

Mayor and Councillors
COUNCIL

15 MARCH 2018

Meeting Status: **Public**

Purpose of Report: For Decision

PARKING APPROACHES IN WAIKANAЕ

PURPOSE OF REPORT

- 1 This report seeks a decision from Kāpiti Coast District Council (Council) on a preferred parking approach on State Highway One (SH1) in Waikanae.

DELEGATION

- 2 The Council can make the decision on this matter.

CONTEXT, ISSUES AND APPROACHES

Context

- 3 In October 2012, Council approved the project agreement with the New Zealand Transport Agency (NZTA) for the revocation of SH1 (from Poplar Avenue to Peka Peka) to a “fit for purpose” local road; with the intention that once revoked the section of SH1 will be safe and provide a level of service equivalent to other local roads providing a similar function within the local road network.
- 4 The SH1 revocation agreement identified the following objectives to apply to the works to ensure achievement of “fit for purpose”:
 - Affordable – have achieved value for money
 - Risk based – have provided a resilient network
 - Integrated and optimised – the Poplar Avenue to Peka Peka Road section of SH1 shall function as an effective part of the district and regional transport network; and
 - Future proofed - the Poplar Avenue to Peka Peka Road section of SH1 shall maintain its ability to operate as an emergency by-pass route.
- 5 The agreement identified the following objectives to apply to the ultimate form and function:
 - That it provide a nature and scale, especially at Waikanae and Paraparaumu town centres, which delivers a viable and attractive roading and access system for local needs;
 - That it is able to accommodate the impacts of projected passenger transport movement and growth, vehicle, pedestrian and cycle movements; and
 - That it enhances the Waikanae and Paraparaumu town centres.

- 6 The SH1 revocation scheme design commenced in 2011 with the most recent work restarting in 2016 with Beca as the main design consultant for NZTA.
- 7 The SH1 revocation agreement outlined that on the revoked section of SH1 there would be 1.5m wide cycle lanes where the speed limit was less than 80 kph and 2.0m wide cycle lanes when the speed limit was 80 kph or greater.
- 8 Any preferred parking approach on SH1 in Waikanae should be considered as part of the bigger picture context of Council investment in enhancing Waikanae town centre as part of its long term planning; and NZTA providing investment to return SH1 to a “fit for purpose” local road. These projects and initiatives focus on creating a connected, accessible and thriving town centre with a strong sense of place and identity.
- 9 A decision on a preferred approach for parking on SH1 in Waikanae is required to progress the SH1 revocation scheme design and road layout.
- 10 NZTA and Beca have considered multiple options including combinations of angle/parallel parking on SH1 in Waikanae leaving two parking approaches, attached as Appendix 1 to this report. The two parking approaches increase on road parking on SH1 in Waikanae.

Approach One

- 11 Approach one increases the current parallel parking on SH1 in Waikanae from 22 parallel parks to 32 with 1.5m on road cycle lanes. A speed limit of 30kph is proposed but it can accommodate 50kph.
- 12 The key benefits of this approach include safer car parks, a wider planted median through the main block, better integration of transport modes accommodating cyclists, pedestrians and cars, on road cycle lanes; and connectivity with on road cycle lanes through the rest of SH1 from Poplar Avenue to Peka Peka.
- 13 Approach one is the recommended approach as it is the safer option, (advice from NZTA’s SH1 Road Safety Audit-RSA), accommodates on road cycle lanes and meets town centre objectives; which are part of the key objectives outlined in the 2012 SH1 revocation agreement between Council and NZTA.

Approach Two

- 14 Approach two increases the total number of current car parks on SH1 in Waikanae from 22 to 41. This is a mixture of parallel and angle parking that retains the current parallel parking between Te Moana and Elizabeth Street and introduces angle parking on both sides of the road between Elizabeth Street and Ngaio Road.
- 15 The parallel parking from Te Moana and Elizabeth Street cannot be changed to angle parking due to a number of conflict points with the exit onto SH1 from the GWRC car park and the traffic movements from Te Moana to Elizabeth Street.
- 16 The major benefits of angle parking are the increase in the number of available parks and accessibility in entering the parks.
- 17 NZTA’s SH1 RSA has identified safety concerns with cars reversing out of angle parks on SH1 in Waikanae. Angle parking would require a posted speed limit of 30kph, does not allow for on road cycle lanes through Waikanae; and would allow only limited planting in a narrow median of the main block.

Feedback

- 18 Consultation and engagement on the SH1 scheme design and the two proposed parking approaches on SH1 in Waikanae have involved tea and toast sessions with local businesses, targeted engagement with cycle and peak groups and an open day with the community.
- 19 Feedback has come via email, petitions and written feedback in comment books provided at tea and toast sessions and the open day. Feedback from the local business community on parking on SH1 started after the first Tea and Toast session on 9 March 2017 to discuss the SH1 scheme design in Waikanae; while the feedback on the two parking approaches commenced in November 2017 and concluded in December 2017. Feedback after December 2017 on the two parking approaches has been provided by key groups including the Older Persons Council and CWB Advisory Group.
- 20 NZTA supports the parallel parking approach (email attached at Appendix 3 to this report) as it is the safer option, accommodates on road cycle lanes and meets town centres objectives.
- 21 NZTA's RSA does not recommend implementing angle parking on SH1 in Waikanae. The safety issues identified in the RSA are outlined in NZTA's email and the full RSA report is attached as Appendix 4 to this report (page 37 for comments on angle parking on SH1 in Waikanae).
- 22 The Council's Road Safety Advisory Group were consulted on the two parking approaches; and the police representative on the group formally noted the Police's support for parallel parking on SH1 in Waikanae for safety reasons. Their feedback is noted in Appendix 2 attached to this report (page 59).
- 23 Feedback from those directly affected businesses in Waikanae, namely having frontage onto SH1 or nearby in Mahara Place, is in favour of the angle parking approach. The Waikanae business community have stated a strong preference for the angle parking approach as it provides more car parks (9) than the parallel parking approach; and businesses consider angle parking to be more accessible for their customers.
- 24 There has been strong support from cycle groups and cyclists for the parallel parking approach on SH1 in Waikanae to allow for on road cycle lanes.
- 25 At the 15 November 2017 Tea and Toast session with the Waikanae business group, there was clear preference for the angle parking approach as it provides more car parks than the parallel parking approach and business owners preferred the accessibility of angle parking in front or nearby their shops.
- 26 At the drop in sessions in the Waikanae library from 15-17 November and the Open day in Mahara Square on 18 November there was generally more support for the parallel parking approach than angle parking; particularly when the safety issues and impact on on road cycle lanes were outlined and discussed. Further, there was support for cycle lanes on SH1 in Waikanae.
- 27 The feedback on the parking approaches on SH1 in Waikanae is outlined in Appendix two to this report. Please note that the veracity of online and signed paper petitions has not been tested.

CONSIDERATIONS

Policy considerations

- 28 There are no policy considerations. However, the Council's sustainable transport strategy and the Waikanae town centre car parking strategy has been considered in relation to achieving an integrated, safe, responsive, and sustainable road network and transport system.

Legal considerations

- 29 There are no legal considerations.

Financial considerations

- 30 NZTA is funding the SH1 revocation process and changes such as road layout and design (including parking) within the SH1 road corridor/designation.

Tāngata whenua considerations

- 31 The Te Ātiawa Town Centres Working Group have been consulted on this matter and have expressed support for the parallel parking approach on SH1 in Waikanae. Their feedback is included in Appendix 2 attached to this report (page 40).

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 32 This matter has a moderate degree of significance under the Council's Significance and Engagement policy as it affects a significant roading asset and involves public interest from a range of groups and stakeholders.

Consultation already undertaken

- 33 The Waikanae Community Board, other key partners and stakeholders such as business and cycle groups, NZTA, the Council's Road Safety Advisory Group, the CWB Advisory Group and the Older Persons Council have been consulted on this matter. Feedback from these groups form part of the overall feedback attached to this report.
- 34 Recent consultation events on the parking approaches on SH1 in Waikanae includes:
- 13 October 2017: briefing to the Waikanae Community Board.
 - 15 November 2017: Tea and Toast session with Waikanae Business groups.
 - 15-17 November: NZTA drop in sessions in the Waikanae Library.
 - 18 November: Open day in Mahara Place.

Engagement planning

- 35 Council has engaged with the community on the parking approaches in Waikanae. Therefore, the engagement plan is now about advising the

community about Council's decision, and providing information to explain that decision.

Publicity

36 A communications plan and media release has been developed in respect of this matter.

RECOMMENDATION

37 That the Council adopts Approach One as outlined in report SP-18-401 which retains and increases parallel parking on SH1 in Waikanae.

Report prepared by

Approved for submission

Approved for submission

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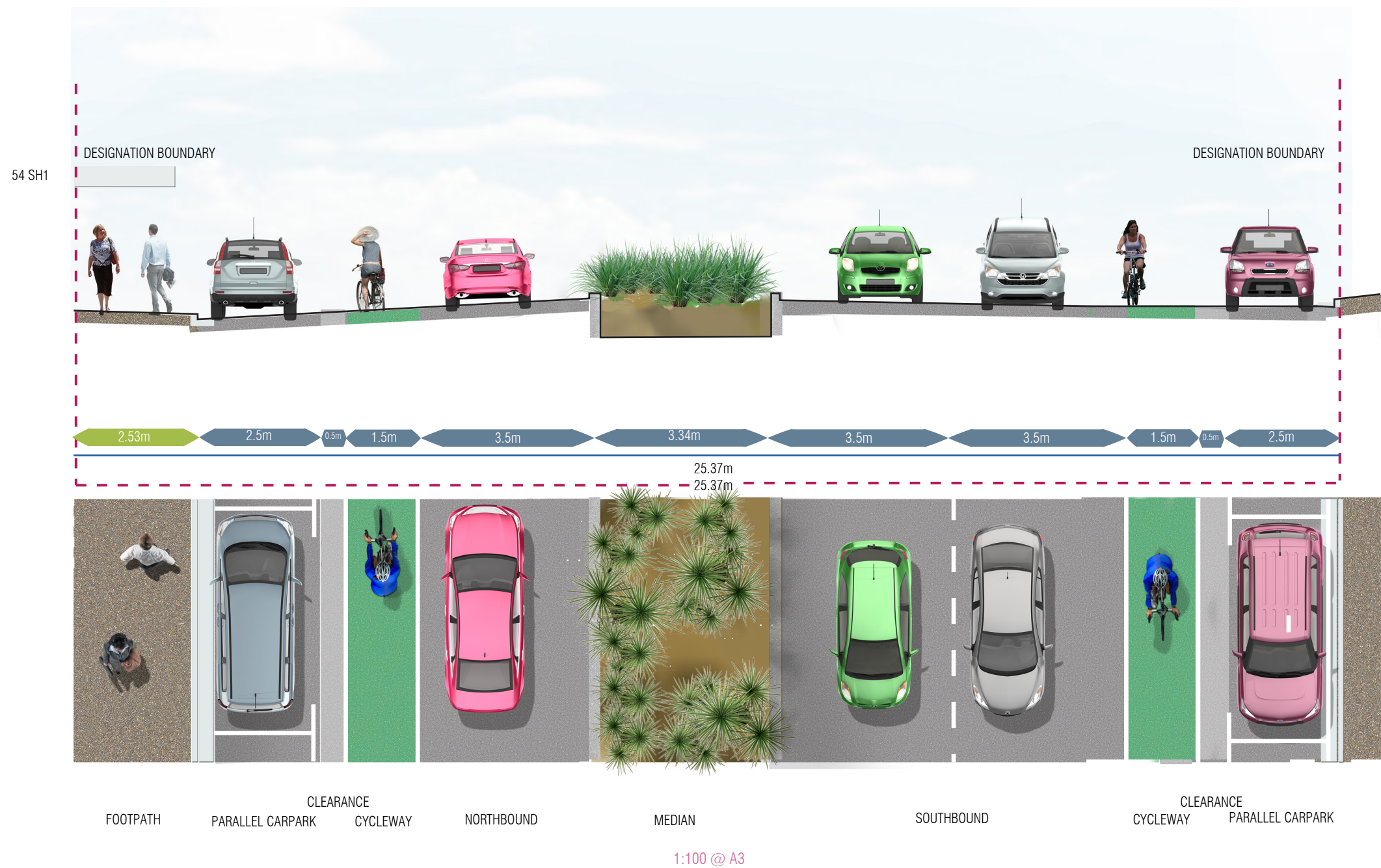
ATTACHMENTS

Appendix 1: Parking approaches on SH1 in Waikanae

Appendix 2: Feedback on the parking approaches on SH1 in Waikanae

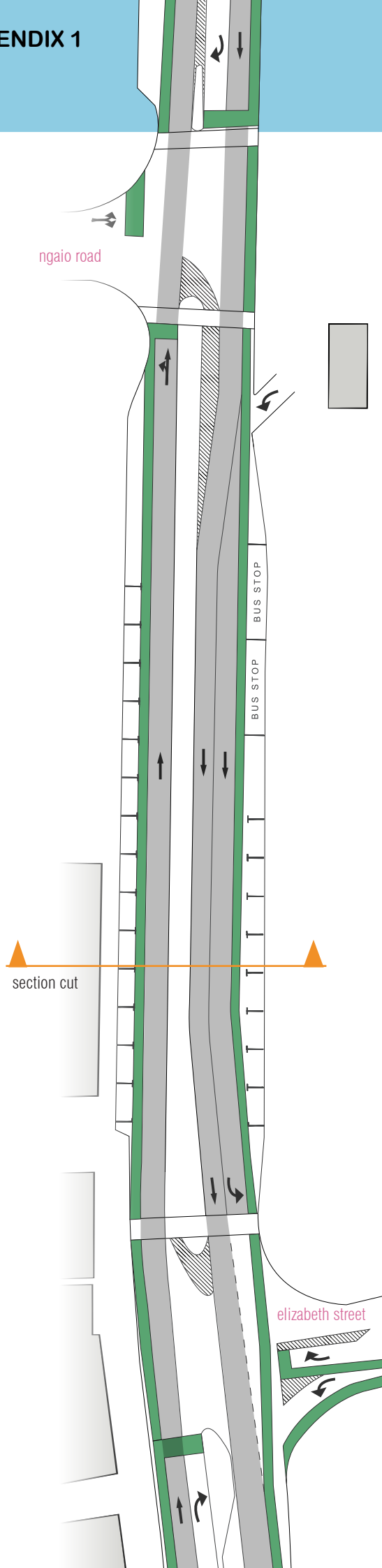
Appendix 3: NZTA's email on parking approaches on SH1 in Waikanae

Appendix 4: Traffic Planning Consultants LTD, RSA on SH1 Revocation (prepared for NZTA)

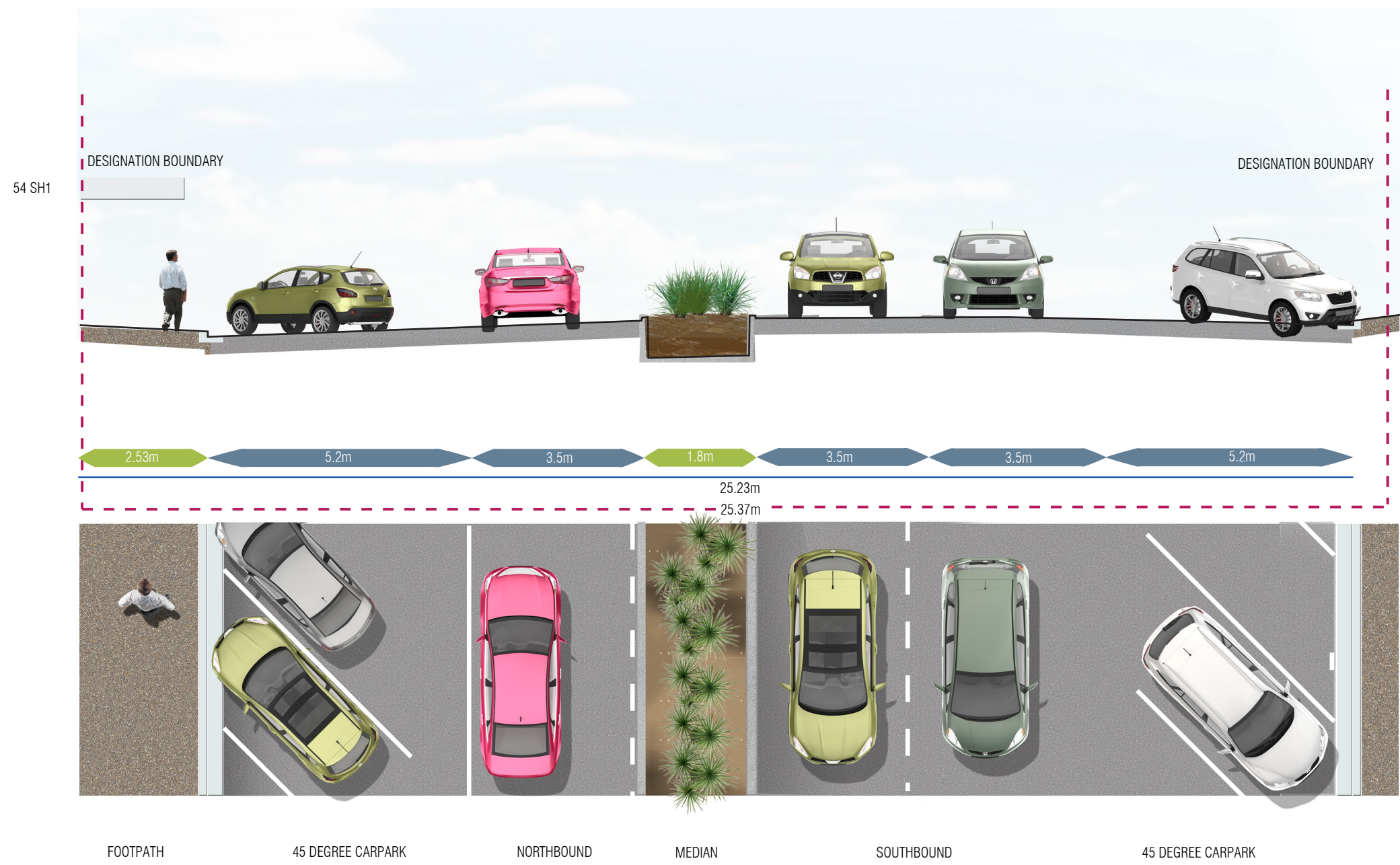


- 32 parallel carparks (currently 22)
- 4 x 3.5m wide lanes from Te Moana to Elizabeth Street
- 3 x 3.5m wide lanes from Elizabeth Street to Ngaio Road
- 1.5m wide on road cycle lanes
- 30 kmh recommended but can accommodate 50 kmh

