

Traffic Bylaw Consultation

SURVEY RESPONSE REPORT

28 October 2020 - 27 September 2021

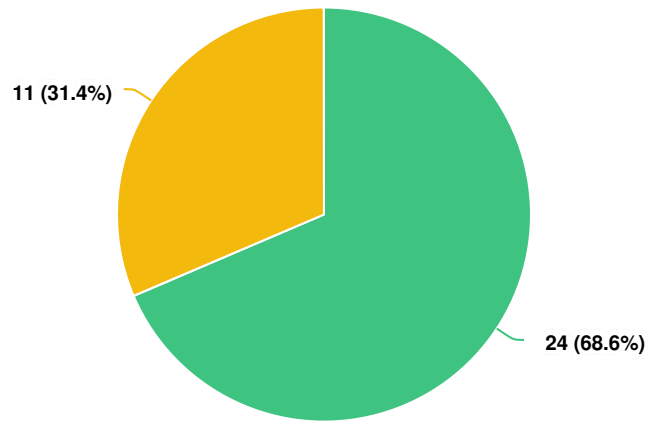
PROJECT NAME:

Traffic Bylaw



—————
SURVEY QUESTIONS
—————

Q1 | Do you support the Bylaw amendments to allow Council to set up Residents and Business Parking Schemes in the future if appr...



Question options

- Yes
- No

Optional question (35 response(s), 1 skipped)

Question type: Radio Button Question

Q2 | Do you have any comments?


8/17/2021 07:27 PM

General observation: Styles should all be New Zealand English


8/18/2021 08:49 AM

The current system that allows for residential parking schemes does not allow the council to charge fees beyond administration expenses. This would mean token amounts charged for residents to essentially privatise the parking space outside their house. This is public land and should not be restricted to those who happen to own the adjacent private property. If people are unable to accommodate their private vehicles on their private property they should have to share public space with everyone else rather than having some special privileged rights over it. Granting parking permits over street space may also make it more difficult to reallocate that space to other modes such as wider footpaths or cycle paths in future


8/27/2021 09:52 AM

Yes, I have a few - In part 4, Interpretation, the list of definitions classes e-bikes in a variety of ways low powered vehicles, or micro mobility devices (which elsewhere are differentiated from them as having no top speed), powered cycles, or (elsewhere in the bylaw - e.g. 16.1b, as e bikes (a different spelling, should surely at least have a hyphen?). This needs clarification and consistency to avoid future confusion and loopholes. Personally, I think powered cycle probably fits the purpose of the bylaw best. Apart from other forms of traffic being listed under interpretation, just about everything else seems to refer to motor vehicles. Has enough consideration being given to how other forms of traffic will operate and/or be affected, and whether they need to be listed in other clauses, or further clauses be added to ensure adequate regulation/flexibility for these? - In the 'final' (non-tracked) version 4.1 repeats itself. - Clause 12.3 mentions parking meters issuing a card - this seems like a hangover to old technology (none of the parking machines in Wellington do this anymore as far as I know - it's all done by numberplate). This clause should be rephrased to be adaptable to newer technologies. - Clause 24.5 doesn't clearly set out the intention - it might be better to start the clause with If ... then. I also think the clause referenced may be wrong (should it be 24.3 rather than 24.4?) - Clause 26.7 doesn't seem to have a point, and I wonder whether the clause referenced (26.4) is correct in this too Finally, and I would have put this into the missing field 8 (to write general comments on the bylaw) - I think it is inappropriate that

members of the public can (possibly are encouraged to) go directly to these survey/questionnaires without having read the proposed changed bylaw in some form, and I think there should be a requirement to do this (as we all do for terms and conditions for other software updates) before a person can do this. The survey assumes the person answering has separately gone and read the survey. Another way of doing this would be to automatically load the revised final version at the beginning of the survey with a box to check to confirm the person has reviewed the document.


