

Chairperson and Committee Members
WAIKANAE COMMUNITY BOARD

1 NOVEMBER 2011

Meeting Status: **Public**

Purpose of Report: For Decision

**NGAIO ROAD AND PARATA STREET, WAIKANAE,
INTERSECTION IMPROVEMENT WORKS**

PURPOSE OF REPORT

- 1 This report seeks to advise the Waikanae Community Board of Kāpiti Coast District Council's intention to commence the construction of pedestrian improvements at the Ngaio Road/Parata Road intersection.
- 2 This report also seeks Waikanae Community Board approval for installation of the two additional zebra crossings across the intersection of Ngaio Road and Parata Street required as part of the pedestrian improvement works.

SIGNIFICANCE OF DECISION

- 3 This report does not trigger the Council's Significance Policy.

BACKGROUND

- 4 The project came about from a need to improve pedestrian connectivity between the main Waikanae shopping area and the commercial businesses on the north side of Ngaio Road. Greater Wellington Regional Council's desire to locate a bus stop on Parata Street for their northbound route further highlighted the need for better pedestrian facilities across the intersection.
- 5 This project has been developed from the concept design previously tabled to Waikanae Community Board on 12 April 2011. The Community Board resolved to support the concept plan as follows:

MOVED (Scott/Gregory)

That the Waikanae Community Board supports the concept plan as presented but seeks clarification on the footpath extensions on the Ngaio Road/Parata Street corners.

CARRIED

It was noted that the Waikanae Community Board would like work to start as soon as possible and be kept 'in the loop' on the progress of the Plan.

- 6 It is proposed to construct a raised pedestrian table with concrete ramps and a red block paved surface at the intersection of Ngaio Road and Parata Street. An additional zebra crossing will be installed on Ngaio Road to the west of the intersection, complementing the existing zebra crossing on the eastern side. Another new zebra crossing will be installed across Parata Street. See Attachments 1, 2 and 3 of this report.

CONSIDERATIONS

Issues

- 7 Several key local issues have been identified and incorporated into the design:
- The location of the new Greater Wellington Regional Council bus stop has been identified adjacent to 4 and 6 Parata Street and will be constructed as part of the works.
 - The provision of the bus stop outside 4 and 6 Parata Street will remove two parking bays. Whilst the installation of the pedestrian facilities required the removal of a parking space outside 2 Parata Street, two new spaces are provided adjacent to the same property on Ngaio Road, due to the removal of the left turn lane. The loss of parking due to the bus stop is partially offset by the additional pedestrian works.
 - The tenants of 2 Parata Street, Peter Venner Motors Ltd, primarily access the road via a gated entrance off Parata Street. It is understood from speaking to Venner Motors Ltd. that they currently reverse cars out of the property and on to Parata Street. Whilst it is always preferable for vehicles to leave premises in a forward motion, especially this close to an intersection, the removal of the free left turn and the construction of the pedestrian table will slow traffic and improve the current arrangement should Venner Motors Ltd. wish to continue their practice of reversing onto Parata Street.
 - 2 Parata Street has another gate in the boundary fence off Ngaio Road. This is not a formed vehicle crossing, although it is sometimes used by Peter Venner Motors. This second access has not been formally approved or properly formed and, considering its undesirable the location being so close to its use should be discouraged. Due to the above, this informal access into the property has not been accommodated by the design, which may require a change in Peter Venner Motors' operating practice.
 - Ngaio Road and Parata Street are part of a bus route. As part of the preliminary design process Mana Coach Services were consulted. They had concerns regarding the ramps to the pedestrian table being too steep and uncomfortable for their passengers and drivers. The bus company were advised that the ramps have been designed to a "bus friendly" 1:20 gradient, in keeping with the aim of the project, as the tabletop is not designed to "shock" drivers into slowing down. The raised platform, along with the block paved surface and the zebra crossings provide a contrasting environment that work together to influence driver behaviour.

It is proposed to start work on site in mid-January 2012 and complete construction in four weeks. This start date has been revised from an earlier planned start due to the risk of the construction period extending over the Christmas holiday should any unplanned incident delay progress on site.

Financial Considerations

- 8 The cost of this project will be borne by the Minor Improvement Works budget. It is estimated this project will cost in the order of \$200,000.

Legal Considerations

- 9 There are no legal considerations pertaining to this project.

Delegation

- 10 The ability to consider the matters in this paper falls within the delegated authority of Community Boards, as set out in the Governance Structure, Part D:

7.11 Authority to approve or reject office recommendations relating to all traffic control and signage matters, in relation to existing local roads within the community board's area, except for changes to speed restrictions on local roads.

Consultation

- 11 Peter Venner Motors Ltd, of 2 Parata Street was visited on 22 September 2011. The preliminary design was discussed and their concerns, particularly regarding reversing out onto the road and loss of parking were noted.

The use of the informal vehicle access across the grass berm was discussed and they were advised that this would not be formalised or accommodated as part of the project. This may require a change in Peter Venner Motors' operating practice.

Peter Venner Motors appreciated the need for the pedestrian improvements but did have concerns about the effect of the proposal on their business.

Policy Implications

- 12 There are no effects on prior or existing Council policies or any impacts on future Council policies.

RECOMMENDATIONS

- 13 That the Community Board supports proceeding with the construction of the project.
- 14 That the Community Board approves the installation of the two additional zebra crossings across the intersection of Ngaio Road and Parata Street required as part of the pedestrian improvement works.

Report prepared by:

Approved for submission by:

Darren Price

Sean Mallon

Road Network Engineer

Group Manager Infrastructure Services

ATTACHMENTS:

Attachment 1- Ngaio Road and Parata Street Waikanae Intersection Improvement Works Signs and Markings Layout Plan. Drawing C012-001

Attachment 2- Ngaio Road and Parata Street Waikanae Intersection Improvement Proposed Layout Plan 1 of 2. Drawing C012-002

Attachment 3- Ngaio Road and Parata Street Waikanae Intersection Improvement Proposed Layout Plan 2 of 2. Drawing C012-006