

Appendix 8: Alternative parking zone signs and markings trial

Purpose of trial

The purpose of this trial was to evaluate the effectiveness and safety of:

- a. alternative parking zone signs (differing from those specified in Schedule 1 of the Land Transport Rule: Traffic Control Devices (TCD Rule) and;
- b. fewer parking restriction signs than those required by clause 12.5(1) of the TCD Rule and;
- c. alternative or additional markings to those specified in Schedule 2 of the TCD Rule.

The location was a suburban strip shopping centre with several driveway entrances in New North Road, Kingsland in Auckland City. It has a P60 restriction along most of the kerb during most of the day. There is a Clearway restriction during peak traffic periods and other restrictions which apply to short areas along the kerb at other times.

The intention was to reduce the "visual clutter in the streetscape" by reducing the number of parking signs.

Need for approval

The proposed parking zone signs and markings differ from those specified in the TCD Rule.

Condition of Installation

- a. Sign size: The P60 parking zone signs could be slightly smaller than the R6-56 and R6-57 signs specified in Schedule 1 of the Rule;
- b. Number of signs and markings: Other restrictions within the P60 zone could be indicated with a single sign at one end of the restricted area provided the extent of each restricted area is indicated by means of white or yellow lines perpendicular and parallel to the kerb and the appropriate words or symbol marked on the surface;
- c. Words and symbols: Other restrictions within the P60 zone could be marked with "P15", "BUS STOP", "LZ5" (Loading zone - maximum 5 minutes), and "TAXI" in letter orientation differing from that specified in Schedule 2 of the Rule.

The notice of approval for this trial was published in the *NZ Gazette* on Thursday 4 February 2010 (Issue No 10, page 311 - see attached copy for more details).

Operation

Detailed information on the parking zone was sent to local businesses in Kingsland and the Eden Albert community board. There was an information page on the Auckland City Council website and information for customer services staff. An article "Fewer signs, less clutter" explaining the scheme appeared in the newspaper "*City Scene*", published on 28 March 2010.

Enforcement of the parking zone continued as normal.

Monitoring

Parking ticket issuance was monitored to assess if there were any changes. A parking questionnaire survey was conducted.

Results

A preliminary evaluation report after 3 weeks operation of the reduced number of Parking Zone signs in April 2010 indicated:

- a greatly reduced visual impact of parking signs in the streetscape;
- the total number of signs reduced from 70 to 27;
- installation costs of signs reduced from \$17,500 to \$6,750;
- extent of markings was similar to previous marking so no increase in costs; and
- the number of parking infringement notices issued was similar to the same period in April 2009.

A final report on 31 August 2010 indicated that compared with a similar period in 2009:

- the average number of tickets issued by parking wardens for the time limit parking did not change;
- the number of tickets issued for reserved parking areas (bus stops, taxi rank and loading zone) showed a reduction;
- the number of tickets issued for the clearways dropped;
- the number of people challenging parking tickets was small (6) but represents a much smaller proportion of challenges than experienced elsewhere in Auckland; and
- there did not appear to be any general misunderstanding of the signs or concerns about the reduction in the number of signs.

These results supported the reductions in signs required to indicate parking zones proposed in the Land Transport Rule: Traffic Control Devices Amendment Rule 2010

Contact details

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