9/07/2021 09:04 PM

This is a sensible way to manage a limited resource of valuable public space. We recommend using the same definitions for pedestrian and footpath as in the Land Transport (Road User) Rule 2004. Vehicle crossing (16.3) and driveway have the same meaning and should be defined as such. We support clause 7.1 that there is no parking on footpaths. 10.2 - does this apply to motorbikes? It is desirable that motorbike users can use space efficiently with more than one per car park (this is important to avoid motorbike parking on footpaths). 16.1 Footpaths and walkways by their nature are for pedestrians and should not be included in this section, as pedestrians will always be permitted to use them, while classes of vehicle will not. Shared paths for instance must be clearly signposted on the type and priority of user - they are not footpaths. We support 16.2 that there must be a notified process to change the status of different paths. 16.3 Footpaths and walkways should be removed from this clause, parking is not permitted on them. 24.6 Construction of second vehicle crossings should generally not be permitted. Limiting the number and type of vehicle crossings protects pedestrian use of footpaths and safety. Vehicle crossings are a significant hazard and create loss of amenity for pedestrians.


9/09/2021 12:01 PM

Residential parking schemes should not incur a cost on the residents concerned, e.g. cost of annual exemption stickers. Residents in the area concerned should be consulted with prior to council discussions taking place, not after plans are set out. Not the cosmetic consultation that usually takes place in Kapiti.


9/15/2021 12:46 AM

I want consulting to take place at the time to see if we agree not to just be overtaken by council


9/15/2021 02:25 PM

The streets are too narrow for people not to be allowed to park on berms.

[REDACTED]
9/15/2021 08:04 PM

KCDC need to consult business owners. Omaha st is a busy business street that should be one way, more parking and not a thoroughfare for residents. Trucks need to unload etc and the current parking method is not fit for purpose. It is dangerous.

[REDACTED]
9/16/2021 06:29 AM

I work in Omaha street Waikanae, and the whole street is full of businesses that support the local community, over the years the council has taken away parking in Waikanae for businesses and given it to members of the community that work in Wellington ie the train car parks where the old pub used to be and surrounding parking. Omaha street businesses supports and provides jobs for Waikanae but instead of KCDC supporting local businesses they make it harder every year, so my proposal is that instead of KCDC removing and or restricting parking in Omaha Street they actually come down and have a meeting with the business owners to see what could be done to make the street a thriving commercial area, such as lowering the speed limit to 30kph and making it one-way and providing extra parking for the businesses so that it is a safer working environment that becomes more efficient and therefore proving more jobs.

[REDACTED]
9/18/2021 02:36 PM

I believe it is important not to over complicate the Bylaw review process with separate Resident and Business Park schemes. By adding these there is a risk that quality and consistency may be compromised. A simple review process ensures centralised monitoring, feedback channels and quality control. If groups feel their ideas are not being heard then review the feedback and consultation process, rather than adding layers of complexity.

[REDACTED]
9/18/2021 03:01 PM

Support in principle where these are needed, but do not want to see excessive bureaucracy and/or revenue based approach. Need to have specific and common sense approaches where council planning decisions have not allowed for onstreet parking e.g. streets around Rymans Waikanae.

[REDACTED]
9/19/2021 06:19 AM

Trying to fix issues that don't exist . Waste to time and resources we certainly don't need residency parking we are not high density housing with no room for parking n the street. Not needed and not wanted