- 3 pedestrian crossings
- Min 2.2m wide footpath on the eastern side
- Linear park on the eastern side
- Planted median through main block
- Buses on the main road

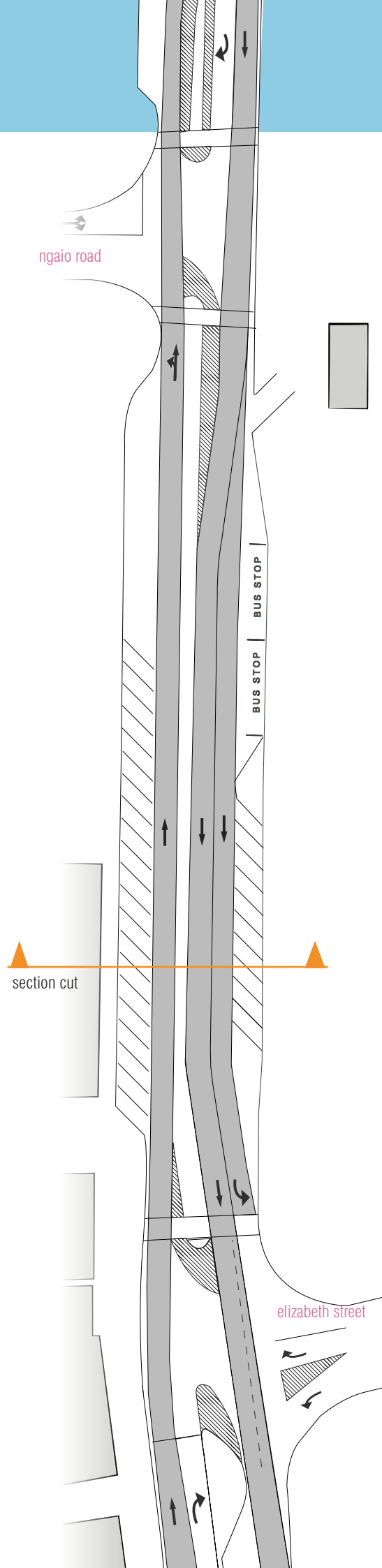


approach 2/ state highway one /angled parking no cycle lanes



1:100 @ A3

- 41 carparks (currently 22)
- 4 x 3.5m wide lanes from Te Moana to Elizabeth Street
- 3 x 3.5m wide lanes from Elizabeth Street to Ngaio Road
- No designated cycle facility through Waikanae
- Safety concerns with cars reversing out of angled parks
- 30 kmh posted speed
- 3 pedestrian crossings
- Min 2.2m wide footpath on the eastern side
- Linear park on the eastern side
- Limited planting in the narrow median of main block
- Buses on the main road



Feedback received for Waikanae Parking Approaches

February 2018

Feedback for Angle / Parallel Parking (Cycleway) approaches for Main Road, Waikanae

For Angle Parking	
Email Feedback from Waikanae Town Centre Businesses - <i>pages 4-10</i>	18
Feedback from Tea & Toast / Open Day - Angle Parking - <i>page 11</i>	9
Petition for Angle Parking - The Bookshelf - <i>pages 12-22</i>	172
NZTA Feedback - refer M2PP Revocation Engagement Summary Report - <i>page 23</i>	1
	200

For Parallel Parking / Cycle ways	
Feedback from Open Day / emails - <i>page 26-32</i>	32
Petition for Cycle ways - Low Carbon Kāpiti Inc. - <i>pages 33-37</i>	221
New Zealand Police (Danial Bremner) recommend parallel parking due to safety aspect of parking at Road Safety Advisory Group meeting held 6 December - <i>page 38. (Full document refer pages 50-61)</i>	1
NZTA Feedback - refer M2PP Revocation Engagement Summary Report - <i>page 39 (Full document refer pages 62 -81)</i>	8
Feedback from Te Ātiawa Town Centres Working Group meeting held 12 December 2017 - <i>page 40</i>	1
Submission from Cycleways, Walkways and Bridleways Advisory Group (CWB) - <i>pages 41-43</i>	1
Submission from The Older Persons' Council - <i>page 44</i>	1
NZTA letter of support for parallel parking approach (<i>refer appendix 3</i>)	1
	266

Feedback from businesses, the community and cycle and peak groups has come via email, petitions and written feedback in comment books provided at tea and toast sessions and the open day. Feedback from the business community on the need for angled parking on SH1 started after the first tea and toast session held on 9 March 2017 to discuss the SH1 scheme design in Waikanae; while the most recent feedback on the two workable options commenced in November 2017 and concluded in December 2017.

Notes:

- Comments are not abridged and in general grammatical corrections (including spelling) have not been made to submitter's comments.
- The veracity of online and signed paper petitions provided has not been tested.
- The online petition for Low Carbon Kāpiti contains a number of signatures from outside Kāpiti.

For Angle Parking

Feedback received from (18) Waikanae business owners supporting angle parking - Main Road, Waikanae

Business	Date Received	Contact / Business Owner	Feedback Received
Imagery Hair	Email received 31.03.17	Shane Lyes	<p>This letter is in regard to the Main Road, Waikanae. Having been a shop owner for the past 6 ½ years on the Main Road, I can say the need for more parking outweighs the need for a cycle lane. I have rarely seen a cyclist let alone cyclists riding past on the Main Road. With the new “expressway” and all the existing cycleways there is no need for a cycle lane, as there is still room on the road for cyclists. But there is a need for angle parking to allow for easier access to businesses and more time to shop and look around. With more parks this can be done. Plus a designation car-park for Business and shop owners, because without this can we keep Waikanae going business people can't get to..... There is parking around the back of the shops but the commuters do and still will continue to use it because of easier to access the station. New park will help, but on a weekday they won't want to walk that far. So consider the needs of businesses as well as the people of Waikanae.</p> <p>As without business and shops Waikanae dies.</p>
Imagery Hair	Email received 31.03.17	Ingrid Jansen	<p>I would like to see angle parking on the main highway as having more parks outside our businesses would improve our clients being able to access more easily as some are elderly. Increasing the time from one hour to two hours would benefit us as some of our clients are here for two hours. I think the train car park is a great idea but as most commuters seem to be lazy and taking the easy option of our car parks at the back of our works I think will continue. It's straight across from the station and why would they care if we struggle to find a park in which we can leave cars all day without getting a parking fine.</p>
Bohanna Motors	Email received 31.03.17	Helen & Brent Bohana	<p>We also would like to support the angle parking in front of the shops which worked very well for many years with much heavier traffic flows than is now the case.</p>
Lawrie Motors	Email received 24.03.17	Raewyn and Bruce Lawrie	<p>We need to support our community, by ensuring our Retailers remain viable.</p> <p>The Main Road needs Angle Parking, as commuters will use all available car parks on the old Pub site.</p> <p>We do not need a cycle lane, as traffic has dropped considerably since the opening of the Expressway.</p> <p>As a cyclist who cycles daily, I have had no problem getting around Waikanae since the drop in traffic.</p>

Business	Date Received	Contact / Business Owner	Feedback Received
Artel Gallery	Email received 24.03.17	Maude Heath	<p>Please seriously consider looking after Waikanae's retailers. The new expressway has caused a slight downturn in visitors and therefore customers to Waikanae Village; a downturn that could be reversed by the authorities at least providing signage to the village.</p> <p>This email however is regarding the proposed bike lane for the Main Road. As a business operator I do not want to see a bike lane installed - we must have ample parking for our customers. By installing angle parking you will encourage more visitors to Waikanae, who, at the moment, are not stopping and shopping here due to the already horrendous lack of parking around the town centre. No doubt the new car park on the old pub site will be filled with Otaki and Levin commuters' vehicles by 8am every day so that space will not be an option for our customers.</p> <p>Would you be kind enough to send me your statistics on how many bike-riders actually use the Main Road (not projected estimates, but actual figures) and why this bike lane is deemed to be more important to KCDC than the future of this Village?</p> <p>We do not want to be Island Bay.</p> <p>http://www.stuff.co.nz/business/small-business/90721069/Wellington-dairy-owners-blame-demise-of-their-business-on-Island-Bay-cycleway?cid=app-iPhone</p>
The Bookshelf	Email received 24.03.17	Ngaire	<p>I am emailing you regarding the proposed changes to the Waikanae township. I am a business owner on the Main Road. I employ local people in my business.</p> <p>The proposed cycle lane would further impact the businesses here financially. There is already a very noticeable drop in turnover. This will end up with businesses closing and staff losing jobs - all for the sake of a cycle lane.</p> <p>We need angle parking reinstated so that the traffic that is left on this road are able to stop directly in front of our stores. Our customer base is largely the elderly and young families who need to be able to park as closely to the shop as possible.</p> <p>Here is an interesting article with a business in a similar situation http://www.stuff.co.nz/business/small-business/90721069/Wellington-dairy-owners-blame-demise-of-their-business-on-Island-Bay-cycleway?cid=app-iPhone.</p> <p>I look forward to seeing a changed plan for the main road.</p>

Business	Date Received	Contact / Business Owner	Feedback Received
World Travellers	Email received 24.03.17	Gloria Reynolds	<p>As a business operating on the Main Road in Waikanae, it is essential that retailers have angle parking outside of their premises.</p> <p>No! to the cycle lane proposal</p> <p>Yes! to the angle parking.</p> <p>We have no wish to see Waikanae in the situation the retailers currently have in Island Bay, the Main road originally had angle parking, we have angle parking in other areas of Waikanae Retailing.</p> <p>The existing cycle lanes with the new highway are excellent, there is plenty of choices for the cyclists in our area.</p>
Jeona NZ Ltd	Email received 25.03.17	Trudy Smith	<p>I would like to make some suggestions after viewing the development plans for Waikanae Village/Mahara Place.</p> <p>1) Please change the current parallel parking along the old SH1 to angle parking - it was like this many years ago and with the road being reduced to single lane it would be easy to do again - the bike lane could still work there or be changed to going around the back through Marae Lane. It would close to double the current number of carparks and make it easier to access Mahara Place for cars passing through as well as locals.</p> <p>2) I think the freestanding toilet block planned for south of the railway station is a great idea but the 5 or 6 parallel parks with short time limits seems odd. If cars stop to take a toilet break they are more likely to then decide to eat or stroll through the town centre - something which retailers want to encourage - so why not make it easy to do so?</p>
Ray White	Email received 25.03.17	Dianne Collier-Brake	<p>The Kāpiti Expressway is a wonderful road for us all, and has changed the Main Road for the better. So now we have an opportunity to increase our parking in the CBD in Waikanae by having angle parking. I call into our Ray White office numerous times a week and use the other shops in the vicinity. I have had to go around the block on many occasions to try to secure a park, such a waste of valuable time. The parking on the Marae Lane side is generally full during the week, so angle parking on the Main Road would provide MUCH NEEDED parking spaces for the people trying to do business in Waikanae.</p>

Business	Date Received	Contact / Business Owner	Feedback Received
-	Email received 27.03.17	Bruce Lawrie	<p>I am concerned that angle parking has been removed from the proposed plan for the Main road in Waikanae and that the reason for this is that a cycle way will make it dangerous. (From breakfast meeting with businesses I believe that a cycle way is not necessary and will compound the traffic problems on the main road. When changes were first put out for public consultation no mention was made or proposed for separate cycle lanes through Waikanae town centre. What evidence is there that cycle lanes work in a small community like ours with the low traffic flows (I can see the rational behind having them in cities like Wellington)</p> <p>Summary.....angle parking YES, Cycle lanes NO</p>
-	Email received 27.03.17	Kevin Sheppard	<p>I attended the recent meeting organised by the Waikanae Kāpiti Coast District Council at the Waikanae Community Centre. Concerning to me was the very general and non-specific information provided by the speakers. Many attending including myself felt our time was wasted.</p> <p>The first two questions from the floor was very specific. Will angle parking be included in planning and when will the traffic light phasing be changed to reflect the new traffic flows.</p> <p>I believe that angle parking is essential and must be included in any planning for Waikanae town centre. Pressure from commuters on existing parking and future parking leaves very little parking for short stay shoppers / services.</p> <p>I believe local businesses need short interval parking (say 30 - 60 minutes) in close proximity to their shops / offices. Having to adjust to reduced traffic past the front door we need all the help we can get to make access / parking convenient.</p>
Bakehouse Waikanae	Email received 27.03.17	Jennifer	<p>I am Jennifer, a shop owner on the main road in waikanae.</p> <p>It is very important to us that we do not have a cycle lane which takes away the parking lanes.</p> <p>The expressway has already turned a lot of our customers away.</p> <p>Also we want the angle parks which would make the waikanae car park shortage a lot better.</p> <p>As we are the first stop in waikanae after the lights, we often get asked for people to use our toilets which would mean for people to come into our shop and through our kitchen. We often have to send people away and it's quite a distance. I have written before about having toilets for people in the new car parks.</p> <p>Thank you for taking your time to read this and hopefully things can change.</p>

Business	Date Received	Contact / Business Owner	Feedback Received
Coast Access Radio	Email received 29.03.17	Graeme Joyes	<p>First I want to acknowledge that this issue is not of the KCDC's making, that they, like the community are the victims of bad, and possibly intentionally bad, planning by the Greater Wellington Regional Council.</p> <p>Background.</p> <p>On the 8th June 2007 I attended a Waikanae Town Centre Workshop, hosted by Kobus Mentz of Urbanism Plus to discuss and develop ideas for the Waikanae Town Centre and SH1/Railway area.</p> <p>During this workshop Angus Cabara, of Greater Wellington Regional Council stated that the electrification of the railway would require 600 car parks within 500m of the station. (taken from minutes circulated 20th June 2007). Note, this was 600 extra car parks for the new station.</p> <p>I estimate that at that point in 2007 Waikanae probably had around 240 parking spaces. Note, this is an estimate from Google Earth, today, on the existing parking areas of 2007 and doesn't include areas like Elizabeth Street, nor SH1 by New World.</p> <p>Since then, some 30 car parks have been added on the corner of Marae Lane and Ngaio, about 170 in front of the station and over the rail, in the park and ride area. In theory, if it's ever completed, there are another 240 parks in the Waikanae Hotel site.</p> <p>Some very rough arithmetic shows that while the GWRC indicated that 600 parks were needed, Waikanae got about 440. That's still a shortfall of 160.</p> <p>So the point of this, again a crude comparison from Google Earth shows for, four parallel parks, it is possible to angle park eight vehicles. Twice as may for the same length of road.</p> <p>There are currently 19 parks along the shop frontages of SH1, thus angle parking could create at least 38 spaces.</p> <p>So I submit that to try and regain the loss of parking for Waikanae residents, caused by the GWRC inadequate provision, angle parking on the soon to be redeveloped SH1, makes sense.</p>
World Travellers	Email received 24.03.17	Sandy Ramage	<p>Working for a business on the Main Road in Waikanae, I would like to have a say in the parking. I feel we would benefit better, along with our clients to have angle parking and do not want a cycle lane outside our shop. Our main customers are senior and feel angle parking would make it a lot easier and safer for them to come to the shops and do their business. We certainly do not want to be like other areas in the Wellington region where cycle lanes stop client's easy access to retail shops. So to recap – No to Cycle Lane and Yes to Angle Parking</p>

