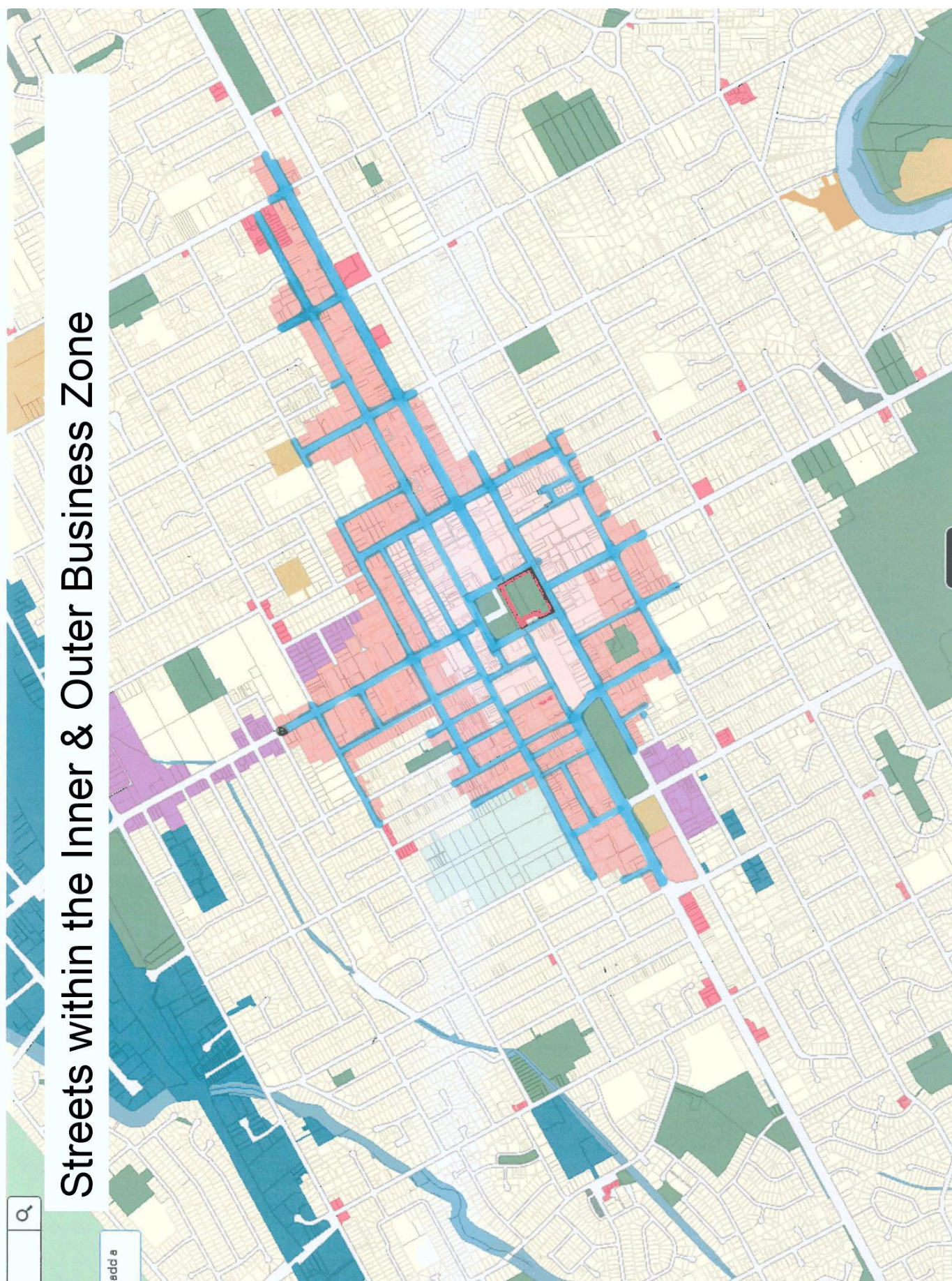
[S133AF(2)(a)]

# Methodology

|               |                                                                                                                                                                                                                                                 |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MBIE GUIDANCE | <p>Roads that are:</p> <ul style="list-style-type: none"> <li>• High pedestrian areas (people not in vehicles), or</li> <li>• Areas with high vehicular traffic (people in motor vehicles/on bikes)</li> </ul> <p>And URM buildings present</p> |
| PNCC METHOD   | <p>Roads that are adjacent to land that is either Inner or Outer Business Zone</p> <ul style="list-style-type: none"> <li>• Building Age Data</li> <li>• Database of Completed Engineering Reports</li> </ul>                                   |