Steel07

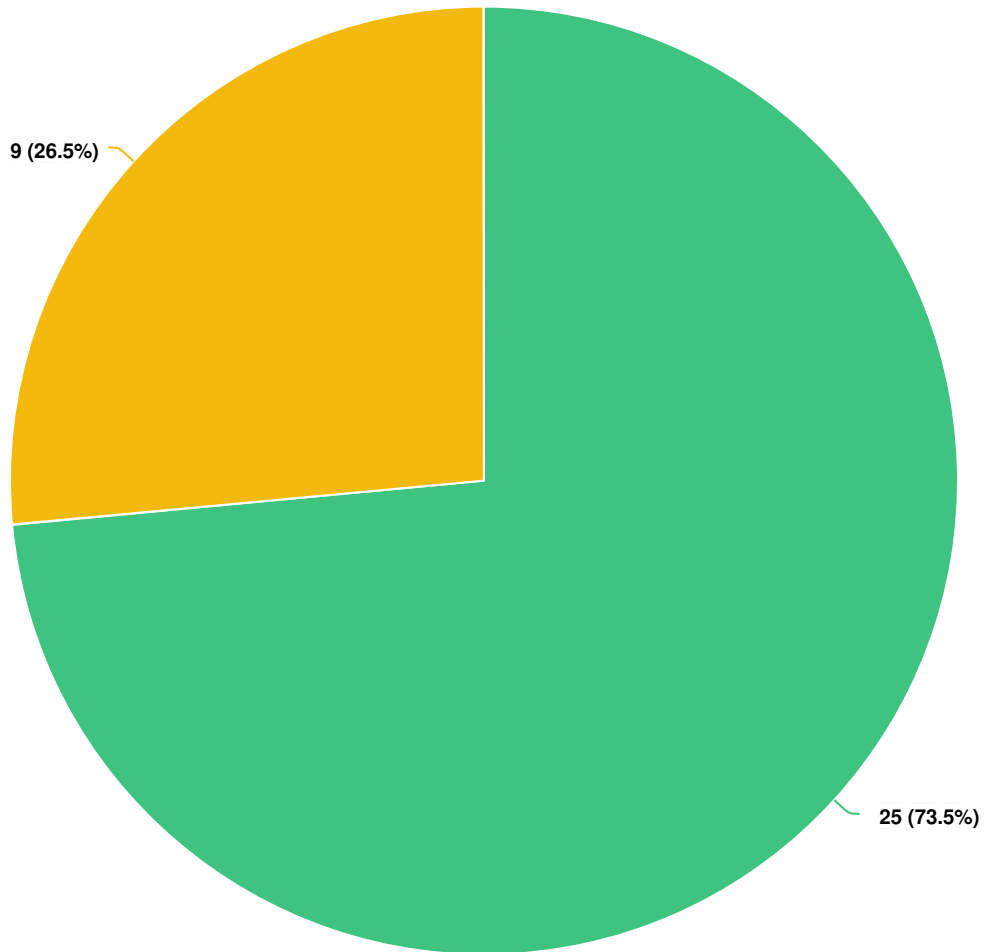
No schemes are required.

9/19/2021 06:36 PM

Optional question (13 response(s), 23 skipped)

Question type: Essay Question

Q3 | Do you support the Bylaw amendments relating to the management of Heavy Motor Vehicles on certain roads and Heavy Motor Vehicle Parking in residential areas?



Question options

- Yes
- No

Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question

Q4 Do you have any comments?


8/27/2021 09:52 AM

How are these routes updated and the public advised. With so much building development, the classifications may need to change. For example, it seems like Park Road/ Ngarara/Belvedere/Sylvan/David Streets in Waikanae have become a new thoroughfare (they probably weren't built for) but I think Te Moana currently has restrictions the heavy vehicle traffic, yet it seems more appropriate (given the width and straightness of the roads) that it would be far more appropriate to allow heavy traffic onto Te Moana (it often cannot avoid it from the Expressway anyway) and prevent it on curvy narrower streets like Belvedere and Sylvan (the former has both a school and a rest home on it too).


9/15/2021 12:46 AM

Trucks have to park outside the Paraparaumu Golf course as drivers sleep in the motel for the night. Their parking doesn't upset anyone. Clear sight. On the road. Empty space.


9/15/2021 06:00 PM

I support this amendment in particular, as we have a heavy logging truck that parks in our street.


9/15/2021 08:04 PM

In Omaha St trucks park overnight to stay at the motel, this is good for the motel and surrounding businesses. This street is a business street with dangerous parking that doesn't support unloading of trucks etc and residents use it as a thoroughfare. It is dangerous and not good for businesses. Planning is required as these businesses support the local community, employ locals and need to be safe and sustainable.


9/16/2021 06:29 AM

I work in Omaha street Waikanae, and the whole street is full of businesses that support the local community, over the years the council has taken away parking in Waikanae for businesses and given it to members of the community that work in Wellington ie the train car parks where the old pub used to be and surrounding parking. Omaha street businesses supports and provides jobs for Waikanae but instead of KCDC supporting local businesses they make it harder every year, so my proposal is that instead of KCDC removing and or restricting parking in Omaha Street they actually come down and have a meeting with the business owners to see what could be done to make the street a thriving commercial area,

such as lowering the speed limit to 30kph and making it one-way and providing extra parking for the businesses so that it is a safer working environment that becomes more efficient and therefore proving more jobs.


9/16/2021 09:11 PM

Sections of Parata Street, Waikanae can be busy with trucks and separate trailer units parked overnight, narrowing the road, and pushing vehicles that want to pass the parked vehicle, into the centre of the road.