Business	Date Received	Contact / Business Owner	Feedback Received
Kiwi Hearing	Email received 30.03.17	Wanita Lynn	<p>I am a business owner in Mahara Place, Waikanae and I wish to make a submission to have angled parking on the main road. This makes it much easier for people (our customers) to park, especially given many of them are older and unable to parallel park. So there is a huge shortage of parking in this area and having angled parking will give everyone more parks as you can get two angled parks for the one parallel park. Also having the bike lane run through here will cut off some local businesses which is really not what any of us need! Please think about moving the cycle lane (they can go around Marae Lane) and have angled parks on the main road.</p>
BodyFix Gym	Email received 26.04.17	Abigail Coburn	<p>I own BodyFix Gym at 1/50 Main Road Waikanae. We are one of the businesses that support and in fact need angle parking. I have also mentioned the need for a mobility park as well.</p> <p>There are a large number of seniors who come to my gym and parking is a big issue. They find they are having to park far away and walk quite a distance. I have members with mobility issues also. One who has Parkinson's who uses a walker and parking far away causes a lot of problems for him and his wife who has to help him.</p> <p>So I would like to see angle parking with at least one mobility park along Main Road Waikanae out in front of the businesses there.</p>
Jenoa NZ Ltd	Email received 24.10.17	Trudy Smith	<p>I am the owner of one of the newer businesses in Waikanae and I would like to put my support behind the proposition to return the old main road parking to angle parking.</p> <p>Not only would this increase available parking spaces in close proximity to the shops but it would entice travellers heading through Waikanae to pull over 'on the spur of the moment'. I feel a cycleway could be placed around the back of the shops without any hindrance to the town centre. I attended the meetings regarding the re-development of Mahara Place and angle parking was definitely a hot topic and discussed in depth with council staff.</p> <p>Further regarding Mahara Place in general - when do you see some of the proposed re-development taking place? My shop looks out at 20+ year old grey cement planters that are flaking and chipping and currently filled with dirt and no plants. Combined with grey pavers and the dated look of the place it's a very uninspiring sight.</p> <p>Despite that in the one year I have been open my business has increased and there are without a doubt more people moving to the area who are looking to shop locally and utilise the facilities.</p> <p>I loved the proposed re-development plans with grass areas, seating, lower garden beds etc. but I'm wondering why we haven't heard any word about when all this will start?</p>

Business	Date Received	Contact / Business Owner	Feedback Received
			Looking forward to hearing from you.
Fibre Flair	Email received 21.10.17	June Pritchett	<p>RE angle parking on Main Road Waikanae. I support the businesses on the Main Road who would welcome angle parking there. As a high proportion of my customers are elderly or have toddlers to take with them as they shop, angle parking would save time looking for parking spaces as more spaces are provided. Cyclist could be provided for with lanes on the east side of the Main Road. See sample A in the Dominion re Lyall Bay last week's article.</p> <p>PS Fibre Flair has just celebrated its 30 years here on the Main Road Waikanae.</p>

Feedback received via Tea & Toast / Open Day supporting angle parking - Main Road, Waikanae (9 in total)

Name (where provided)	Event	Feedback received
-	Mahara Place Open Day - 18 November	Keep angle parks - wider ease of egress. Include some disabled parks. Wrap the tree trunks in small white lights to give interesting frontage. Get Mahara Gallery renovated absolute must do, attract interest from outsiders and tourists. Have cycleway go around village. Ideal location would be over railway into Elizabeth Street and along the road beside the railway.
Sue Emirali	Email received 30.11.17	I have had a look at the proposed angle parking for Waikanae and cannot see any issues with this from an accessibility perspective. It would be great if we could have one more (at least) Disability parking space as I constantly hear that the 4 over by the Library are insufficient for the population. I would love to see Waikanae get a more vibrant vibe and having angle parks will be much easier for people to pull into than the current parking.
-	Mahara Place Open Day - 18 November	(1) Wine bar - somewhere in Mahara Place - easy to access for all plenty of parking and outdoor friendly area. (2) Pedestrian "Friendly" area near New World across Old SH1. (3) Move North bound cycleway across road next to station bound cycleway. Takes away problem of angle parkers backing out. (4) Make a couple of angle parks wider and reduce number to allow couple of disability parks. (5) Try to make Mahara Place a restaurant / cafe / wine bar hub - a destination for all! Lots of cafes and several wine bars with outdoor seating and all family friendly.
-	Mahara Place Open Day - 18 November	Improved pedestrian SH1 crossing??? Doubt it! By a little I prefer the angle parking to the parallel parking
-	Waikanae Tea & Toast	Angle parking please!
Glenys Evans	Waikanae Tea & Toast	Definitely no cycle lane needed. Heaps already spent on cycleway attached to expressway. More important to have better access (parking angle) for the village than another lane for cycles.
-	Waikanae Tea & Toast	More Angle Parking section 7 if possible. No cycle lane!
-	Mahara Place Open Day - 18 November	Angle parking needed - more car parks needed and lack of them prevents visiting the shops.
-	Mahara Place Open Day - 18 November	Angle Parking is a great idea.

(Received 17 November 2017)

f int:

Hather Cay.

Tara Fitzgerald.

Kael Brown

SAnton

NT Davis

Julia GREIG

Uc GREIG

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAE

<u>Laura McEllen</u>	<u>C. McGechan</u>
<u>J. A. Boshan</u>	<u>22 Kotane Street</u>
<u>Warren Heenan</u>	<u>88 Rima Street</u>
<u>Heather Joyce</u>	<u>1 Hicks Cres WaiKanae</u>
<u>Glen Brown</u>	<u>5 CRANBROOK GROVE</u>
<u>Lynette Rowe</u>	<u>97 Belvedere Ave, Ld.</u>
<u>David Roden</u>	<u>457 Te Moma Rd</u>
<u>Jim Oats</u>	<u>W.D.</u>
<u>Cushley, P. J.</u>	<u>L. J. Kelly</u>
<u>FRED MACDONALD</u>	<u>P.O. Box 15013 OTAKI 5542</u>
<u>Patricia</u>	<u>93 Belvedere Ave WKN</u>
<u>TIM HART</u>	<u>100 Greenhill RD</u>
<u>Richard C. Reedman</u>	<u>40 Karamore Rd WaiKanae</u>
<u>Heleni Dinos</u>	<u>3 MANA EXP. PAREMATA</u>
<u>Julia Dinning</u>	<u>40 Rima Cres WAE</u>
<u>Shang Cooper</u>	<u>8 Cranbrook Grove, Wae</u>
<u>Warren Cain</u>	<u>47 AHATAHAWA WaiKanae</u>
<u>Barbara Bangert</u>	<u>29 Rima Rd, WaiKanae</u>

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAE

Signature

Print name

V. Munn
S. King

Veronica Seymour
S. King

J. Manning
Sally Baber

Julia Manning
Sally Baber

W. Cooke

William Goodman

J. Barker
Anne Barker

Jeremy Seaman

Anne Barker
Graeme Jones

B. Charles

Blanche Charles

J. K. K. K.
E. C. X.

Jaime Bradbury

Gillian Karamanis

Emma Gray-Silk

K. B. A.

Blair O'Sullivan

Blair O'Sullivan

M. J. Simpson

MARISE J SIMPSON

G. Kirby

GWEN KIRBY

G. Swanson

GAIL SWANSON

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAĒ

[Handwritten signatures:]

VYANNE HANCOX
 CATHIN LAMBERT
 ANNE MURPHY-D
 GLEN SALLICHA
 JENNY LANSIN
 Belinda Nixon
 JASON VARLEY
 BRENDEN STRATFORD
 MARIA KNEWSTUBB
 SHANE ROOPEL
 JOHN POPE
 BROWN WYN GLAVIN
 VAUGHAN ISAAC
 ERIC ROBINSON
 VICKY LEE EDWIN
 SOR WYSE
 GAIL STIRLING

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAE

SIGNATURE

NAME

[Signature]
Sandy Robertson

Sandy Ramage

[Signature]
D Wall

DEB WALL

[Signature]
R. C. Brown

Steve Mac
Nikki Carroll

[Signature]
Shane Copping

J. Murren

[Signature]
M. Kendall

Glen McIlwain
Margaret McIlwain

[Signature]
V. Mollison

Trev SMITH

[Signature]
Vicki Croftland

Vicki Croftland

[Signature]
Shana Bullock

Shana Bullock

[Signature]
Debbie Hindle

Debbie Hindle

[Signature]
EDWARD CORNELL

EDWARD CORNELL

Signature

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAE

Print
name

Hannah Tinnery

Hannah Tinnery

W. Peterson

Mae Peterson

Mike Williams

~~Mike Williams~~

Paul Cathers

~~Paul Cathers~~

Rachel Read

R Read

Kyle Read

K Read

John Tinnery

JO M. KINNEY

John Tinnery

John Tinnery

John Tinnery

Nur Lindsay

Maude Heath

Maude Heath

Paul Steerin

Paul Steerin

Annette Lysanluk

ANNETTE LYSANLUK

Faith V. Berradell

Faith V. Berradell

Mark McGilong

MARK MCGILONG

Gentry Simpson

Gentry Simpson

Helen Bohossac

Helen Bohossac

Margaret Gray

Margaret Gray

Ged Crombie

Ged Crombie

SIGN

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAE

NAME

Elizabeth Murray

Maurice Vangioni

Diana Webster

Duncan West

Ian Wooster

B Jackson

T. Webster

N. Harding

J. Wilson

Rob Bryden

Flerence Harris

Justine McQueen

Linda Sheridan

J. Wood

Elizabeth Murray

Allan Tichborne

J.M.V.
~~20 GLENDAWAY RD WAIKANAE~~

Duncan West

Duncan West

Ian Wooster

Ian Wooster

B Jackson

T. Webster

N. Harding

J. Wilson

Rob Bryden

Flerence Harris

Justine McQueen

Linda Sheridan

J. Wood

J. Wood

J. Wood

SIGN

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAE

NAME

J. Playford

Jony PLAYFORD

J. Playford

Jennifer Jermy

K. Wiseman

Keith Wiseman

Chris Stennitz

Chris Stennitz

Dorothy Kouf

DOROTHY KOUF

Kathy Petrie

Kathy Petrie

Leonia Richmond

Leonia Richmond

Mel Fairbairn

MEL FAIRBAIRN

Cathy Warnes

Cathy Warnes

N. Bruce

N. Bruce

N. Bruce

N. Bruce

C. Lawton

N. Bruce

K. Harrison

Kath

D. Hunt

D. Hunt

M. Rouse

M. Rouse

E. Kelly

E. Kelly

B. Tute

B. Tute

B. Tute

B. Tute

B. Tute

B. Tute

PETITION FOR ANGLE PARKING ON MAIN ROAD WAIKANAĒ

Hammings Hume
Shirley CHRISTENSEN
Blair

29. Purinton Rd
KAY TE MOANA RD.

Feedback received from NZTA Mackays to Peka Peka Revocation Engagement Summary Report for Zone 8

General Feedback

At the Tea & Toast session with the Waikanae Business Group, there was a clear preference for the angled parking option because it provided more car parks than the parallel parking option and business owners preferred the angled park design in front of their shops.

Written Feedback (1)

Supports angle parking as it allows more capacity

For the full report please refer to [attachment F \(pages 62-81\)](#)

For Parallel Parking / Cycleways

Feedback received via Open Day / Emails supporting Cycleways/ Parallel Parking - Main Road, Waikanae (32 in total)

Name (where provided)	Event / Received	Feedback / Comments received
-	Mahara Place Open Day – 18 November	I can't really see too many changes that are going to really invigorate Mahara Place. I like the idea of green areas in Mahara Place. Think we need to upgrade the Mahara Gallery. How many people use the Marae? Do we want to integrate it into Waikanae. I have only been into the marae to vote and that is the only time I have been in. Is this the same for most Waikanae residents - are we just being "culturally correct". Don't like 30km speed limit along old SH1. There is still not much to make people from out of town stop off or come off Expressway to call in. Love Artel. Cycle lane along old SH1 is a great idea.
-	Mahara Place Open Day – 18 November	More cycle way
-	Mahara Place Open Day – 18 November	We prefer to bike to Mahara Place and avoid the congestion of cars. It's also already tricky to avoid cars while biking and sometimes dangerous. A cycleway is more in keeping with KCDC's 'low-carbon' vision.
-	Mahara Place Open Day - 18 November	Look at the needs of cyclists - restrict parking along Ngaio Road - look at other options - i.e. park and bus
Christian Judge	Email received 24.11.17	I'll Keep it brief, as KCDC ratepayers, my family and I fully support investing in safe cycling infrastructure in Waikanae. Building yet more car parks is nonsense. Regards Christian

Name (where provided)	Event / Received	Feedback / Comments received
Dennis Thomas	Email received 01.12.17	<p>Unfortunately I was away for this recent public day. Could you please pass my comments on the relevant officer?</p> <p>Overall I like the proposal.</p> <p>I support the proposed bike lanes on old SH1. It is critical that walking be safe from the river to the Railway Station, Elizabeth St Mahara Place and the supermarkets. Replacing these bike lanes with diagonal parking is inappropriate. These bike lanes are not primarily for inter-city travellers so much as safe off-road cycling areas for locals. The 2 crossings are good too.</p> <p>The proposed crossing at the top of Te Moana Rd is great for cyclists and riders - really dodgy at the moment.</p> <p>I understand shops on old SH1 are suffering from reduced business - this is not surprising given there is less traffic driving by. But even before the Expressway visits were constrained by the number of parks, so more parking is not the issue at all. Can I suggest you consider quite a few short term parks (5-10 minutes) so that people getting take aways, visiting the bank and other "quick stop" premises have a good chance of getting a park. This will make a greater difference, in particular for Waikanae locals who are the main shoppers in the area . I don't know about the empty section by the GAS station, but if that could be made a 1-lane "in" road, then there could also be short-term parking behind Countdown.</p>
Elisabeth Mikkelsen	Email received 04.12.17	<p>I have seen the plan for the changes on SH1 through Waikanae township. A longtime activist for cycling I would prefer a dedicated two-way cycleway along the existing footpath, separated with planting and separated from the roadway by a low kerb.</p> <p>My second choice is for green cycle lanes on both sides of the road and parallel parking alongside the existing footpath. Parallel parking should be for disabled and elderly people only. There is now a large car park close to Waikanae shops. Bus stops close to Mahara Place and more frequent buses would encourage shoppers to take the bus.</p> <p>If Waikanae shopping centre becomes known as a quiet, pleasant, park like place to shop without all the noise of motorized traffic, business will benefit from the foot traffic. Research is readily available to prove this.</p> <p>You may be aware of the Wellington initiative of handing out colourful cards with this text:</p> <p>"Why make biking customers and their dollars welcome." I will try and drop this card in an envelope at the council desk for you. <i>(Refer attachment A - page 46).</i></p>

Name (where provided)	Event / Received	Feedback / Comments received
Bianca Begovich	Email received 23.11.17	<p>I am writing in response to the proposed parking approaches for SH1 http://www.kapiticoast.govt.nz/Your-Council/Projects/revitalising-the-waikanae-town-centre/.</p> <p>I am writing to add my support to the Waikanae town centre parking option which favors parallel parking and thus retains room for 1.5m cycle lanes.</p> <p>My family and I usually choose to bike to and around the town centre and having a cycle lane would facilitate this. I believe there is adequate parking already in the proposed area as the carparks currently are seldom completely full, in my opinion.</p> <p>Retaining room for the cycle lane would also be in keeping with KCDC's 'FutureKapiti' long term plan, which aims to enhance public health and safety, maintain community connections and protect the natural environment.</p>
Bruce Henderson	Letter to the editor	"Support Option 1". <i>(Refer attachment B - page 47)</i>
-	Mahara Place Open Day - 18 November	Improve non-vehicular access! Also angle parks are dangerous - creates vehicle conflict for cars existing car park.
-	Mahara Place Open Day - 18 November	There is sufficient additional parking in the town centre. A stronger focus on community and town centre resilience and future proofing is needed i.e. better pedestrian / cycle access. Note if NZTA are funding a cycleway don't turn your back on it.
-	Mahara Place Open Day - 18 November	Parallel parking towncentre side - angle parking at station. Older people backing out into traffic disaster!
-	Mahara Place Open Day - 18 November	Like present plan. Remove phoneix palms, plant natives, make people friendly spaces. Need better cycle connections through Mahara Square to Railway. Ngaio Road - Too narrow for safe cycling when cars are parked on both sides. Need parking on one side only. Do not like angle parking on SH1. Hazardous when people backing out – Ōtaki Main Street.
-	Mahara Place Open Day - 18 November	No angle parking keep cycleway
-	Mahara Place Open Day - 18 November	Re: Parking, major concerns about vertical parks and safety issues of same!! Also need to have a designated bike line part of keeping and inclusive / accessible forward, thinking town.
-	Mahara Place Open Day - 18 November	Parallel parking YES. No businesses will tip over for the sake of 9 carparks otherwise they shouldn't be in business. Think future. Most Euro towns encourage walk, cycling, and scooters in town centres.

