

Chairperson and Community Board Members
WAIKANAE COMMUNITY BOARD

20 OCTOBER 2015

Meeting Status: **Public**

Purpose of Report: For Decision

NGARARA ROAD PARKING AND TRAFFIC CALMING

PURPOSE OF REPORT

- 1 This report seeks the Waikanae Community Board's approval to introduce parking changes at the Waikanae Pool and Waikanae Recreation Centre and to present alternative traffic calming designs on Ngarara Road for Community Board comment and public consultation.

DELEGATION

- 2 Section 10.17 of the Governance Structure and Delegations 2013-2016 Triennium gives the Community Board the:

“Authority to approve or reject officer 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. (The latter power has been delegated to the Regulatory Management Committee).”

BACKGROUND

- 3 The Waikanae Swimming Pool is open every day except for Christmas Day during the summer season. The season is 20 weeks long and is generally from the first weekend in November until the end of March. The pool has one designated car park which can accommodate 20 cars angle parked in marked bays, plus two disabled parking spaces right outside the building. All other parking is on street either side of Ngarara Road and spills into the Rugby Club car park and neighbouring road network.
- 4 Kāpiti Coast Aquatics management approached the Roding team earlier in the year and asked if it would be possible to increase the parking capacity at the pool. MWH Consultants have been contracted to provide some new parking layouts and traffic calming designs for the pool and Recreation Centre area on and adjoining Ngarara Road.
- 5 In 2012 a pedestrian crossing and traffic calming scheme was introduced on Ngarara Road as part of a Safer Routes to School initiative. This reduced speeds from 70 km/h down to, and below the posted speed limit of 50 km/h and provided a safe crossing point for Kapanui School students, swimming pool patrons, and general pedestrian flows between Waikanae Park and the residential areas to the east.
- 6 The Waikanae Community Board have sought a further alternative traffic calming scheme and have asked that a design incorporating raised crossings be undertaken and consulted on.

ISSUES AND OPTIONS

Parking

- 7 Ngarara Road to the north of the pool is approximately 15 metres wide and has parallel parking on each side with 4.0 metre wide through lanes. By changing the section of parking on the western side of the road to angle parking, an additional 10 spaces can be created. This also involves some minor realignment of the road centreline and edge lines to pull the through lanes over slightly to the east. The through lanes width is reduced from 4 metres to 3.3 metres which is still suitably wide for all traffic.
- 8 The Waikanae Recreation Centre Incorporated lease reserve land from Kāpiti Coast District Council which contains the club rooms and squash courts for the Waikanae Rugby Football Club and Waikanae Squash Club. The car park is not part of this lease and currently has no formal painted parking layout. This leads to a random and often wasteful use of the area. By introducing marked parking bays parking numbers can be maximised and specific disabled parking spaces can be created. An additional four spaces can also be gained by removing a large tree stump from the north-eastern edge of the car park and realigning the kerb.
- 9 The proposed site layout is shown on the plan in Appendix 1. This illustrates the parking changes on Ngarara Road and in the Recreation Centre parking area.
- 10 The parking alterations are straightforward line marking changes with only minor civil engineering works. Ideally they need to be completed during October in time for the summer opening of the swimming pool.

Alternative Traffic Calming

- 11 Ngarara Road is classified as a secondary arterial in the current District Plan, it has a speed limit of 50 km/h and carries in excess of a 1000 vehicles per day. It is on the bus route between Waikanae Railway Station and Waikanae Beach with half hourly buses in each direction stopping at the bus stops adjacent to the pool. Traffic levels on Ngarara Road are predicted to increase once the Expressway opens as it becomes a desirable route from the Te Moana Road junction to the town centre and northern suburban areas in Waikanae.
- 12 The Expressway Alliance have a resource consent for construction traffic along Ngarara Road. This allows for up to 50 two-way trips per day of heavy construction traffic moving equipment and materials which can not be moved along their internal haul roads.
- 13 Any changes to traffic calming in this area should be delayed until the Expressway works are completed at the northern end of Ngarara Road and ideally would be undertaken during the winter months when the pool was closed.
- 14 Crash statistics have been obtained from the New Zealand Transport Agency's (NZTA) Crash Analysis System (CAS) for the period 2009 to mid-2015. This is a database that records and allows analysis of crash information recorded by the New Zealand Police. There are two recorded crashes on Ngarara Road in the zone between the Rugby Club and the intersection with Park Avenue. Both of these were attributed to alcohol impaired drivers. These accidents occurred in 2009 and 2012 and there have been no other recorded crashes since that time.