9/18/2021 02:36 PM

I agree with restricting regular heavy vehicle access, eg buses, waste management vehicles and delivery vehicles. I'm concerned that some changes may prohibit residents from having occasional/and short term temporary visits of heavy vehicles (eg. friends mobile homes and boat) parking on berms outside their residents. I suggest there be a timeframe for such short term parking on berms (eg up to 24 or 48 hours) to reduce the requirement for written approvals for such short term durations. Please note: although berms are technically under the Council authority, it is local residents that maintain the berms outside their residence and generally monitor appropriate use of this space. Hi he Olde Waikanae Beach area has a unique environment with lovely berms and this needs to be maintained and not degraded by footpaths, curbs and wide roads that encourage traffic to travel at greater speed.

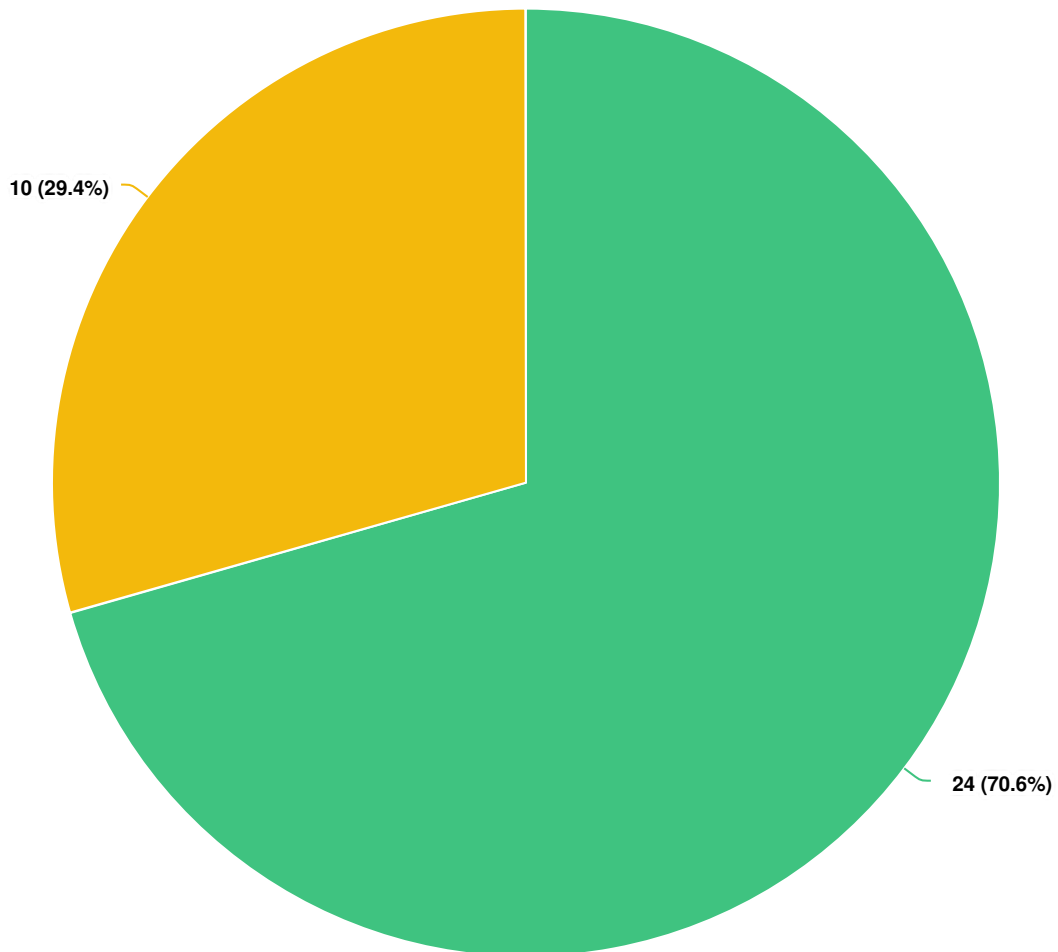

9/24/2021 02:51 PM

Heavy vehicle should be diverted to roads that are build to with stand the loads they carry and should park in appropriate areas where they do not impinge or hinder normal traffic. They should not park on residents shared driveway nor should they park on council reserve designated areas.

Optional question (8 response(s), 28 skipped)

Question type: Essay Question

Q5 Do you support the Bylaw amendment to allow Council to provide special lanes such as bus lanes in the future if appropriate?