Name (where provided)	Event / Received	Feedback / Comments received
-	Mahara Place Open Day - 18 November	Old SH1 Angle Parks - No angle parking. These are dangerous, especially when high sided vehicles prevent viewing of oncoming traffic.
-	Mahara Place Open Day - 18 November	Speed should be lowered to 30kph (speed bumps). Adequate spaces for the bigger cars and Utes. Do not make parking unsafe for 'oldies". Backing must be safe.
-	Mahara Place Open Day – 18 November	Strongly in favor of parallel parking on Main Road to encourage cycling and make it feel less car dominated. Support 30 km limit maybe with some traffic calming too.
-	Mahara Place Open Day - 18 November	Up to SH1 - lose the planters; get more outside eateries so we can eat in the middle of the paved area. More artificial lawn concepts for in the area - to green it up. No angle parking on Main Road please. I want to be safe on my bike! Clustered seating.
-	Mahara Place Open Day - 18 November	Support Parallel parking not angle parking. Happy with Phoenix Palms but large natives e.g. puriri or kowahi good. Would still like underpass to railway station. No trees on the big carpark (i.e. in front of supermarket)
-	Mahara Place Open Day - 18 November	I support former SH1 parallel parking and the promotion of safe bicycle passage ways. I love the Whāriki - weaving paver design connection from SH1 to the Marae. More green spaces to invite community interaction in Mahara Place is to be encouraged. I enjoyed the concept of shared play / meeting space in the centre of the mall.
-	Mahara Place Open Day - 18 November	We prefer parallel Parking and cycleway option for SH1. Angle parking dangerous with thru traffic. Upkeep of Mahara Place - general upkeep i.e. rubbish and moss between pavers needs attending to regularly. Would improve appearance of area.
Viola Palmer	Email received 27.11.17	<p>I live at Waikanae and enjoy cycling. I have studied the new plan for the Waikanae town Centre and found it does not cater well for access by bike. There needs to be a cycle way around the town Centre which leads off to the North, South East and West. There is plenty of parking for cars in the Council carpark outside Countdown. There is no need for further parking on SH1. Instead there should be a cycle way there.</p> <p>The access from the West is planned along Park Ave and Ngaio Rd I understand. The East access needs a cycle way along Elizabeth St. North and South would be on SH1 perhaps joining the expressway cycle track.</p> <p>I trust this will be considered before the town centre plan is finalised. Cyclist numbers are increasing and will continue to do so in the future.</p>

Name (where provided)	Event / Received	Feedback / Comments received
David Yockney	Email received 29.11.17	<p>I am writing in relation to the decision that KCDC is about to make in relation to the up-grade of old SH1 at Waikanae town centre.</p> <p>I support Option 1 (32 parallel car parks and cycle lanes) rather than Option 2 (41 angle car-parks and no cycle lanes) for a number of reasons.</p> <p>Firstly, cycle lanes will encourage people to use bikes and this will provide benefits such as improved health outcomes, less traffic congestion and reduced harmful green-house gases.</p> <p>Secondly, the number of cyclists on the roads will increase in the near future as people become more aware of the above mentioned benefits. In particular, as the negative impacts of the impending climate crisis kick in, more people will turn to bikes. Also, e-bike usage is set to increase, as prices come down and people start to see them as an alternative to cars. Facilities, such as safe cycle lanes, will be needed for all these additional cyclists.</p> <p>I can understand that businesses are keen to get as many people as possible into the town centre. Option two provides just nine extra car-parks which really won't make much difference as Waikanae already has a significant number of car-parks. I feel that Option 1 may well be more effective in this regard. After all, cyclists go shopping too, and encouraging cycling will bring more people into the town centre.</p> <p>Finally, there are safety concerns with option 2, as it requires cars to back out of the angle parking straight into on-coming traffic.</p> <p>"Enhancing cycling" is one of the "key deliverables" of this project. Option 1 achieves this, not Option 2. KCDC needs to make the future-focused choice.</p>
Lynn Sleath (Kāpiti Cycling Action)	Mahara Place Open Day - 18 November	Kāpiti Cycling Action, supported by Kāpiti Cycling Club and Kāpiti Kruzers represents 200 active cyclists that wish to continue to cycle on the ex SH1 Main Road. We are strongly opposed to angle parking outside the retail area because there will be no space allocated for road cycling. The only acceptable angle parking would be as per Australian States i.e. angle forward and reverse.
-	Mahara Place Open Day - 18 November	Parallel parking and bikes land all the way! If I had my way, car parks would be pushed out of the centre so we can establish green spaces.
Lynn Sleath (Kāpiti Cycling Action)	Letter received 23.11.17	Letter received from Lynn Sleath, of Kāpiti Cycling Action. <i>(Refer attachment C - page 48)</i>
Jake Roos (Low Carbon Kapiti Inc)	Letter received 24.11.17	Letter received from Jake Roos, Chairperson of Low Carbon Kāpiti Inc. <i>(Refer attachment D - page 49)</i>
Dr Adrian Lumsden	Email received 20.12.17	I refer to http://www.kapiticoast.govt.nz/Your-Council/Projects/revitalising-the-waikanae-town-centre/ and http://www.kapiticoast.govt.nz/globalassets/town-centres/waikanae-town-

Name (where provided)	Event / Received	Feedback / Comments received
		<p>centre/sh1-parking-approaches_10nov17.pdf which lay out two different approaches for changes in parking arrangements in Waikanae.</p> <p>My experience with angle parking in Ōtaki Township, both as a motorist and a cyclist, leads me to believe that angle parking is dangerous for both motorists and cyclists. I have had near misses when driving past angle parked cars who are attempting to reverse out into the road. As a driver I have had to break hard to avoid having cars reverse into me as I have been passing. As a cyclist I have had to brake hard and swerve out into the road several times to avoid cars reversing out into the lane. Again, as a motorist, I have experienced a great deal of difficulty in reversing out of the angle parking bays because it is almost impossible to get a clear view back down the lane because of the rear window pillar obscuring the view back down the road.</p> <p>The safest way for a cyclist to pass the parked cars is to ride out in the lane so that it is easier for cars attempting to reverse out to be able to see us. However, this tends to annoy following cars and we get pushed close to the parked cars making the situation even more dangerous. This is in spite of the fact that there is a 30kph speed limit through that section of Ōtaki and I am often easily doing 30kph on my bike.</p> <p>Another source of problems is that angle parking increases the amount of time it takes for a driver to complete their manoeuvre, having to reverse out of the bay, come to a halt and then proceed on their way. With parallel parking, drivers can look over their shoulder or in their mirror, make allowances for any oncoming traffic and bicycles, and then pull out and proceed in their intended direction in one smooth movement. The downside is that parallel parking may result in the need for a reverse-parking manoeuvre in order to park. However, I suggest that this is safer than the semi-blind reverse exit from angle parking into traffic as the vehicles approaching from behind can clearly see the motorist making their reverse parking manoeuvre and make allowances.</p> <p>The provision of a cycle path also gives some protection to cyclists from drivers and passengers opening their offside doors into the path of cyclists. I have been knocked from my bike several times by exactly this. I always try to ride past parked cars leaving enough space between me and them for the car occupants to open their doors without having checked behind first. Without the cycle lane there is a tendency for cars passing the cycles to squeeze by and push them closer to the line of parked cars. That results in them being in the danger zone of a an opening door.</p> <p>A 30kph limit through that section of town would also contribute significantly to the safety of cyclists.</p> <p>Will there be any public hearings/meetings with respect to the above?</p>
Vivien Rowlinson	Email received 12.02.18	<p>I was recently part of a gathering of cyclists concerned about the proposed changes to parking on Main Road, Waikanae.</p> <p>There are a lot of cyclists in Waikanae, and I feel that there was not enough publicity about the gathering to enable the turnout of cyclists to be as large as it could have been if the notice hadn't been so short.</p> <p>I really care about the environment, and use my bike for all my daily travel</p>

Name (where provided)	Event / Received	Feedback / Comments received
		<p>within Kapiti. My husband does the same. To go further afield we use public transport. Virtually the only time our car leaves the garage is when my husband uses it as a volunteer driver for Kapiti Carers.</p> <p>With the rise in awareness of climate change, and the popularity of cycle trails around the country, it seems mad that the council would forgo cycle lanes alongside the shops on the Main Road, in favour of angle parking. I cannot believe that those parks would benefit Waikanae residents, who would surely use one of the car parks in town, rather than drive around the block in order to park directly outside the shop they wish to visit. Cycling is difficult enough with motorists opening car doors into our path. Motorists reversing out of angle parks with limited visibility seems like a recipe for disaster.</p> <p>Please, please, leave angle parking for car parks, and if we must have parking on roadsides, let it be the parallel parking we have at present. With the whole country finally starting to give cyclists a fair go, it seems a real shame that Kapiti should lag behind in this respect. With the rise in e-bike sales, cycling is only going to get more popular in this region.</p> <p>I can't find anywhere on the council website to make my views known regarding this issue, so would appreciate my email being forwarded to the relevant persons.</p> <p>For the record, I love Waikanae, and don't make a habit of complaining. I applaud the effort that has been made recently to improve the appearance of Mahara Place. I have also been very appreciative of council support as we wage a 2 person crusade against litter in Waikanae. It's just that I really think this is the council's chance to make things better for cyclists here.</p>
John Rowlinson	Email received 13.02.18	<p>Proposed changes to road layout adjacent to Waikanae shopping precinct. I'd like to comment on the above proposal in particular regarding the apparent total lack of consideration to road users riding bicycles along the Main Road in the vicinity of the Elizabeth St intersection traffic lights. From various sources I've heard that the proposed angled parking on the western road edge is unpopular with cyclists of all kinds. While I share a similar view, my main concern, as I have said, is that no consideration has been taken as to the safe passage of bicycles past these parked cars whichever way they are parked. More parks means more shoppers & therefore a more lively town centre, as we all know, but NOT including plans to make the Main Road safer for cyclists, in this day and age, is ludicrous. Just what are your planners thinking? Try looking at what other councils are doing to help make the town environment more accepting of All types of transport. There's plenty of room for a smarter layout in Waikanae. Think to the future and just do it.</p>

Petition received from Low Carbon Kāpiti (221 signatures) supporting Cycleways/ Parallel Parking - Main Road, Waikanae

(Received 10 December 2017)

Low Carbon Kāpiti

Recipient: Kapiti Coast District Council, Vincent Fallon

Letter: Greetings,

Support cyclists - no dangerous angle parks on the old SH1
Waikanae

Kāpiti Coast District Council is currently deciding on designs for how the old State Highway One at Waikanae Town Centre will be revamped when it is handed over from NZTA to the Council. There are two options in the running: Option 1 that has cycle lanes, 32 parallel parks for cars and a buffer zone between for opening car doors safely, and Option 2 that has no cycle lanes, 41 angle parks and no buffer zone.

We, the undersigned, wish to lend our support to Option 1 (parallel parking with cycle lanes).

Option 1 quite clearly is the one more likely to keep cyclists safe, get more people out of their cars (improving health and reducing greenhouse gas emission) and more people visiting the Waikanae Town Centre. It will be better for people's health and wellbeing, as well as that of the local economy and the environment.

Thank you for taking our views into consideration

Signatures

Jake Roos Wellington, New Zealand 2017-11-23	Brent Cherry Hamilton, New Zealand 2017-11-23
Jean Fleming Kapiti Coast, New Zealand 2017-11-23	Christian Judge Paris, France 2017-11-23
Katie Cooper Wellington, New Zealand 2017-11-23	Elrond Burrell Wellington, New Zealand 2017-11-24
Murray Robertson Wellington, New Zealand 2017-11-24	Linda Hill Porirua, New Zealand 2017-11-24
Bianca Begovich Wellington, New Zealand 2017-11-24	Sara Boland Wainuiomata, New Zealand 2017-11-24
Janet Bayly Kapiti, New Zealand 2017-11-24	Jess Murray Otaki, New Zealand 2017-11-24
Karl Webber Lower Hutt, New Zealand 2017-11-24	Florence McNeill Paekakariki, New Zealand 2017-11-24

Louise Thornley Paekakariki, New Zealand 2017-11-24	Candice King-Turner Paraparaumu, New Zealand 2017-11-24
Samantha Michael Katikati, New Zealand 2017-11-24	Dirk Bol Wellington, New Zealand 2017-11-24
Ben Sandle Wellington, New Zealand 2017-11-24	Simon Edmonds Wellington, New Zealand 2017-11-24
Peter Burtonwood Wellington, New Zealand 2017-11-24	Hugh McGuire Lower Hutt, New Zealand 2017-11-24
Helen Lyman Wellington, New Zealand 2017-11-24	Alice Fage Wellington, New Zealand 2017-11-24
Yvonne Weeber Wellington, New Zealand 2017-11-24	S B Paraparaumu, New Zealand 2017-11-24
Flavia Machado Wellington, New Zealand 2017-11-24	Deirdre Johnson Wellington, New Zealand 2017-11-24
Nigel Wilson Lower Hutt, New Zealand 2017-11-24	Tina Pope Paekakariki, New Zealand 2017-11-24
Sam Donald Wellington, New Zealand 2017-11-24	Jenna Thoms Wellington, New Zealand 2017-11-24
stuart baker Wellington, New Zealand 2017-11-24	Wayne Nicol Wellington, New Zealand 2017-11-24
Sally Heppenstall Paekakariki, New Zealand 2017-11-24	Hannah Zwartz Paraparaumu, New Zealand 2017-11-24
Paul Callister Paekakariki, New Zealand 2017-11-24	Kerry Dawson Lower Hutt, New Zealand 2017-11-24
Jayne O'Neill Wellington, New Zealand 2017-11-24	Stuart Douce New Zealand 2017-11-24
Jo Clendon Lower Hutt, New Zealand 2017-11-24	Marsha Donaldson Wellington, New Zealand 2017-11-24
Joshu Mountjoy Auckland, New Zealand 2017-11-24	Evan Freshwater Cambridge, New Zealand 2017-11-24
Miles Thompson Kapiti, New Zealand 2017-11-24	Nicky Boughtwood Welington, New Zealand 2017-11-24
Jessica Hortop Paekakariki, New Zealand 2017-11-24	Barbara Anderson Port Chalmers, New Zealand 2017-11-24
Neil Gordon Otaki, New Zealand 2017-11-24	Chad Wappes Paekakariki, New Zealand 2017-11-24
Brendhan Callaghan Wellington, New Zealand 2017-11-24	Kirsty Smith Auckland, New Zealand 2017-11-24
Margaret Jorgensen Porirua, New Zealand 2017-11-24	Jacqueline Challis Los Baños, New Zealand 2017-11-24
Thomas O'Flaherty Wellington, New Zealand 2017-11-24	Hilda Daw Wellington, New Zealand 2017-11-24
angie cairncross paraparaumu, New Zealand 2017-11-25	Angela Wright Waikanae, New Zealand 2017-11-25
Julia Truscott Wellington, New Zealand 2017-11-25	David Rumsey Wellington, New Zealand 2017-11-25
Donna Such Wellington, New Zealand 2017-11-25	John Western Wellington, New Zealand 2017-11-25
Mike BOLAND Paraparaumu Beach, New Zealand 2017-11-25	Jude Wadsworth Wellington, New Zealand 2017-11-25
Sue Dobson Hamilton, New Zealand 2017-11-25	Ozzman Symes-Hull Wellington, New Zealand 2017-11-25
jan nisbet Paekakariki, New Zealand 2017-11-25	Freida Maverick Papamoa, New Zealand 2017-11-25
Steve Cosgrove Wellington, New Zealand 2017-11-25	carol shand wellington, New Zealand 2017-11-25

Indu Kapoor Wellington, New Zealand 2017-11-25	Lea Macfarlane Porirua, New Zealand 2017-11-25
Lauren Zamalis Ngaio, New Zealand 2017-11-25	Michael Lowe Wellington, New Zealand 2017-11-25
Viola Palmer Waikanae, New Zealand 2017-11-25	Stephen Rawlingson Franz Josef Glacier, New Zealand 2017-11-25
Stacey Gasson Porirua, New Zealand 2017-11-25	Marine Pomarede Lower Hutt, New Zealand 2017-11-25
Sue Blyth paraparaumu, New Zealand 2017-11-25	Shona Jaray Waikanae, New Zealand 2017-11-25
Melita Macdonald Paraparaumu, New Zealand 2017-11-25	Helen Forrest Wellington, New Zealand 2017-11-25
Gabrielle Evans Kapiti, New Zealand 2017-11-25	Jonathan Zukerman New Zealand 2017-11-25
Emily Benefield Moera, Lower Hutt, New Zealand 2017-11-25	Dawn Star LA, California, US 2017-11-25
Viki Theobald Aldershot, England, UK 2017-11-25	Jenny Oliver Cambridge, New Zealand 2017-11-25
Sarah Ball Wellington, New Zealand 2017-11-25	Rebekah Roos Auckland, New Zealand 2017-11-25
Nicola Easthope Lower Hutt, New Zealand 2017-11-25	Leka Mafi New Zealand 2017-11-25
keith hutton Wellington, New Zealand 2017-11-25	Sally Evers Wellington, New Zealand 2017-11-25
David Yockney Paraparaumu, New Zealand 2017-11-26	Wim Van dijk Lower Hutt, New Zealand 2017-11-26
Jolita Navickaite Nelson, New Zealand 2017-11-26	David Bevan-Smith Wellington, New Zealand 2017-11-26
Christine Hofkens Wellington, New Zealand 2017-11-26	Vivienne Lewis Wellington, New Zealand 2017-11-26
Solveig Elisabeth Mikkelsen Otaki, New Zealand 2017-11-26	Deirdre Kent Waikanae, New Zealand 2017-11-26
Loretta Pomare Wellington, New Zealand 2017-11-26	Didi Jaeche Australia 2017-11-26
Dale Wright Upper Hutt, New Zealand 2017-11-26	Mark Koren Netherlands 2017-11-26
Fionnaigh McKenzie Wellington, New Zealand 2017-11-26	Danielle Marie Andrea
Baden-Powell Auckland, New Zealand 2017-11-26	Patricia Love Palmerston North, New Zealand 2017-11-26
Don McMillan New Zealand 2017-11-26	Dirk De Lu Christchurch, New Zealand 2017-11-26
Hannah Clark-Younger Dunedin, New Zealand 2017-11-26	Rachel Musther Wellington, New Zealand 2017-11-26
Kate Bevin Wellington, New Zealand 2017-11-26	Helen Boorman Hamilton, New Zealand 2017-11-26
roy Sinclair Christchurch, Armed Forces	Americas (except Canada), US 2017-11-27
Jamie Bull Otaki, New Zealand 2017-11-27	suzanne millar Melbourne, Australia 2017-11-27
Christine Edwards Lower Hutt, New Zealand 2017-11-27	Miriam Richardson Otaki, New Zealand 2017-11-27
Melinda Hatherly Papaiti, New Zealand 2017-11-27	ann chapman Otaki, New Zealand 2017-11-27
Sally Nauta Lower Hutt, New Zealand 2017-11-27	Ngaire McSkimming Wellington, New Zealand 2017-11-27

