

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee
FROM: Gary Clark, Transportation Manager
DATE: 6 April 2010
SUBJECT: **ACCESSIBLE CARPARKS – RESC10-04-03**
Report prepared for meeting of 15 April 2010

1. PURPOSE

The purpose of this report is to update the Engineering Services Committee on the status of accessible carparks in the district.

1. INTRODUCTION

The aim of the accessible carparks survey was to audit Tasman District Council-maintained public disabled parking spaces on the road and in public car parks. This took into account the accessible journey to essential services, appropriate signage and occupancy of the spaces as well as dimensions.

NZ Standard 4121:2001 states that the dimensions of accessible spaces should be a minimum of 3.5m x 5m (Tasman District Council Engineering Standards work on 3.6m x 5m). For every 20 car park spaces there should be one accessible park, two available for every 21-50 spaces and for every additional 50 spaces another accessible park (Tasman District Council standards state one space for every ten car parks, two spaces for every 100 and one additional space for every 50 after that). The NZ Standard dimensions were used for the survey as these are best practice.

2. ACCESSIBLE CARPARKS SITUATION

Wakefield

- Will Watch Lane – accessible parks are non-compliant. The signage is confusing as are the signs on the ground. Positioning in the car park is good as they are adjacent to the doctor's surgery.
- Edward Street and Whitby Way – there are no accessible parks marked out along Edward Street although there are 22 spaces available. The parks in front of the chemist were on a P15. There was only one space out of 52 in Whitby Way, which is non-compliant. The accessible journey was long and the ramp onto the footpath at 14 degrees is too steep.

Brightwater

- Village Green and Ellis Street – both are fully compliant.
- Brightwater Public Hall and Sports Ground – one accessible space for 98 carparks in total. Dimensions are not quite compliant. Accessible journey into the hall is non-compliant. Positioning of the space for accessible journey could be better and a space near the sports ground would make an improvement.

Richmond

- Tasman District Council offices main car park. One space was non-compliant (dimensions) and the second close to Queen Street is only compliant if the drive through area is accepted as an appropriate place to unload.
- Warring car park – There are seven accessible spaces for 208 carparks in total. Signage and position in car park was good for all spaces and all had time restrictions but none were compliant with respect to dimensions.
- Cambridge Street – Four out of 100 spaces are accessible. No dimensions were compliant and the two by the Senior Citizens Association rooms had a shelter over them which made them even more non-compliant. The line markings with respect to the two spaces close to the medical centre need lengthening as they were shorter than the normal parking spaces. The marked out pedestrian route through the car park is astonishingly bad for those who may have disabilities or pushing a pram. Work is currently in progress to make alterations to this car park as well as Cambridge Street to add accessible parks near the Town Hall.
- Petrie – Harkness car park – at the time of writing there was only one accessible space out of 360 and this was being used for the builders hut. So far, one space has been developed by the new library entrance and is at the opposite end of the entrance to the accessible ramp.
- Sundial Square – there are two accessible spaces out of a total of 48. The width of the spaces was non-compliant. This has been identified with MWH who are going to adopt a practical/acceptable solution. If the loading bays are being used the accessible journey becomes very difficult for people in wheelchairs.
- Queen Street – two out of a potential 140 spaces were accessible and both are P60. Neither was compliant as there were no kerb cut downs allowing people to get on to the footpath without travelling along the line of traffic for some considerable distance. If an accessible space is parallel to the footpath the loading area needs to be at the same level as the car.
- ASB Aquatic Centre – this car park is fully compliant.
- Elsewhere in Richmond, in places such as the parades of shops there were no marked accessible parks and none were available on side streets that service the CBD.

Mapua

- Aranui Road – one space is available by the medical centre. Dimensions compliant but the kerb cut down is in the wrong place. A P30 was in place which worked well.
- Shops – signage is non-compliant as are the dimensions. Maneuverability is hampered by speed humps.
- Wharf – this area needs marking out properly as it was confusing as to where parking is permitted. Those parks set out as accessible were all compliant.

Motueka

- Pah Street – Out of 30 spaces there is no marked accessible space although this is outside the library. This has been passed on to MWH.
- Decks Reserve –there are two accessible spaces out of 100 in the public parking area and the I-site. Signage was too high as you went into the car park. The accessible spaces were compliant.
- Wallace Street – excellent accessibility parking.
- High Street – there are three accessible parks and all are well situated for facilities. Dimensions were compliant but there were no kerb cut downs by the spaces so there could be conflict with users and traffic.
- Motueka Service Centre – the accessible space by the entrance was non-compliant and this space is well used. The other was compliant but not as well used.

Kaiteriteri

- Whilst neither accessibility space in Kaiteriteri was fully compliant, the location of the spaces meant loading and unloading could be done easily.

Marahau

- There are no designated car parks here and if disabled users came for a visit they would find it very difficult to get off the grass/gravel areas where people park.

Golden Bay –

- Collingwood – no consideration given for accessible parks.
- Takaka
 - Commercial Street – one accessible space out of 85. Dimensions were good but there was no kerb cut down so there would be conflict for wheelchair users. It is a P60 space.
 - Takaka Service Centre – no accessible space available at the back of the offices where the accessible entrance is signposted or outside the front door.
 - Takaka Library – fully compliant.

- Takaka I-site – whilst this is privately owned I felt it worth comment as a popular stop off point and a location for an accessible toilet, but there were no accessible parks.

Tapawera

- There were no accessible parks available.

Murchison

- Hodgson's – no accessible parks and difficult surface for mobility.
- Murchison Sports, Recreation and Cultural Centre – two accessible spaces available but only one was compliant.
- Fairfax Street – the space which is close to the public toilets is compliant with respect to dimensions but isn't on the accessible journey.
- Service Centre – There were only seven spaces here so no legal requirement to have an accessible space.

3. CONCLUSION

The main issue relating to non-compliance relates to the installation of these spaces and the changing of the standard. A lot of the issues with accessible parks are easy to resolve. Council staff will change parking arrangements to provide compliant car parks.

4. RECOMMENDATION

THAT this report be received.



Gary Clark
Transportation Manager