Question options

- Yes
- No

Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question

Q6 Do you have any comments?

[REDACTED]
8/17/2021 07:27 PM

I applaud Council's foresight in planning for community growth and changes in traffic modalities. I recommend that Council should proactively support the introduction of shared carbon-neutral traffic modalities through a standardised exemption to certain prohibitions for short-term/hired carbon-neutral transport options, and support for shared charging stations.

[REDACTED]
8/22/2021 09:52 AM

I would like to know more before supporting the move, including criteria for establishing the special lane (e.g., traffic volumes) and impacts (e.g., travel time improvements for users of the special lane and impacts on general motorists)

[REDACTED]
8/27/2021 09:52 AM

No

[REDACTED]
9/07/2021 02:39 PM

Not at the expense of current lanes - build extra to provide these rather than repurpose.

[REDACTED]
9/07/2021 09:04 PM

Dedicated lanes for public transport are a key way to ensure a good service that is competitive with private motor-vehicles.

[REDACTED]
9/14/2021 06:16 PM

should make in-line bus stops- not like the new one on Rimu Road which adds to bus travel time

[REDACTED]
9/15/2021 12:46 AM

The roads are so narrow now there is no space for decanted lanes.

[REDACTED]
9/15/2021 08:04 PM

In some areas absolutely, Kapiti road etc.

[REDACTED]
9/16/2021 06:29 AM

Bus lanes are not required as the usage of buses is very minimal and until its free or cheap and efficient it always will be

[REDACTED]
9/16/2021 09:11 PM

Creating bus lanes will aid transport links, beat any conjection, and speed up travel times for bus commuters.



9/18/2021 02:36 PM

Limit bus lanes to major routes only.



9/18/2021 03:01 PM

Support incentives for good public transport networks



9/19/2021 06:19 AM

Seriously imagine the cost of this for the few empty busses that drive down Kapiti road ridiculous suggestion



9/19/2021 06:36 PM

Kapiti region does not need bus lanes at present. When buses become overloaded with passengers we can relook at it then.