Barbara Anderson Australia 2017-11-27	Alistair Kinniburgh New Zealand 2017-11-27
Cam Ronald Levin, New Zealand 2017-11-27	Alastair Riddle New Zealand 2017-11-27
David Minifie Christchurch, New Zealand 2017-11-27	Danielle Sijbranda Hamilton, New Zealand 2017-11-27
Rose Campbell Paraparaumu, New Zealand 2017-11-27	Deborah Peirce Australia 2017-11-27
Merel Sijbranda Den Bosch, Netherlands 2017-11-27	Jonathan Tailby Lower Hutt, New Zealand 2017-11-27
Sam Bridgman Wellington, New Zealand 2017-11-28	Shannon Williams Wellington, New Zealand 2017-11-28
Graham Kerr Cambridge, New Zealand 2017-11-28	Susan Williams RD2 Waipu, New Zealand 2017-11-28
Bree Renwick Paraparaumu, New Zealand 2017-11-28	Janine McDonnell Australia 2017-11-28
Miss Sofia Rita Belmonte Griffith - Red Hill Canberra, Australia 2017-11-28	Mandy Hager Raumatangi South, New Zealand 2017-11-29
Janice Jaggard Lower Hutt, New Zealand 2017-11-29	Marg Brooker Waikanae, New Zealand 2017-11-29
Lyndsey Pownall Tauranga, New Zealand 2017-11-29	John Barber Auckland, New Zealand 2017-11-29
Penny Mikkelsen Wellington, New Zealand 2017-11-29	Michelle Lewis Waikanae, New Zealand 2017-11-29
Rosalind Heasman London, England, UK 2017-11-29	Serena Scotcher Porirua, New Zealand 2017-11-29
Rian Verhoef Wainuiomata, New Zealand 2017-11-29	Lance Millward Auckland, New Zealand 2017-11-29
Tosca Parata Wellington, New Zealand 2017-11-29	Fiona Devlin Wellington, New Zealand 2017-11-29
rosey childs Wellington, New Zealand 2017-11-29	Hanna Preston Dunedin, New Zealand 2017-11-29
Sue Ayton Lower Hutt, New Zealand 2017-11-29	Isabella Cawthorn Wellington, New Zealand 2017-11-29
Aaron Hicks Rangiora, New Zealand 2017-11-29	Sarah Broadbent Leeds, England, UK 2017-11-29
Sheree Voyce Paraparaumu, New Zealand 2017-11-29	Sara Boeyen Wellington, New Zealand 2017-11-29
Daren Courtnege Rotorua, New Zealand 2017-11-29	Joy Svendsen Wellington, New Zealand 2017-11-29
Sue Hoskin Paraparaumu, New Zealand 2017-11-29	Jillian Rotondo Chifley, Australia 2017-11-29
Jacqui Kennedy Auckland, New Zealand 2017-11-29	Penny Morgan Wellington, New Zealand 2017-11-30
Joe Wilson Wellington, New Zealand 2017-11-30	Caroline Anson New Zealand 2017-11-30
Mark Johnstone Paekakariki, New Zealand 2017-12-01	John Baldwin Hamilton, New Zealand 2017-12-01
Abby Burns Karori, New Zealand 2017-12-01	Andrew Guerin Lower Hutt, New Zealand 2017-12-02
Alistair McKee Otaki, New Zealand 2017-12-03	Lyndsay Knowles Auckland, New Zealand 2017-12-04
Paul Cooper Australia 2017-12-04	Jessica Vincent Wellington, New Zealand 2017-12-04

Kimberley Perkins Wellington, New Zealand 2017-12-04	Lynn Sleath Wellington, New Zealand 2017-12-05
Donald Mathieson Waikanae, New Zealand 2017-12-05	Glynis Te Maipi-Kemp Wellington, New Zealand 2017-12-05
Janet Macdonald Levin, New Zealand 2017-12-05	Tim Armstrong Paraparaumu, New Zealand 2017-12-06
Adrian McKenzie Wellington, New Zealand 2017-12-06	Bryn Kempthorne Paraparaumu, New Zealand 2017-12-06
Janet Macdonald Otaki, New Zealand 2017-12-06	Kerrin Allwood Wellington, New Zealand 2017-12-06
Andrew Anson Paraparaumu, New Zealand 2017-12-06	Mike Atkins Porirua, New Zealand 2017-12-06
Helen Morrison Palmerston North, New Zealand 2017-12-06	Stephen Blyth Kapiti Coast, New Zealand 2017-12-06
Daniil Moskovtsov Australia 2017-12-06	Andrew Morrison Palmerston North, New Zealand 2017-12-06
Steve Gregan Porirua, New Zealand 2017-12-06	Mike Doyle Napier, New Zealand 2017-12-06
Glenn Brown Camperdown, Australia 2017-12-06	Jacinta Straker Porirua, New Zealand 2017-12-06
Clive Brugh UK 2017-12-06	David Brazier Wellington, New Zealand 2017-12-06
Bruce Henderson Te Horo Beach, New Zealand 2017-12-06	Faye Greer Nelson, New Zealand 2017-12-06
Bria Jackson Paraparaumu, New Zealand 2017-12-06	Sarah McMurray Wellington, New Zealand 2017-12-06
Ruth Doyle Auckland, New Zealand 2017-12-06	Tony Levaggi Wellington, New Zealand 2017-12-06
Ian Yoxall Amsterdam, Netherlands 2017-12-06	Miranda Munro Wellington, New Zealand 2017-12-06
Rosie Doyle Auckland, New Zealand 2017-12-06	Iain Guest Levin, New Zealand 2017-12-07
Laura Doyle Napier, New Zealand 2017-12-07	Jill Lloyd Wellington, New Zealand 2017-12-08
Maddy Drew New Zealand 2017-12-08	Lynette Barrow Waikanae, New Zealand 2017-12-08
John Tovey Paraparaumu, New Zealand 2017-12-08	Keeran Lafferty Australia 2017-12-08
Stephen Garthwaite New Zealand 2017-12-08	Anfri Hayward Wellington, New Zealand 2017-12-08
Clayton Mosen Kapiti, New Zealand 2017-12-08	

Recommendation from New Zealand Police (Danial Bremner) supporting Cycleways/ Parallel Parking - Main Road, Waikanae

A meeting of the Road Safety Advisory Group was held on Wednesday 6 December 2017. As part of this meeting a discussion was held regarding the proposed Waikanae parking approaches for Main Road, Waikanae. It was noted in the minutes that; Cr Howson asked we record a formal recommendation from the NZ Police to have parallel parking in Waikanae. – page 59

Refer attachment E pages 50-61 for full copy of minutes

Feedback received from the NZTA Mackays to Peka Peka Revocation Engagement Summary Report for Zone 8

General Feedback

At the Open Day and drop-in sessions at the Waikanae Library, there was generally more support for the parallel parks than angled parks, particularly when the safety advantages and impact on cycle lanes were discussed.

A lot of support for the cycle lanes – and positive comment about the existing cycle lanes along the Expressway being used and enjoyed by a lot of people.

Written Feedback (8)

Supports the proposed cycle lanes and general cycleway improvements	7
Recommends longer parallel parking so drivers do not have to reverse park	1

For the full report please refer to attachment F (pages 62 to 81)

Feedback received from the Te Ātiawa Town Centres Working Group supporting Cycleways/ Parallel Parking - Main Road, Waikanae

A meeting for the Te Ātiawa Town Centres Working Group was held on Tuesday 12 December 2017. As part of this meeting a discussion was held regarding the proposed Waikanae parking approaches for Main Road, Waikanae. It was noted in the minutes that;

#	ITEM	NOTES	ACTION(S)
2.	Parallel Parking Waikanae	<ul style="list-style-type: none"> ▪ Vince requested the TCWG provide input as to their views regarding parallel or angle parking along SH1 in Waikanae. ▪ The TCWG expressed their preference for parallel parking due to: <ul style="list-style-type: none"> ○ Safety - 3 pedestrian crossings nearby ○ Safety - Major road that people would be backing out into ○ Economical - A cycle lane from the town through to the river is an important asset to all Waikanae residents and for future use. ▪ They endorsed the status quo in terms of parallel parking. 	<ul style="list-style-type: none"> ▪ Michelle to send endorsement note to Vince Fallon.

Submission received from the Cycleways, Walkways and Bridleways Advisory Group supporting Cycleways/ Parallel Parking - Main Road, Waikanae

Submission to KCDC Regarding Waikanae Town Centre SH1 Revocation Options

This submission is on behalf of the KCDC Cycleways, Walkways and Bridleways Advisory Committee (CWB), established to provide advice on current and proposed cycleways, walkways and bridleways and, where invited, on new developments (e.g. subdivisions). The community members on the group represent environmental care groups, walkers, cyclists, equestrians, recreational open space users, accessibility advocates, youth and the Older Person's Council

Introduction

At a recent meeting, the CWB passed a resolution supporting the parallel parking option (also called *Option 1* in some material) presented for the proposed revocation of State Highway 1 at Waikanae township, i.e. the provision of additional parallel parking on the old SH1 outside the shops and the provision of cycle lanes north and south.

The reasons for the support of this option include road safety for cyclists and motorists; the enhancement of the town centre; good connectivity between the Waikanae River, the Railway Station the shopping precinct; and in the case of cyclists completion of shared paths and cycleways between the town centre and the beach.

CWB agreed to present a submission outlining their position.

Reasons for supporting SH1 Revocation Option 1 (parallel parking and cycle lanes)

Road safety for cyclists and motorists

It is obvious that the provision of cycle lanes makes riding on the road safer. However the whole road layout needs to be taken into account, for instance angle parking adjacent to a cycle lane would not be safe. From a road safety perspective, both for cyclists passing through Waikanae and for cyclists visiting the town centre, Option 1 with wide parallel parking and full width cycle lanes, is clearly preferred.

From the perspective of potential parkers of vehicles, it has been claimed that older people support angle parking as it makes parking easier. Feedback we have received is that, even if it is easier to get into the parking slot, it is significantly more difficult to back out due to major loss of visibility (particularly due to adjacent parked vehicles). In addition, parallel parking means the car doors can be opened much wider than when angle parked and this is a key issue for many older people, especially those with limited mobility.

One only needs to look at the accident statistics along Oriental Bay where there is angle parking to see how dangerous it becomes for cyclists and motorists.

Our final point is that road cycling needs to be safe for less confident cyclists and mixing cycles with cars along this road effectively shuts out a lot of potential users.

Enhancement of the town centre

The town centre developments have as part of their objective better accessibility, and explicitly for Waikanae include a better/safer link from the town to the river paths, improved connections to the railway station and a safe local road environment for the former State Highway 1.

Waikanae has a large proportion of active retirees, generally wide streets and is flat west of the railway line, all of which indicate that enhanced walking and cycle access to and around the town centre should be a priority. At the moment the old SH1 and some of the streets around the town centre are dangerous for bikes; Mahara Place has signs requiring cyclists to not enter; and there is virtually no cycle parking. This means that Mahara Place businesses are probably missing out on customers.

The cycle lanes in the parallel parking option, along with cycle parking by the businesses, would mean that a number of businesses would potentially receive additional custom.

Connectivity between the Waikanae River, the railway station the shopping precinct

A key aspect of the proposed Waikanae town centre is connectivity in the triangle between the river, the railway station, and the town centre up to the New World supermarket. Locals and visitors should be able to easily and safely cycle and walk in this zone. Unfortunately if the cycle lanes and associated new crossing at Te Moana Rd do not proceed then this connectivity would be lost.

In addition a large number of people walk and cycle the Waikanae River North and/or South tracks (a recent count shows about 1200-1600 movements per week on the South bank path East of the Te Arawai footbridge during January 2018). Most of these do not transit through Waikanae Town as the Te Moana Rd crossing and the nasty road narrowing near Mahara Place make this unsafe. Adding in safe cycling and walking from the river to Mahara Place means that river track users would be able to take a break in the town.

Completion of safe cycle route from the town centre to beach shared paths and cycleways.

The CWB supports the safe cycling infrastructure being put into place in Waikanae, including the town-to-beach cycleways and shared paths due for completion next year.

It would be extremely unfortunate if the final leg of this route, for cyclists, was not completed.

In that case we'd have an on-road cycleway all the way from north of Waikanae to Paekakariki, well-used shared paths by the river, and a mixture of on-road and shared paths from part way down Ngaio Road to the beach - but the key town centre connections would be missing.

Summary

The CWB believes that to improve cyclist safety and accessibility around the Waikanae town centre the parallel parking option (Option 1) of the SH1 revocation is preferred.

In addition, CWB has received feedback that

- many cyclists on the river tracks report not carrying on to the town centre because of current safety issues

- angle parking would be less safe when parked cars exit their parks to join the traffic
- some older people would in fact not use angle parks because there is not enough width to open their vehicle doors sufficiently.

Dennis Thomas

On behalf of the KCDC Cycleways, Walkways and Bridleways Advisory Committee

Submission received from the Older Persons' Council supporting Cycleways/ Parallel Parking - Main Road, Waikanae

SUBMISSION TO KCDC ON THE UPGRADE TO WAIKANAЕ TOWN CENTRE.

The Kapiti Older Persons' Council wishes to express concern over the planning to change some areas of parking in the Waikanae Town Centre from parallel parking to angle parking. We wish to request that this decision be reviewed.

We wish to point out that our demographic is such that we know we have a large number of residents aged over 65, and there is a greater concentration of this group in Waikanae. We also know that over half of all retirees are likely to have some form of disability.

Those with disabilities simply cannot get out of their car unless they can park in either a "Mobility" parking lot or a parallel parking place (when no "Mobility" parking lots are available)

To explain. When getting out of a car disabled persons need to have the driver's door open wide, simply because that is the only way they have sufficient space to manoeuvre to the exit side of the driver's seat then can they lever themselves out from their seat. This simply cannot happen in the narrow space allocated to vehicles in angle parking where they can't open their driver's door wide enough to facilitate exit in this manner. Many people at the OPC share this concern – often because they too find angle parking difficult to use. These people are not disabled – simply older and less flexible. Cyclists in our group are especially concerned.

While it might be an advantage to businesses to be able to fit more cars close to their premises I wish to point out that the safety of the whole population – especially the disabled and more particularly cyclists should be paramount.

Attachments

Attachment A – Flyer from Elizabeth Mikkelsen “Why make biking customers and their dollars welcome?” (Refer page 27)

Why make biking customers and their dollars welcome?

List your Business
FREE
For a Limited Time

Bikes Welcome

12m
1.5m

12m
9m

www.bikeswelcome.org

WHY WELCOME BIKES?

- Biking customers spend where parking is easy.
- They spend locally and often, as they carry smaller loads.
- Biking customers pass by slower, so see what your business offers.
- They tell their friends the best places to park and shop.
- It helps the environment, bikers' health and budgets & that's always welcome.

A Melbourne study showed swapping a car park for six bike parks could bump the space's spend from \$27 to \$97 an hour.

Every bike parked at someone else's business **isn't shopping at yours.**

How to welcome bikes? visit www.bikeswelcome.org

Attachment B – Letter to the editor from Bruce Henderson *(Refer page 28)*

Support for option 1



I'd like to endorse the letter by David Yockney (Nov 29) supporting option 1 for the Waikanae Town Centre.

Two reasons: first, the local bike-riding population, like the overall demographic, has a large percentage of older riders — not the so-called “lycra warriors”, but ordinary people riding to and from the shops, the cafes, the station, the river, the local pathways and the beach, riding for enjoyment, company, fitness and health. Separating riders from the flow of vehicles not only makes it safer for riders, but their slower pace does not impede the flow of traffic, making it a win-win for both. Second, and perhaps counter-intuitively, an ever-increasing volume of research by business, economic, community, urban and tourist organisations (not to mention cycling advocates) from all over the world, particularly Canada and the US, Europe and Australia, shows that well-designed cycling and walking infrastructure is more than likely to improve outcomes for both retailers and shoppers.