- 15 The current traffic calming method employed in Ngarara Road is a series of “speed cushions” in three locations between Park Avenue and Belvedere Avenue. They each consist of three pre-formed rubber cushions narrow enough for vehicles to pass over them with negligible effect. In order to negotiate the cushions, drivers need to correctly align their vehicles with the devices, encouraging a reduction in their speed. The cushions are placed in such a way to allow ambulances, buses, and heavy trucks to drive over them without any contact. These devices are used internationally to encourage lower vehicle speeds without punishing drivers complying with the posted speed limit or making bus journeys uncomfortable for the passengers and driver. This method of traffic calming does not compromise cycle safety, as the cushions are placed a sufficient distance from the channel to allow cyclists to pass by them without hindrance.
- 16 The current speed cushions are still performing a traffic calming function effectively.
- 17 The following traffic calming alternatives were also considered for Ngarara Road prior to the speed cushions being installed:
- Kerb build-outs
 - Chicanes
 - Road narrowing
 - Speed bumps (Watts profile or similar)
 - Additional signage and road markings
- 18 These were all dismissed as inappropriate for Ngarara Road due to the likelihood of them being less effective than the rubber speed cushions, more expensive and creating a potential issue for cyclists; the reduced road width forcing them closer to motor vehicles.
- 19 Raised crossings and speed tables were not specifically considered for this secondary arterial route at the time but they are similar to the Watts profile speed bumps and the following disadvantages will also apply:
- Permanent traffic calming features which are expensive to adjust.
 - Designed for 30kph environments and not 50kph.
 - Penalises drivers that would obey the speed limit by making the route overly torturous.
 - Creates an obstruction for cyclists.
- 20 A draft design for a Traffic Calming scheme in the vicinity of the pool is shown on the plan in Appendix 1. It consists of a raised zebra (pedestrian) crossing at the existing zebra crossing site and two raised tables to the north. One at or near the pool entrance and the other at the southern entrance to the Rugby Club car park. Two sets of speed cushions would be removed and some threshold signs installed on each approach to the traffic calmed area.

CONSIDERATIONS

Policy considerations

- 21 There are no policy implications in relation to the recommendation.

Legal considerations

- 22 There are no legal considerations other than ensuring any new signs or road-markings are manufactured and installed in accordance with New Zealand Transport Agency (NZTA) guidelines and New Zealand parking standards).

Financial considerations

- 23 The cost of the proposed line marking, signage, and civil works is in the order of \$95,000 and can be accommodated in the 2015/2016 Minor Improvement budget.

Tāngata whenua considerations

- 24 There are no issues relating to Tāngata Whenua for consideration.

SIGNIFICANCE AND ENGAGEMENT

Degree of significance

- 25 This matter has a low level of significance under Council policy.

Consultation already undertaken

- 26 The Waikanae Community Boards has been in consultation on the Ngarara Road traffic calming scheme since its installation in 2012.
- 27 Council Officers have met with a representative of the Waikanae Recreation Centre and he was happy with proposals to mark out the car parking area.

Engagement planning

- 28 The engagement plan will focus on consultation on Council's traffic calming proposal with the local community.
- 29 The process for the engagement planning will involve the community giving feedback on the preliminary MWH designs.

Publicity

- 30 A media release should be made to advertise the planned changes to the wider community and give the public, bus companies, and emergency services prior warning of any civil engineering works in the vicinity.

RECOMMENDATIONS

Parking

- 31 That the Waikanae Community Board approves the following changes as shown in Appendix 1 to Report IS-15-1698:
- (a) The remarking of parking bays on Ngarara Road from parallel to angle parking.
 - (b) The marking of parking bays in the Waikanae Recreation Centre car park to formalise parking arrangements and increase the capacity of the car park.

Traffic Calming

- (c) That the alternative traffic calming measures and raised pedestrian crossing designs be approved by the Board for consultation with the wider community noting that changes would only be implemented once Expressway haulage traffic on Ngarara Road ceases.

Report prepared by

Approved for submission

Approved for submission

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ATTACHMENTS

Appendix 1: MWH Proposed Site layout Plan