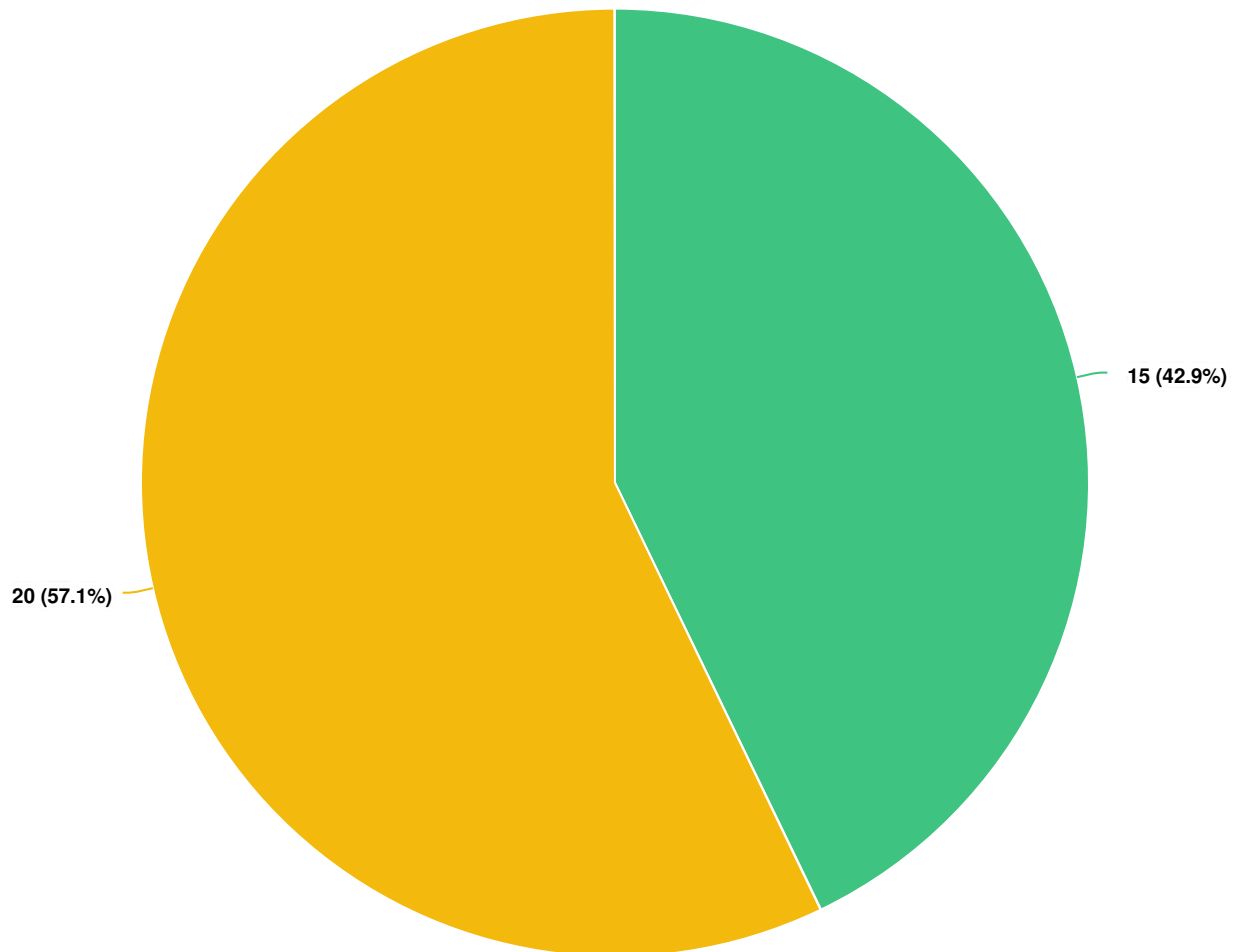
9/24/2021 02:51 PM

We do not need bus lanes on the Kapiti Coast. What we need is better design of our roads and particularly our intersections to avoid needless bottle necks such as the one created outside the council on Rimu Road with the introduction of the lights to access the Council building and library from Rimu Road. There is adequate alternative vehicle access from the other side but now we have back logs of traffic try to exit the Coastlands car park every time the pedestrian crossing is activated or a car attempts to exit on to Rimu Road from the council or Library. Ridiculous.

Optional question (15 response(s), 21 skipped)

Question type: Essay Question

Q7 | Do you have any general feedback on the proposed changes to the Kāpiti Coast District Council Traffic Bylaw 2010?