Bike riders and pedestrians are shown to shop locally more often, and to linger longer. This research is easy to find with a quick internet search.

The experiences of numerous shopping precincts detailed in the research show that promotion of themselves as bike and pedestrian-friendly environments almost invariably has positive results for local businesses, without detracting from vehicular traffic.

The popularity of cafes in for example Paekakariki and Peka Peka, as a result of the expressway pathway, Te Ara Whareroa and Te Araroa Escarpment Track, are good local examples

This represents an opportunity for retailers and business owners in Waikanae to get together and build on the increasing volume of bike riders, the proximity of the expressway pathways, the river paths, the quieter traffic on the old highway and the regularity of train services, to attract more bike-riding visitors to the area. The council, NZTA and GWRC already recognise the opportunities in their policies and plans. I have no doubt that Waikanae retailers would, as the new environment settles in, discover similar gains to other centres.

BRUCE HENDERSON
TE HORO BEACH

SCANNED
Edoct# 3355831

Mr Vince Fallon
State Highway Revocation Manager
Kapiti Coast District Council

SH1 Revocation – Parking Approaches for Waikanae Town

Once renovation takes place, we wish to create a safe town centre for all to use including local cyclists visiting shops and tourists passing through. It is generally accepted that angle parking is undesirable for road cyclists because drivers cannot see to the rear when exiting. About ten years ago our sister organisation Cycle Aware Wellington conducted a survey of users and discovered that the most unpopular stretch of road in Wellington was Thorndon Quay because of the rear angle parking. Under the proposed angle parking for Waiānae, there will be a loss of a cycle lane, leaving riders with no protection from motorists.

If council wishes to persist with angle parking then we would consider support for the alternative angle forward/reverse in layout which is used in some parts of Australia.

Kapiti Cycling Incorporated

Page: 1

Abstract


Lynn Smith (Hd)
Secretary
Smith-Grading Action



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Web: www.heliopolishospital.com

Keywords: Capitalism, free organization

0714 6600 68

Attachment D – Letter from Jake Roos, Low Carbon Kapiti *(Refer page 30)*

24 November 2017

Vincent Fallon
State Highway Revocation Manager
Kāpiti Coast District Council
Private Bag 60601
Paraparaumu 5254



Dear Vince,

RE: Design of road for SH1 revocation at Waikanae Town Centre

We are aware the Kāpiti Coast District Council is currently deciding on designs for how the old State Highway One at Waikanae Town Centre will be revamped when it is handed over from NZTA to the Council. There are two options in the running: Option 1 that has cycle lanes, 32 parallel parks for cars and a buffer zone between for opening car doors safely, and Option 2 that has no cycle lanes, 41 angle parks and no buffer zone.

On behalf of our current membership of over 100 Kapiti Coast residents, we wish to lend our support to Option 1 (parallel parking with cycle lanes).

Low Carbon Kāpiti is focussed on finding local climate solutions that have great spin-off benefits, and the cycle-friendly Main Street of Option 1 in Waikanae fits the bill far better than Option 2. Option 1 quite clearly is the one more likely to keep cyclists safe, get more people out of their cars (improving health and reducing greenhouse gas emission) and more people visiting the Waikanae Town Centre. It will be better for people's health and wellbeing, as well as that of the local economy and the environment.

Thank you for taking our views into consideration.

Yours sincerely,

A handwritten signature in black ink, appearing to read "J. Roos".

Jake Roos
Chairperson
Low Carbon Kāpiti Inc.

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Meeting Minutes

**A meeting of the Road Safety Advisory Group
was held in the Civic Building, Paraparaumu
on Wednesday 6th December 2017 at 10.00am**

ATTENDEES INCLUDED

Councillor Jackie Elliott (Chair)
Councillor John Howson
Bruce Johnston and Clare Harbidge of Kāpiti Coast District Council
Tim Abbott, Waikanae Accessibility Advisory Group
Malcom Parker, Kāpiti Kruzers
Greg Cundy, Kāpiti Cycling Club
Lynn Sleath, Kāpiti Cycling Action
Bryan Miller, Mobility Scooter Club
Phil Edwards, chair Paekākāriki Community Board
Jonny Best, Paraparaumu-Raumati Community Board
Shelly Warwick, Ōtaki Community Board
Sonya Sloan, Older Persons' Council
Danial Bremner, NZ Police
Sandy Walker, Road Transport Association of New Zealand
Guest: Mrs Ruth Halliday, Equestrian

APOLOGIES

Steve James, NZTA
Stu Kilmister, Kāpiti Coast District Council
Jo Vilipaama, ACC
Chanel, NZ Police
Tim Abbott, who will be leaving the meeting early today

Not in attendance:

Derek Townsend, MTRNZ
Graham McKay, UZABUS
Bev Evans, Mana Coach

Apologies were received and accepted by the Chair.

1. INTRODUCTIONS

Chair Cr Jackie Elliott opened the meeting and welcomed the two new cycling group representatives.

Round table introductions were made.

2. GUEST SPEAKER

Mrs Ruth Halliday spoke on behalf of local equestrians wanting to use the shared pathway and cross Kāpiti Road. After reading Stu Kilmister's piece, which Ruth had only just seen, Ruth said she would cut to the chase.

When the shared path alongside the Expressway was first muted we were told we would be able to ride from Peka Peka to Poplar Avenue. That didn't happen because of Kāpiti Road. It was decided it was too dangerous. Ruth said that was not so, because walkers, cyclists or horse riders can press the button on the pole and all the traffic stops. The alternatives which have been discussed with us, several times, have involved riding over Te Roto Drive around the back of the factory crossing Kāpiti Road further down, where the traffic is not controlled, around the end of the airport through the streets and then back up onto the Expressway. To me this route has serious safety issues. But crossing Kāpiti Road where the lights stop all the traffic but one lane that is turning away and under the bridge is a lot better.

Ruth said after reading the NZTA rules there were no legal reasons why riders could not cross Kāpiti Road as it was designated as local road. Riders would press the pedestrian button and then cross and return the same way. That is basically what Stu Kilmister says in his email response to Ruth's query. Only confident and good riders would do it. Not learners or a rider with a green horse. The only thing that is stopping this happening now is two maybe three signs. We have no problem with leaving the sign saying "not recommended for horses" on Mazengarb Road because we don't recommend it for everybody. But there are signs on the shared path between here and Fincham Ave saying no horses and one at the entrance by the Fish shop on Te Roto Drive. I am really asking for your support to ask for those signs to be taken down and that we don't have a "not allowed here" because we don't want to get into arguments. Hopefully the safety issues have been taken care of and there is no legal reason for not crossing Kāpiti Road.

Shelly Warwick confirmed riders were allowed to ride up and down Kāpiti Road as it is a local road.

The question was asked who authorised for those signs to go up? Bruce confirmed that these signs belonged to NZTA and that unfortunately we did not have an NZTA representative here today at the meeting.

Bruce said the only issue around safety was a rider with a green horse who decides to try going down that way and they are not confident and safe to do so.

Ruth said after discussion that the shared track is not for beginners and felt that it would be similar to a cyclist falling from their bike or someone tripping and that the traffic would stop and the issue is resolved. I think people have worked out that the shared path is not for beginners.

Cr John Howson said, with all due respect, and he has experience with horses; that it was not the same as someone falling off a bike; as when the rider fell off there would be a loose horse which might be spooked. There are some young people who will try things so you cannot guarantee it is a competent and confident rider on the path. But I do 100% support your wish to cross Kāpiti Road safely for experienced riders. Would we not be best to have signage for "experienced riders only" or "not recommended for beginner riders". The bridge at Raumati is still another issue and

we will talk to Stu about that. Ruth agreed that if you put “not recommended” and then start saying “experienced horses only” then unexperienced riders would try it any way.

Cr Elliott raised the proposal to change the Mazengarb sign and add new signs reading “experienced riders only”. This was not confirmed by the group as how would you decide who is experienced and who is not.

It was confirmed to the meeting that the proposal is to install additional “route not recommended for horses” signs as per the current Mazengarb CWB sign.

Cr Howson queried if riders could reach down to press the button to cross. Ruth confirmed that they tested it and both her and her friend could reach the button on the traffic poles. Ruth was asking for the support of the meeting.

Sue Emirali then went on to say that the buzzers on the traffic poles were inconsistent and at the southern end of Kāpiti Road where two poles were close together, you could not discern which crossing it related to. People are hesitating to wait to hear the traffic move before they step off. They are also affected by weather. There is also a vibrating button but this depends on whether you are a dog handler or not.

Sue would like the shared pathway signs changed to show the stick man and bicycle side by side rather than one at the top and one underneath. This would give residents a better impression of a shared pathway. Lynn said they had these in Wellington and they were better.

Tim asked what insurance cover was in place if a horse bolts and kicks in a car. Cr Elliott said there was no cover whatsoever in that case.

Jonny Best is part of the Community Liaison Group for the Expressway and he will raise the signage issue at the meeting to be held Monday 18th December 2017.

Ruth would like the same buttons as Te Moana Road but did not feel it necessary to put any costs into this proposal.

Shelly Warwick said there were pinch points on either side of the lights and if you have a spooky horse you will not be able to get it down there anyway. But most people love their horses and they would not take them into an area where they will freak out.

Bruce asked about Raumati over bridge and the fact that currently it says horses not to cross as opposed to going down off the Expressway and then back on again.

AP: Ruth was unsure and said she would come back to Bruce on that.

Shelly asked if we could include the Peka Peka to Otaki signage in this action.

Cr Elliott asked whether we needed to do some rider or user education through the Kāpiti Update page about rights of cyclists, walkers and riders.

AP: Bruce to consult with NZTA and M2PP on current shared pathway signage and the new signage required for Peka Peka to Otaki.

Mrs Halliday thanked the Chair and left the meeting at 10.23am.

Microphones were added for better conversation.

Cr Elliott invited Mrs Ruth Halliday back to another RSAG meeting to provide feedback once the additional signs were in place. Ruth agreed. Also Council Comms would do some work on educating the public around shared pathways.

3. APPROVAL OF MINUTES AND MATTERS ARISING FROM THE MINUTES

The Minutes of the previous meeting were accepted as a true and correct copy and there were no matters arising from the previous minutes.

Moved by Cr John Howson. Seconded by Sue Emirali.

4. ACTION POINTS FROM PREVIOUS MINUTES

7. TMPs

Sandy identified the person as Allan Shaw and said we should contact Ray Shaw. Bruce confirmed this had already been done and this item could now be removed from the Action Items.

7. Transmission Gully joins SH1

This is an ongoing matter. Rough crossing (diversion) going north behind the barriers. Lynn has ridden the northbound one (gravel) he said it would be a challenge to touring cyclists carrying luggage. Phil said there has been a recommendation and that cyclists should use Tilly Road and the cycleway through to Raumati but the signage has not been put in place yet. Coming south they need to cover the culvert before they can complete the cycle track. Phil following up through the Paekākāriki Community Board.

7. Coastlands Southern Raised Crossing

Clare did not find any correspondence on this matter in Council records. Bruce to catch-up with the Mana representative. Council spoke to Coastlands about changing the sensitivity of the sliding doors so small children could not activate them and race ahead of parents onto the crossing.

7. Mana buses – Railway Station to Coastlands

This matter will be discussed under New Business (raised by Sue Emirali).

7. Emergency Exit over Waikanae Railway Line

Tim was concerned that with the new subdivision it was becoming very congested during specific times of the day (school day end, lunchtime etc). Tim said you had to wait another minute following the train departure before barriers were raised. Bruce confirmed these are on set timers and were for safety reasons. Sue confirmed barriers could not discern whether it was a freight train or commuter train. Cr Elliott confirmed The new emergency exit had already been approved and will be discussed further at the LTP meeting in April 2018.

3a. Ruapehu Street road safety report

Bruce had not heard anything further from John Baldwin regarding the safety issues.

AP: Lynn offered to remind John to contact Bruce. They will meet on site to discuss.

b. Shared pathway education pack and common signage

NZTA are working on consistent signage for the shared pathways as presented at the recent CWB Meeting. Currently there is no consistency. The matter was noted at the Traffinz

Conference last month.

Sue said there also needs to be signage saying no toilets and no rubbish bins. BP were getting a bit annoyed as walkers were coming off and using their facilities.

Children are being taught to use bike bells through Pedal Ready classes. Also all new bikes are required to be fitted with a bell. Bruce said it would be great to have national guidelines. Lynn has been touring recently in the north island and said most cyclists do keep left and away from pedestrians.

AP: Bruce to contact the NZ Tourism Board and ask about national guidelines.

c. Cycle lane traffic lights

Confirmed that if a red light/arrow is showing (even without any traffic present) it is a legal requirement for the cyclist to wait for a green. To change the Road User rules would be a national undertaking by the MOT.

This item has now been moved into the action completed items on the Register.

d. 30km slow zones

The 30km slow zones would be a new project as a district wide policy would need to be made at Council level. Diana Munster is progressing this project.

e. Te Moana Road and Park Avenue intersection

Bruce had a meeting with the Kāpiti Cycling Club on the Park Avenue circuit and its new modification. This is no longer a suitable course for cycling so they are looking at other options.

Lynn spoke with Stu on site (on the corner) and asked for green synthite to be painted over the intersection, this was via the Community Board. That was a few months ago and needed to be chased up.

Greg asked what the procedure was to report alterations made in an area, like adding an island, which had obvious faults. Greg said riding down to the beach the cycling lines disappear. Lynn said to some extent this is the national standard and the logic behind it was for the cyclist to move into the actual traffic lane. Greg said driving a car up from the beach and turning into Greenways Road, it was super dangerous as there were only a couple of little arrows and now with the island in place, there is no provision and cars simply queue up. Greg had attended one meeting where the designers agreed they had got it wrong but nothing was actually done afterwards.

Lynn said his group was not appraised of the design for this area and that anything on an intersection that is going to affect the public should be consulted. Anything on an intersection will affect cyclists and they should be consulted. Second, you can ask for an independent audit of the design.

Cr Elliott asked if this consultation would happen with CWB or with this Group. Bruce said it would be off line from this group.

Suggested we add extra meetings for this group (Cr Elliott and Sue Emirali).

AP: Bruce will follow-up with Gary Adams, Traffic Engineer to see what is proposed now to improve this area.

f. BYLs on Kāpiti Road east end

Bruce said these will be readdressed. Neil Trotter has now left Council to join GHD Consultants in Wellington. Jonny Best advised other BYLs have been approved in the service lane on Kāpiti Road. Lynn advised after speaking to Kelly-Anne the Thrive Chiropractor was in favour of the BYLs going in. Gary Adams not at this meeting to confirm.

Bruce noticed cars parked on the shared pathway and on one occasion both sides were blocked. Bruce spoke to one business owner.

AP: Follow-up with Gary who has presented a BYL report to the Community Board which was approved on Tuesday 5th December 2017.

g. Poplar Avenue link to Expressway pathway

Widening work at the intersection of Leinster Avenue with Poplar Avenue. Work most likely progressed in the New Year. Higgins are the contractors for this work.

Lynn said a lot of visiting cyclists were coming off the QEII cycleway and wondering how the hell they get through Kāpiti.

AP: Ongoing works to be progressed in the New Year.

h. Flush Kerb Crossings

Lynn said Jacki promised a full discussion about the flush kerb crossings at the last meeting.

Sue asked if anyone had noticed the drop down where the tactiles were outside Caltex in Kāpiti Road. It was difficult to negotiate due to its sudden dip. Sue said there was no consistency with these drops.

Lynn and Sue met with Michelle Parnell re Kāpiti Lights. The Accessibility Group were happy with the two other access points so Lynn said he was happy to pull back from his previous criticism of the access points at Kāpiti Lights.

Lynn said there were two standards for kerb drops. One is a kerb which is lowered or dropped and it is about 15-20mm high; in different parts of Kāpiti it varies. The other standard, which is applied with some discretion, is a flush kerb which is the standard for wheelchairs. It is very hard to negotiate these flush kerbs. It is not the two standards I have an issue with, it is how they are applied. Lynn handed a photo to be circulated of a kerb drop which Stu had remedial work done on. The second photo was the exit from Otaihangā Domain to Weggery Drive. Lynn spoke to Jaime Roberts at Council, who said it was actually a driveway. Then Stu looked at it and said it was not right and required remedial work. Still not made good to date. Lynn went on to say the application is wrong and that the contractors or designers are not asking the right questions.

Bryan said turning off to Placemakers new premises, there was a kerb with a sharp dip. Bruce confirmed this was a private road and was not maintained by Council.

These topics are to be kept on the Agenda until resolved.

5. NEW BUSINESS

Accessibility Advisory Group

1. New bus timetables and routes

Sue Emirali pointed out the new bus timetable said you can get from the Railway Station through Coastlands to Kāpiti Village in four minutes. This is not possible. There are other examples of incorrect timings on the new bus timetable. Sue has pointed these timings out to GWRC.