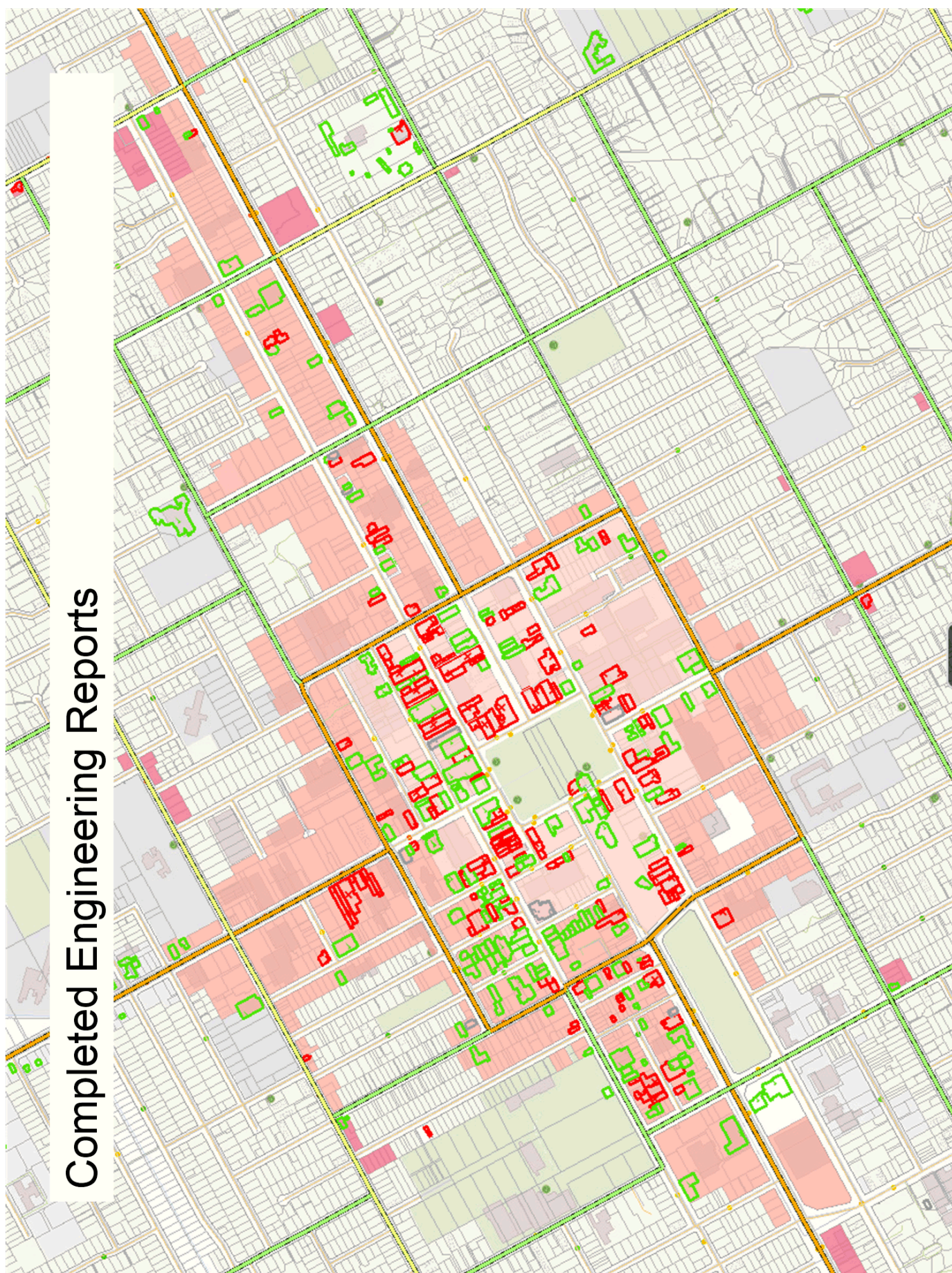


## Streets within the Inner & Outer Business Zone





## Completed Engineering Reports

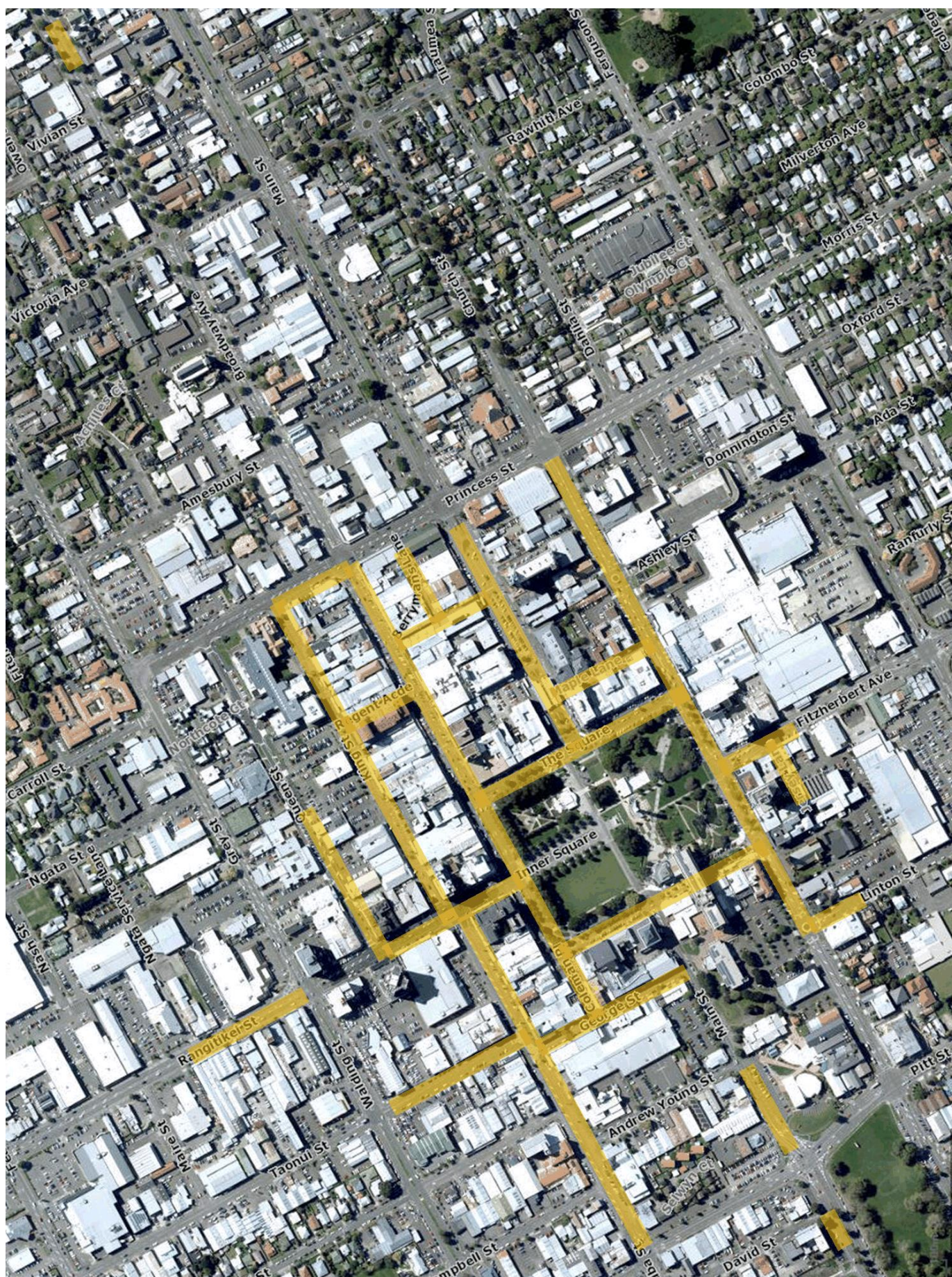




Pre 1950s Construction









## Strategic Transport Routes

- The Amendment Act enables, but does not require, consultation on Strategic Transport Routes:
  - ▶ A building that ... has the potential to impede a transport route of strategic importance (in terms of an emergency response) if the building were to collapse in an earthquake.
- No such route exists in Palmerston North.

## Next Steps

- Consultation timed to coincide with 10 Year Plan.
  - ▶ Write to Building Owners
  - ▶ Website and Social Media
  - ▶ 1-2 information sessions
- Submissions
- Council Decision
- Implementation



## Recommendations

1. That the Statement of Proposal Unreinforced Masonry Earthquake-Prone Buildings: Priority Roads, Footpaths and Thoroughfares Consultation be approved for public consultation.
2. That the Chairperson and Deputy Chairperson of the Planning and Strategy Committee be given delegated authority to approve minor amendments to the Statement of Proposal Unreinforced Masonry Earthquake-Prone Buildings: Priority Roads, Footpaths and Thoroughfares Consultation prior to public consultation.
3. That Council does not consult on whether there are priority earthquake-prone buildings that could impede a strategic transport route, under Section 133AF(2)(b) of the Building (Earthquake-Prone Buildings) Amendment Act 2016.