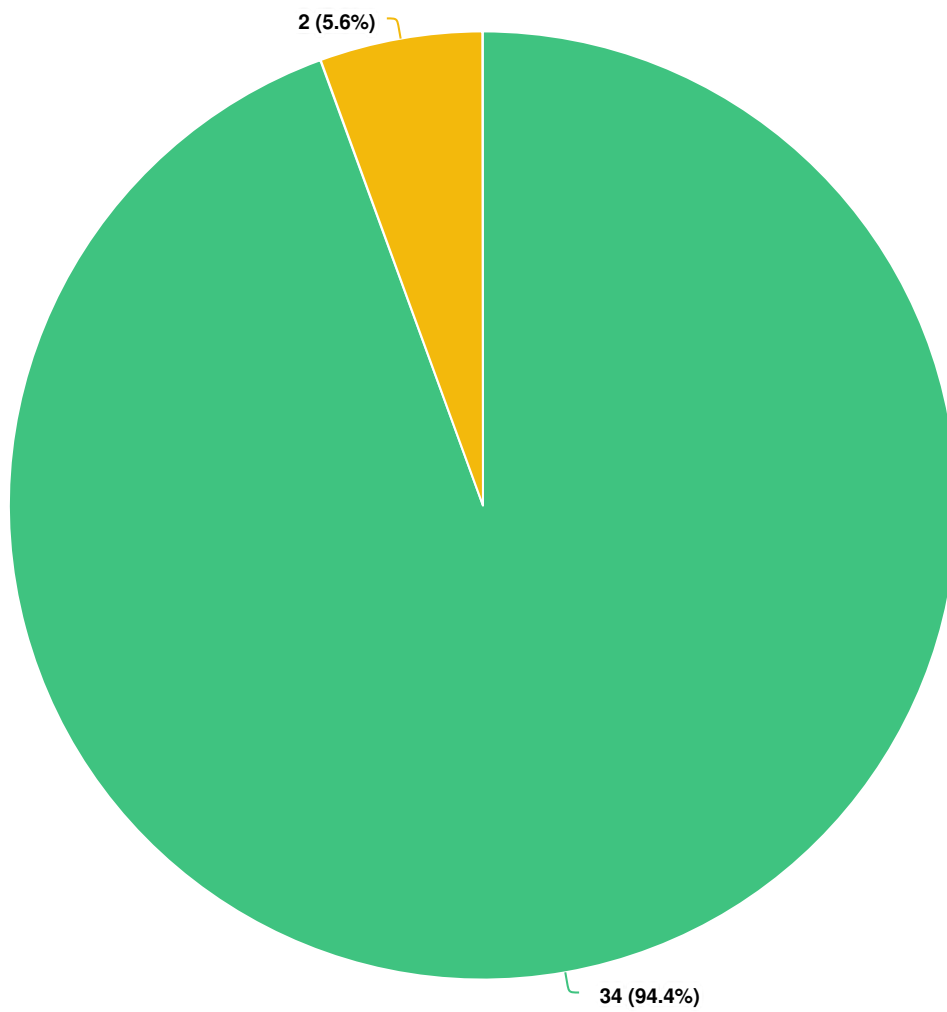


Question options

- Yes
- No

*Optional question (35 response(s), 1 skipped)
Question type: Radio Button Question*

Q8 Are you submitting as an individual or an Organisation?



Question options

- Individual
- Organisation

*Optional question (36 response(s), 0 skipped)
Question type: Radio Button Question*

Q9 Organisation name?

[REDACTED]

Living Streets Aotearoa

9/07/2021 09:04 PM

[REDACTED]

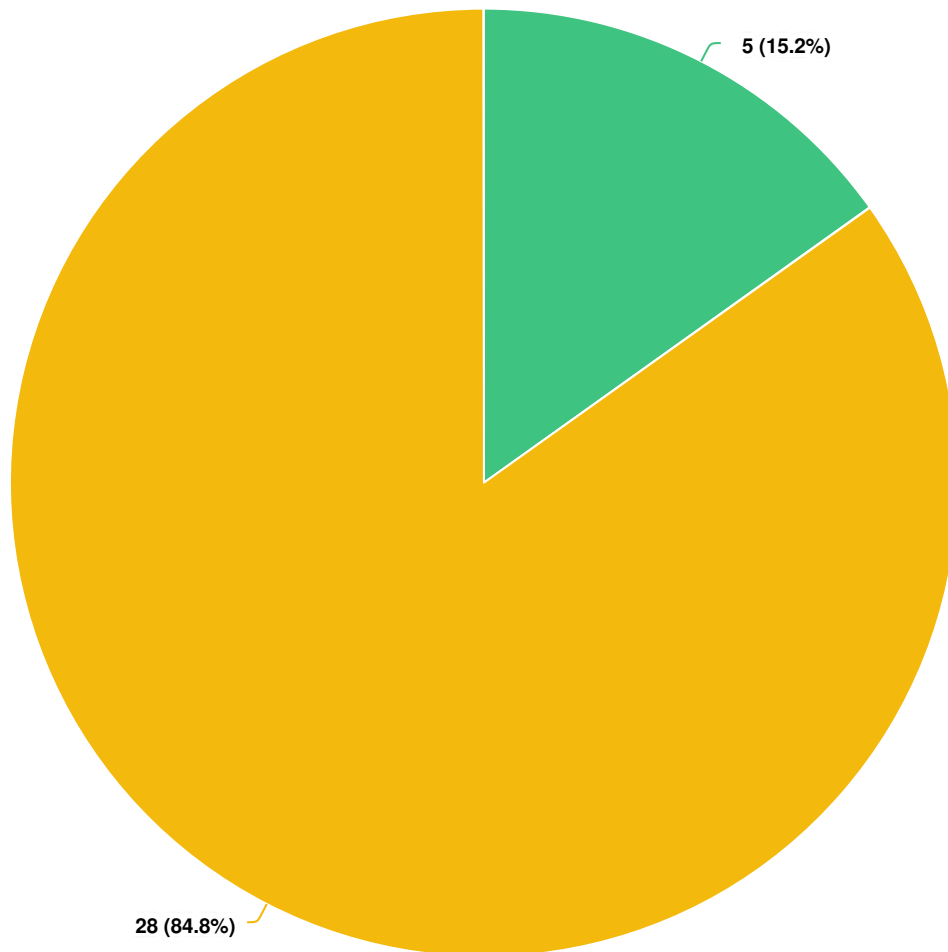
Gladys Nottmie Ltd and Nationwide Fire Limited and a concerned resident.