2. Proposed new bus hub

Sue said the existing bus hub has been put on the market by Mana. Hopefully GWRC will buy it and put the bus terminal on that land because their proposal of being on the side of the main road, I cannot see how that would work. GWRC have not been particularly forthcoming. Two pedestrian crossings will be added but with the room that they are allowing themselves, the buses will have to be stacked, which is not the best when you have elderly people etc. The waiting room is in the railway station on this side, western side, it is a long way from there to the bus. GWRC said they could put in a signage system saying when the buses would arrive but Sue pointed out that not everyone is capable of reading that sign. Bruce suggested we ask GWRC if they are purchasing the land. Sue to pass her questions to Bruce. Also it would be great to see the long distance coaches to have somewhere to pull in. It would be a more pleasant waiting spot for passengers.

AP: Bruce to contact Penny Gaylor and GWRC to inquire if they are going to purchase this land for the bus hub. Cr Elliott requested Bruce to also ask that they retain the Pohutukawa trees.

3. Overgrown trees and grass

Bull grass is sprayed by Council which kills it but it does not remove it. This makes a very difficult trip for mobility scooter and wheelchair users as they get caught in the grass. Sue suggested Council take responsibility for the main arterial roads in each district. Bryan said he had had two flat tyres on his scooter due to glass being hidden in the bull grass.

Bruce said we do have a system for dealing with overgrown trees.

4. General

- a. Sue would like for this group to meet more frequently.
- b. When Council get to the consent stage of a new project, Sue and Lynn should be consulted. One example was Ryman's not producing a fit for purpose footpath for mobility scooter users in Parata Street.
- c. To future proof ourselves, Cr Elliott suggested plans could be presented to this meeting for review.

Kāpiti Cycling Action

1. Facilities for younger cyclists to the Catholic Primary School in Milne Drive

Lynn lives in the west end of Guildford Drive and either cycles or catches the bus into the town centre. Since the Catholic school moved to Milne Drive, he is seeing 7 to 9 year olds cycling along Guildford Drive, Te Roto Drive and into Milne Drive. They all seem to have reasonably good skills. But with truck movements in Te Roto and a tricky intersection at

Milne Drive, Lynn wondered to what extent the Council, the school, parents and local businesses were aware of children cycling through the area. Lynn noted there were no warning signs.

Bruce confirmed they had been offered pedal ready training (which they have not taken up yet). Following a survey, there are, on average, 27 cyclists at the school. Bruce's main concern had been getting the children past the two entrances to the school from the beach end. Originally, there was a no build area behind the school which was hoped to be used as a bypass. Unfortunately, it has since been built out.

Cr Elliott said she was delighted that children were cycling to school.

2. Proposal to exclude provisions for cycling on the revoked SH1 in Waikanae and introduce angle parking outside the retail area

Lynn raised the issue of parallel versus angle parking in Waikanae town centre. Lynn supports parallel parking.

Sue said people on walking frames are in danger of being doored by parallel parkers and therefore supports angle parking. Sue has sent in a letter in support.

Sonya felt angle parking was worse because you are having to reverse into traffic.

Lynn has written a submission on Waikanae parking which closes quite soon. Also Lynn spoke on the option requested by the retailers was to change the parking along SH1 outside Mahara Place to parallel parking with a space, then the cycling lane, so you do not get doored. The other option was angle parking.

Cr Howson said this was made worse with the number of SUVs you have just got to back out as you cannot see.

Bruce mentioned Levin as an example of the problem with angle parking.

Reverse in carparking mentioned but thought to be too challenging with the older demographic in Waikanae.

Lynn was doing some publicity on E-bikes using Grey Power. In Kāpiti we have a slightly different flavour with the higher percentage of elderly people. We are just going to share a word of caution through the media. Another activity they are doing is, via a meeting with NZTA today, discussing the removal of the ATPs, audio edge lines on the Expressway. This takes away the protection for road safety. They would also present an item about fixing some of the problems at Peka Peka, pinch spots. Jake Roos has produced a petition on behalf of the Low Carbon Group. Lynn has sent it to the cycle groups last night. Could be 100 people signing it.

Vince Fallon, Kāpiti Coast District Council joined the meeting at 11.10am.

He said he had heard a lot on the debate of angle and parallel parking. Obviously with the clearance spaces with parallel parking onto the pavement and out into the road you have to provide an adequate clearance for people not to open their doors into the cyclists or walkers on the pavement – that would be done as part of the planning. One of the issues with Waikanae is the relationship between Elizabeth Street and Ngaio as it is a very skinny destination - about 26 metres. So when you have got angle parking you will bring them out

into the traffic. The point made about SUVs; you may have 21 parks on the western side so you might have two or three vehicles coming out at the same time which will slow down the environment and obviously you cannot have cyclists within that environment in marked lanes, as it would push them out into the lane of flow through traffic. A of this has come from NZTA in terms of their safety audit. NZTA said we could work with two options with inside Waikanae. We could do both as a scheme design and they are happy for us as a Council to work with that; but their preferred option is parallel parking for safety reasons. The other aspect is that you do rule out cyclists with inside of that space. Research shows that cyclists bring in money as they linger longer in the town centres. The whole corridor from Poplar to Peka Peka is based on the design that you have on road cycle lanes. What you would effectively do would create a zone with inside Waikanae which does not have cycle lanes. Whether that deters cyclists over time, it is debatable. 250 vehicles through Waikanae now. As far as business owners think, they prefer angle parking for obvious reasons. Easy to get into angle parking but a challenge reversing out. It is about how people will approach that, it is such a short space between Elizabeth and Ngaio and we have to be careful.

It is about creating an attractive throughput. Focus on a good flow. Where it becomes more town centre, it is Elizabeth Street to Ngaio. NZTA described 30km zones as low speed crash zones, this was via NZTA's safety audit.

Discussion on amount of parking in Waikanae. Submissions from retailers would like more carparks right outside their doors to create more patronage.

Certainly a lot more options now with the GWRC carpark in Waikanae. Created shorter stay carparks. Commuter carparking and parking for the retail businesses.

Phil Edwards left the meeting at 11.24am.

Cr Elliott midweek commuters are stacking in double parallel parking. Any scenario where that is legal? Bruce said no it is not legal.

Vince said we need to get past this debate and look at accessibility, disability parks, and maybe a few more carparks on the removal of the stone wall but we need to look at this in relation to the Transport Hub and Elizabeth Street. It would create 31 angle parks from 22 or 32 parallel parks up from 22.

Vince clarified these are 45 degree angle parks only a clearance of around about 2-3 metres. This is quite tricky. In Levin their parks are 75 degrees where you get a clearance of 4-5 meters.

Lynn raised the question of reversing into angle parks. Vince said some of the designers have looked at it but after consultation and engagement with Waikanae, I would not go there. We have talked about having bi-directionals in Waikanae (people operating on a shared path) and their comment was it sounded like Island Bay. Public did not want cutting edge designs. I am looking to deliver a project that works for Waikanae and is noncontroversial.

Greg thought it was a no brainer safety-wise to reject reversing into angle parks.

Cr Howson asked we record a formal recommendation from the NZ Police to have parallel parking in Waikanae.

Vince said there would be a new intersection and traffic lights at Ngaio Road and the other aspect is when you have parallel parking you can put in a median and crossing across to the transport hub. You reduce the amount of asphalt which makes it easier to cross. We are actually trying to look for a really good outcome for the demographics and the businesses in Waikanae.

Tim left the meeting at 11.30am.

Shelly asked if any alteration would be made so you could avoid the traffic lights when dropping off people to the railway station. Vince advised no as it would create another hazard.

Master plans and parking plans are on the Council website.

Vince said they are collecting information prior to Christmas. This will go to Community Board and then back to Council in the New Year. We need one option to go ahead without holding up the project itself.

Bruce asked Vince if he had any knowledge on the sale of the existing Transport Hub by Mana. Vince's understanding is that GWRC have offered to buy the Mana Transport Hub but agreement has not been reached on price.

Cr Elliott asked if it could be dealt with under the Public Works Act. Vince believed it would not go that way and that the two parties will reach agreement.

6. ANY OTHER BUSINESS

Road Safety Co-ordinator's Report

Bruce Johnston presented his report to the meeting.

How to behave around Trucks on the road

Sandy said he would send some recent information on how to share the road with trucks. Shows the age range and the blind spot factor as you grow.

Sandy said he did a "Thumbs Up" project in 2006. It won an award for the Land Transport Safety at the time. How to share the road with trucks and a 13 minute DVD.

Bruce is looking at bringing in the truck roadshow to the local schools to show parents and children what drivers can and cannot see from the cab. We need to get regional bookings in order to bring the roadshow to Paraparaumu.

I understand that there are new crossing road works outside the Council here. From the Older Person's Council there is some concern about traffic lights and pedestrians crossing. The older population are concerned when they start crossing and then the red man comes up and they do not know whether to keep crossing or turn back. This is going to be a barn style crossing.

Cr Howson said in terms of the red light on the pedestrian crossing, does it not flash to give you a further 30 seconds to cross? Bruce confirmed this fact.

Cr Elliott asked if we could escort the public through the crossing when it is completed to show them how it works.

Bruce is doing an educational campaign on the new red turning arrow going in.

Sue is concerned about traffic turning left by the Z station whilst pedestrians are still crossing i.e. the red arrow goes green.

AP: Discuss what can be done here with Gary Adams.

Cr Elliott mentioned Sean Mallon had put out a communication on these works.

Shelly referred to the re-markings on Waerenga Road and SH1. Shelly would like markings on Ōtaki Gorge Road and SH1 it is a dangerous intersection and given the crash last year but also Fletchers have a work place without signage on trucks crossing and line marking faded. Shelly asked that this group give NZTA the hurry along on this work and include a reduction in speed.

Bruce advised NZTA had this work in hand including some realignment of the road.

AP: Bruce to look at signage "trucks crossing" and look at moving the 70km speed sign further back or lowering the speed.

Shelly asked if this group could advocate in the next stage of the Expressway for parking for cyclists and walkers on the shared pathway.

Shelly said she had not heard back regarding her SR on speed humps being added to the RSA carpark. Council owns this carpark.

AP: Check this with Gary Adams.

Bryan mentioned that mobility scooter safety courses were to be run in the district. Bryan is liaising with Bruce.

7. MEETINGS FOR 2018

It was agreed that this group would meet every six weeks (previously every eight weeks) on a Wednesday at 10am, Council Chambers.

It was also agreed that “a special meeting” could be held during the year if required.

The meeting dates for 2018 were agreed as:

Wednesday 14th February
Wednesday 28th March
Wednesday 9th May
Wednesday 20th June
Wednesday 1st August
Wednesday 12th September
Wednesday 31st October
Wednesday 5th December

NEXT MEETING

To be held Wednesday 14th February 2018 at 10am in Council Chambers.

Meeting closed at 11.15am.

Attachment F *(Refer pages 23 & 39)*

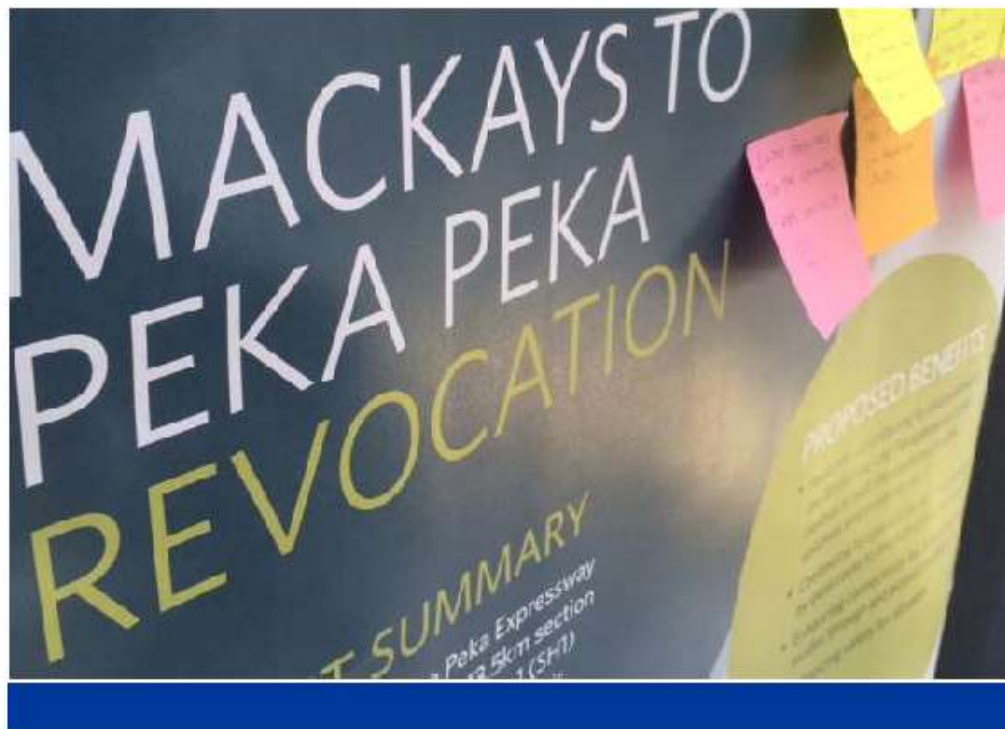


Report

Mackays to Peka Peka Revocation – Engagement Summary Report

Prepared for the NZ Transport Agency
Prepared by Beca Limited


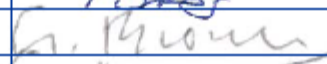
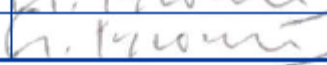
9 February 2018



Revision History

Revision N°	Prepared By	Description	Date
A	David Batchelor	First Draft	15/12/2017
B	Nathan Baker	Final Document	05/02/2018

Document Acceptance

Action	Name	Signed	Date
Prepared by	Nathan Baker		05/02/2017
Reviewed by	Geoff Brown		09/02/2018
Approved by	Geoff Brown		09/02/2018
on behalf of	Beca Limited		

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1 Introduction

Since the Mackays to Peka Peka Expressway opened in February 2017, the 13.5km section of what is currently State Highway 1 (SH1) from Poplar Avenue to Peka Peka Road is no longer required to function as a national highway. This stretch of highway will become a local road from 30 June 2019 and the Kāpiti Coast District Council (the Council) will take over responsibility for this road from the NZ Transport Agency (the Agency). The process of removing the national highway classification from SH1 is known as revocation. The road will remain a key part of the local road network. The Agency is working in partnership with the Council to provide a fit-for-purpose local road.

There is a good level of understanding in the local community regarding this project, given that the revocation process was a requirement of the Mackays to Peka Peka Expressway that had a significant community engagement process from 2011 onwards. However, with project design details now further developed, the Agency took the opportunity over October and November 2017 to present the initial designs to the community and seek feedback to help inform final design details.

For this project, many aspects of the design are largely consolidated through previous engagement – for example, the route and lane widths. Therefore feedback sought was focussed on those design matters yet to be fully decided, such as shared paths; matters of private property access; and particularly design matters in the Paraparaumu and Waikanae Town Centres. During the engagement process, we did of course receive feedback on a full range of matters – mostly including generally positive feedback about the form and function of the new Kāpiti Expressway and integrated cycleways.

Additionally, it was important to re-engage with those people directly affected along the route (those private properties with direct access onto the existing SH1 and businesses that rely on customers from the existing SH1) and provide some early information about the likely construction activity and timing.

The purpose of this report is to provide a summary of engagement feedback received, the project team's response to specific feedback on scheme design matters, and next steps in terms of ongoing community engagement as we get ready for the construction phase.

Kāpiti Road to Amohia Street

Before



After



Figure 1: Website Material at Kāpiti Road to Amohia Street

2 Background Information

2.1 Project Programme

The indicative programme for the main phases of the Project as it currently stands is summarised below.

Project Phase	Engagement Status
Scheme Design – completed June 2017	<i>Information becomes available to present to the community towards the end of 2017 to help inform detailed design.</i>
Detailed Design – to be completed early 2018	<i>Further information to be provided to property owners / residents and businesses along the route to inform them of the proposed construction activity and timing.</i>
Tender and Construction start April 2018 (to be confirmed)	<i>Specific ongoing information provided about the construction activity as required by Contractor.</i>

2.2 Context – update on recent activity

The revocation of SH1 will see the stretch of the old SH1 between Poplar Avenue and Peka Peka become a local road. Changes to the road will be made in both rural and urban areas with the most visible changes being made in the sections of SH1 that pass through the Paraparaumu and Waikanae town centres.

Broadly, the following changes are proposed throughout the route:

- A single traffic lane in each direction,
- An on-road cycle lane in each direction,
- Localised road widening to cater for on-road cycle lanes,
- New road layouts in Paraparaumu and Waikanae,
- Realignment of kerbs and re-surfacing,
- Shared pedestrian / cycle paths,
- Higher level of amenity,
- Intersection improvements, and
- Posted speed limit changes.

The following benefits are expected from the proposed changes:

- Positively contributing to and enhancing the Waikanae and Paraparaumu town centres to suit the expected traffic volumes and movements;
- Continuing to operate as an emergency by-pass route to the Kāpiti Expressway;
- Enhancing the connectivity for all transport modes through and across the district by:
 - Expanding walking and cycling connections and options;
 - Improving connections to and from rail and bus hubs; and
- Enhancing the safety for all users including intersection improvements and slower traffic speeds so that people of all abilities can better access the Paraparaumu and Waikanae townships.

Council has also seeded key messaging about revocation with the Kāpiti Coast community in the context of its work to transform and improve Paraparaumu and Waikanae town centres.