9/15/2021 08:04 PM

Optional question (2 response(s), 34 skipped)

Question type: Single Line Question

Q10 Do you want to speak to the Council about your submission at the consultation hearing to be held on 21 October 2021?



Question options

- Yes
- No

Optional question (33 response(s), 3 skipped)
Question type: Radio Button Question

Q11 | **First name**

[Redacted]
8/17/2021 12:53 PM

[Redacted]
8/17/2021 06:08 PM

[Redacted]
8/17/2021 07:27 PM

[Redacted]
8/18/2021 08:49 AM

Kelvers
[Redacted]
8/18/2021 09:00 AM

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8/22/2021 09:52 AM

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8/24/2021 09:49 AM

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8/27/2021 09:52 AM

[Redacted]
9/07/2021 02:39 PM

[Redacted]
9/07/2021 09:04 PM

[Redacted]
9/09/2021 12:01 PM

Kathy Thomson

I am against KCDC removing car parks from Maclean Park for the

9/15/2021 12:46 AM

Gateway & paying for parking in the Paraparaumu Golf Club.

[REDACTED]
9/15/2021 02:25 PM

[REDACTED]
9/15/2021 06:00 PM

[REDACTED]
9/15/2021 08:04 PM

[REDACTED]
9/15/2021 09:05 PM

[REDACTED]
9/16/2021 03:52 AM

[REDACTED]
9/16/2021 06:29 AM

[REDACTED]
9/16/2021 04:17 PM

[REDACTED]
9/16/2021 09:11 PM

[REDACTED]
9/16/2021 09:26 PM

[REDACTED]
9/17/2021 01:29 PM

[REDACTED]
9/18/2021 06:29 AM

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9/18/2021 01:06 PM

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9/18/2021 02:36 PM

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9/18/2021 03:01 PM

[Redacted]

9/19/2021 06:19 AM

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9/19/2021 06:36 PM

[Redacted]

9/21/2021 05:31 AM

[Redacted]

9/22/2021 02:52 PM

[Redacted]

9/24/2021 02:51 PM

Optional question (32 response(s), 4 skipped)

Question type: Single Line Question

Q12 | Last name

[Redacted]

8/17/2021 12:33 PM

[Redacted]

8/17/2021 06:08 PM

[Redacted]

8/17/2021 07:27 PM

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8/18/2021 08:49 AM

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8/18/2021 09:08 AM

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8/22/2021 09:52 AM

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8/24/2021 09:49 AM

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8/24/2021 10:02 AM

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8/27/2021 09:52 AM

[REDACTED]
9/07/2021 02:39 PM

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9/15/2021 08:04 PM

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9/21/2021 05:31 AM

[REDACTED]
9/22/2021 02:52 PM

[REDACTED]
9/24/2021 02:51 PM

Optional question (32 response(s), 4 skipped)

Question type: Essay Question

Q13 | **Email**

[Redacted]
8/16/2021 03:30 PM

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8/17/2021 12:53 PM

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8/17/2021 06:08 PM

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9/18/2021 02:36 PM

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9/18/2021 03:01 PM

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9/19/2021 06:19 AM

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9/19/2021 06:36 PM

[Redacted]

9/21/2021 05:31 AM

[Redacted]

9/22/2021 02:02 PM

[Redacted]

9/24/2021 02:51 PM

Mandatory Question (36 response(s))

Question type: Email Question

Q14 | Phone number

[Redacted]

8/17/2021 12:53 PM

[REDACTED]
8/17/2021 06:08 PM

[REDACTED]
8/17/2021 07:27 PM

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8/18/2021 09:08 AM

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8/22/2021 09:08 AM

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9/17/2021 01:29 PM

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9/18/2021 06:29 AM

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9/18/2021 01:06 PM

[REDACTED]

9/18/2021 02:36 PM

[REDACTED]

9/19/2021 06:19 AM

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9/19/2021 06:36 PM

[REDACTED]

9/22/2021 02:52 PM

Optional question (23 response(s), 13 skipped)

Question type: Single Line Question