There has been some targeted early engagement with community boards and businesses in the Paraparaumu and Waikanae town centres (March 2017), and people that live on the road via the related SH1 renaming communications, and about proposed changes to road layouts which has seen early proposals refined.

Paraparaumu Town Centre

The changes proposed in Paraparaumu include establishing a single lane layout through the town centre, improving the pedestrian environment, the inclusion of designated on-road cycle lanes and a shared path from the Rongomau Lane Footbridge to the Coastlands shopping centre, on-road bus stops, a reduced speed environment between Kāpiti Road and Raumati Road (50kmh) and Raumati Road and Poplar Avenue (80kmh), and median planting.

A roundabout will be installed at the SH1 / Raumati Road intersection and traffic lights will be installed at the SH1 / Ihakara Street intersection.

Waikanae Town Centre

Two road layout options have been explored for Waikanae in response to some businesses in the Waikanae town centre expressing a strong preference to have angle parking on the section between Te Moana Road and Ngaio Road. Both options allow for more on-road parking than what is currently provided and will see the current two lane layout reduced to a single lane layout and longer right turning lanes through the town centre in each direction. These Options are:

- Option One features 32 parallel carparks, allows for designated on-road cycle lanes and a 50kmh speed environment and an enhanced street scape with median planting.
- Option Two features a mix of angle and parallel parks (40 in total), does not provide for designated on-road cycle lanes, provides some opportunities to provide an enhanced street scape with median planting and would potentially see a 30kmh speed limit introduced.

2.3 Integration

This Project is integrated with the following significant community projects:

- MacKays to Peka Peka Expressway
- Paraparaumu and Waikanae Town Centre Transformations (Kāpiti Town Centres)
- Kāpiti Stride 'n' Ride (cycleway, walkway and bridleway improvements).

Each of these projects has had significant community engagement and it is important to acknowledge their integrated nature. While there has been community fatigue around over-engaging on the above projects and also 'telling a consistent story' across these integrated projects, both the Agency and the Council are working in partnership with that in mind.

3 Overall Engagement Summary

3.1 Key Engagement Activities

The key activities for this current round of project engagement included:

Date	Activity
12 October 2017	Brief the Paraparaumu / Raumati Community Board – opportunity to discuss the project and upcoming engagement activity and provide feedback.
13 October 2017	Brief the Waikanae Community Board – opportunity to discuss the project and upcoming engagement activity and provide feedback.
7 November 2017	<ul style="list-style-type: none"> Letter Drop to property / business owners along the route – a targeted letter explaining the project and proposed changes along the route. Also directing people to our Project website where information was available with opportunity to provide feedback. 263 letters sent. A small number of emails and phone calls in response to the letter drop received and responded to.
15-18 November 2017	Waikanae Engagement <ul style="list-style-type: none"> Meeting with Waikanae Business Group – “Tea & Toast” joint session with Council – specifically to present the two Options for SH1 Revocation through the Township. Approximately 50 people in attendance at that meeting. Drop-in Session / Project Display in the Waikanae Library from 15-17 November. Approximately 60 people visiting the display over those three days. Saturday Open Day 18 November – a joint Open Day in Mahara Place, Waikanae where the SH1 Revocation project and Waikanae Town Centres Projects were displayed together. Some 100 people visiting the display.
22-25 November 2017	Paraparaumu Engagement <ul style="list-style-type: none"> Drop-in Session / Project Display at Coastlands Shopping Centre, 22-25 November. Approximately 80 people visited the display over those four days. Meeting with various business owners along SH1 between Ihakara Street and Kāpiti Road 23 November. Meeting with Kapiti Lights Business Group 23 November, as part of the Town Centres Project.
November-Ongoing	Providing project information to specific property owners along the route as required, for example business owners fronting the SH1 in Paraparaumu and those people that asked for further information following the letter drops. Engagement with stakeholders such as the Heavy Haulage Association; Road Transport Association and local Cyclist Groups.

3.2 Project Website and Presentation Material

The Project route was divided into ten zones that reflected the urban, semi-urban / residential and rural land use areas along the SH1 corridor and the proposed changes in these areas. The Project Website (www.nzta.govt.nz/m2pp-revocation) and all project display material reflected this approach. This included the zone specific letter drop material being targeted to these ten zones to better explain to property owners / residents and businesses what changes were proposed in each zone.



Figure 2: Project Material on the Website

3.3 Key Engagement Themes

3.3.1 In General

In general terms the key engagement themes included:

- A generally low level of response / interest from the letter drop activity – some 12 people emailing / phoning to ask questions directly in response from the 263 letters sent. Some residents / business

owners who were sent letters did attend the various meetings and drop-in sessions / open days rather than providing a response to the letter. The low response could be because the Project is generally well-understood, the letter sent provided a good level of detail and messaged that there will be further engagement / notice sent closer to the time of construction to provide specific detail on construction activity and timing.

- A reasonable attendance at the various meetings; drop-in sessions and open day (approximately 300 people).
- A strong positive theme of support for the Kāpiti Expressway now it is in operation – either that people are using it or that it has 'freed the existing SH1' and allowing people to better use that.
- A strong positive theme that people are using and enjoying the well-connected cycleways along the Kāpiti Expressway, the local road network and the Waikanae River trail.
- An understanding that, outside of the town centres / main urban areas along the existing SH1, the changes proposed are relatively minor – for example adding on-road cycle lanes; kerb work and re-surfacing.
- A general understanding / acceptance of the need to change the SH1 to a local road, and that it will still need to operate as an important main north / south road, and a message to 'get on with it'.

3.3.2 Zone Specific

The engagement themes specifically for each zone is summarised below:

Zone	Summary feedback
Zone 1 – Poplar Avenue to Raumati Road Zone 2 – Raumati Road to Ihakara Street Zone 3 – Ihakara Street to Kāpiti Road	<ul style="list-style-type: none"> ■ General support for the proposed road layout to suit the single lane traffic movements and lower traffic volumes since the Expressway has opened. ■ General support for the proposed pedestrian crossings and a shared path from the Rongomau Lane footbridge to Coastlands to enhance the connectivity and safety for pedestrians and cyclists. ■ General support for the proposed roundabout at the Raumati Road intersection to improve safety. A general recognition that the current intersection design is unsafe. ■ A mixed view of the proposed signalised intersection at Ihakara Street to improve safety, enhance pedestrian and cyclist connectivity and to incorporate the on-road cycle lanes. Some people understand the proposed benefits and some people do not support the traffic / pedestrian lights at the intersection given the drop in traffic volumes. ■ General support for the proposed changes through the Paraparaumu Town Centre, specifically the improved connection between the Train Station and Coastlands / Kāpiti Lights Retail Area; the improved Transport Hub concept / on-road bus stops; proposed landscaping and street furniture to enhance the amenity.
Zone 4 – Kāpiti Road to Ventnor Drive Zone 5 – Ventnor Drive to Otaihangā Roundabout Zone 6 – Otaihangā Roundabout to Waikanae Bridge	<ul style="list-style-type: none"> ■ General support for the proposed re-configuring of the lanes at the Kāpiti Road signalised intersection to suit the traffic movements, volumes and to incorporate the on-road cycle lanes. ■ General support for the on-road cycle lane in the northbound direction. ■ An understanding that through this area the changes are relatively minor alterations to the road markings (the painted median and traffic lanes), and in specific locations to widen the on-road cycle lanes to enhance cyclists safety.
Zone 7 – Waikanae Bridge to Te Moana Road Zone 8 – Te Moana Road to Martin Street	<ul style="list-style-type: none"> ■ Mixed feedback regarding the proposed changes through the Waikanae Township from Te Moana Road through to Martin Street, particularly around the proposed parking options (angled with no cycle lane or parallel with a cycle lane). This is described further below in Section 4. ■ A theme from those that live on the eastern side of the railway tracks that the sole access / exit point at Elizabeth Street is an ongoing concern – particularly with proposed increase to the frequency of train service. ■ General support for the improved connections to and from the train station and the signalised pedestrian crossings. Some concern that the signalised crossings will slow traffic flow. ■ A general theme of people wanting the Waikanae Township / Mahara Place to be successful / vibrant local area that people can enjoy, shop and work. A keenness for the

Zone	Summary feedback
Zone 9 – Martin Street to Waikanae North Zone 10 – Waikanae North to Peka Peka	SH1 Revocation works and the Council's Town Centre Transformation Project to help achieve that. ■ General support for the proposed single traffic lane and an on-road cycle lane in both directions. ■ An interest in what is proposed to the north – Peka Peka to Levin and beyond, interest in whether the cycleways will continue north.

4 Waikanae Engagement Summary

4.1 Introduction

Waikanae is the northern of the two townships along the revocation route, mainly consisting of Zones 8. The SH1 Revocation Project is generally well-known in the local community, particularly through Council's more recent engagement around the Waikanae Town Centre Transformation Project and the Stride & Ride Project. The updated information to be presented as part of this round of engagement included the two design options for parking (angled and parallel parking options); and more detail on the proposed road and streetscape designs from Ngaio Road to Te Moana Road.

November 2017- early 2018

Waikanae Engagement

- Meeting with Waikanae Business Group – "Tea & Toast" joint session with Council – specifically to present the 2 Options for SH1 Revocation through the Township. Some 50 people in attendance at that meeting.
- Drop-in Session / Project Display in the Waikanae Library from 15-17 November. Some 60 people visiting the display over those three days.
- Saturday Open Day 18 November – a joint Open Day in Mahara Place, Waikanae where the SH1 Revocation project and Waikanae Town Centres Projects were displayed together. Some 100 people visiting the display.
- Engagement with property owners along the revocation route and stakeholders, for example cycling groups.



Waikanae Library Project Display



Saturday Mahara Place Open Day



Saturday Mahara Place Open Day

4.2 Feedback Received

The bulk of the feedback received was verbal as the project team talked to people about the project and their feedback. The following specific feedback was received:

- At the Tea & Toast session with the Waikanae Business Group, there was a clear preference for the angled parking option because it provided more car parks than the parallel parking option and business owners preferred the angled park design in front of their shops.
- At the Open Day and drop-in sessions at the Waikanae Library, there was generally more support for the parallel parks than angled parks, particularly when the safety advantages and impact on cycle lanes were discussed.
- A lot of support for the cycle lanes – and positive comment about the existing cycle lanes along the Expressway being used and enjoyed by a lot of people.
- A theme from those that live on the eastern side of the railway tracks that the sole access / exit point at Elizabeth Street is an ongoing concern – particularly with proposed increase to the frequency of train service.
- A request for more mobility parks (x3) at Waikanae station and for these parks to be closer to the ticket office
- Could parallel parks be made easier to drive into going forwards as for older people reversing it can be difficult? – stiff necks and don't like to use wing mirrors. Suggestion to make spaces longer than normal to help this.
- A number of people thought parking in Waikanae was a lot better since the time limits have been introduced in the main car park behind Mahara Place and the GWRC car park opened, so they are less concerned with the on-road parking.
- Support for the proposed pedestrian crossing points of SH1 at Ngaio Road as currently there is concern with pedestrians crossing SH1 to and from the Train Station. General support for the improved connections to and from the Train Station and the signalised pedestrian crossings. Some concerns were raised that the signalised crossings will slow vehicle traffic flow through the area.

- A person from Goodman Contractors was concerned about turning for articulated trailers into and out of Elizabeth Street – currently they have to enter from northbound direction on SH1, do not like raised islands.
- One person was against the scheme in its entirety as thought money better spent on building a new access road across the railway to ease Elizabeth Street.
- Some concern that Waikanae is turning into a large carpark for commuters. A need for some balance and / or alternative parking solution.
- Alternatively, people commuting from further afield (Otaki for instance) are concerned that there is insufficient parking – the GWRC carpark is (perceived) full and the parking policy changes have forced them to park in the side streets and along SH1.
- One person would like to see a footpath on the eastern side of the commuter parks between the Train Station and Martin Street.
- Some questions around the change to a single lane in each direction, concern that the single lane is not sufficient to cater for future traffic demands.
- General support for the improved amenity along the SH1 retail frontage, improvements to make the town more 'people friendly'. A specific comment to remove the existing stone wall that runs along the SH1 parallel with the shop frontages near Mahara Place entrance.
- A general theme of people wanting the Waikanae Township / Mahara Place to be successful / vibrant local area that people can enjoy, shop and work. A keenness for the SH1 Revocation works and the Council's Town Centre Transformation Project to help achieve that.

A meeting was held Thursday, 25 January 2018 with cycling groups (Kapiti Cycling Action; Kapiti Kruzers and Kapiti Cycling Club) and followed up with further email correspondence. These groups provided a collective feedback of broad support for the changes being proposed along the old State Highway from Poplar Avenue to Peka Peka. Specific to Waikanae, the cycling groups strongly support Option 1 through Waikanae (parallel parking and on road cycle lane). The groups also supported the potential 'clip on' at Waikanae Bridge as a dedicated safe crossing for cyclists across the Waikanae River.

Concern was also raised about potentially narrowing the road with parallel parks (Option 1), with the risk of being "doored" by parked motorists, knocking the cyclist into the moving traffic lane. We have since confirmed that the road between Te Moana Road to Ngaio Road is not proposed to be narrowed and the overall carriageway width will be retained.

With regard to the existing speed limit sign / threshold at the northern end (Peka Peka end) – the cycling groups would like to see the sealed surface extended on the left hand side of the northbound speed sign. It is understood the cyclists are not using the designated cycle lane given the poor condition of the existing surface.

There was a limited number of formal written feedback - seven feedback forms and 12 written comments. The feedback has been summarised below:

Engagement Theme	Number of Feedback Documents received	Related Zone(s)
Supports the overall project	5	All zones
Supports the proposed cycle lanes and general cycleway improvements	7	Zone 8 with some supporting cycle lanes to Paraparaumu
Supports angle parking as it allows more capacity	1	Zone 8
Recommends a roundabout at the Martin Street intersection	1	Zone 8
Recommends longer parallel parking so drivers do not have to reverse park	1	Zone 8

Engagement Theme	Number of Feedback Documents received	Related Zone(s)
Recommends a cycleway north of Waikanae to Hadfield Road to link northern communities with the cycle network	1	Zone 10 and north
Recommends more mobility car parking at Waikanae Station and in the township	1	Zone 8
Other (remove the wall along the highway in front of the shops; 'revocation' is a confusing word)	2	Zone 8 / All

4.3 Feedback Response

For Waikanae, the most significant response is to confirm a preferred design for the parking layout – angled or parallel. The NZ Transport Agency will continue to work with Council on this matter, with the Council having an important role through the Council-led Waikanae Town Centres Project.

Outside the main town area, the changes north of Martin Street are relatively minor and have general support, subject to confirming any specific detailed property access matters during the construction phase. There is also a matter to be confirmed at the Waikanae Bridge regarding a potential clip-on cycle lane. All feedback received will be considered as we develop detailed design.

5 Paraparaumu Engagement Summary

5.1 Introduction

Paraparaumu is the southern of the two townships along the revocation route. It mainly consists of Zones 3 and 4 between the Main Road (old state highway) intersections with Ihakara Street and Ventnor Drive. Zone 3 includes shops and features Coastlands Shopping Centre. Zone 4 is largely residential in land use.

The Project is generally well-known in the local community, particularly through Council's more recent engagement around the Paraparaumu Town Centre Transformation Project and the Stride & Ride Project. The updated information to be presented as part of this round of engagement included the proposed roundabout at Raumati Intersection; the signalised intersection at Ihakara Street; the shared path from the Rongomau Lane footbridge to Coastlands; the proposed changes to better connect the Train Station to Coastlands / Kāpiti Lights; and the changes to the Kāpiti Lights intersection.

**November 2017-
early 2018**

Paraparaumu Engagement

- Drop-in Session / Project Display at Coastlands Shopping Centre, 22-25 November. Some 80 people visiting the display over those four days.
- Meeting with some business owners along SH1 between Ihakara Street and Kāpiti Road 23 November.
- Meeting with Kāpiti Lights Business Group 23 November, Town Centres Project.
- Engagement with property owners along the revocation route and stakeholders, for example cycling groups.



Coastlands Shopping Centre Project Drop-in Session



Coastlands Shopping Centre Project Drop-in Session

5.2 Feedback Received

The bulk of the feedback received was verbal as the project team talked to people about the project and their feedback. The following specific feedback was received:

- General positive comments about the Expressway, including from residents along the route that they have easier access to and from their properties with the reduction of traffic on the SH1, particularly during peak times.
- Generally negative comments about the function / journey along Kāpiti Road – too many lights and too busy at times (outside the scope of this revocation project, however a common discussion topic).
- A lot of support for the cycle lanes – and positive comment about the existing cycle lanes being used and enjoyed by a lot of people.
- General support for the proposed single lane road layout to suit the traffic movements and lower traffic volumes since the Expressway has opened.
- General support for the proposed pedestrian crossings and a shared path from the Rongomau Lane footbridge to Coastlands to enhance the connectivity and safety for pedestrians and cyclists. Several property owners / residents made positive comment about the proposed changes outside of their property – support for the shared path as an improvement over the previous busy State Highway environment.
- General support for the proposed roundabout at the Raumati Road intersection to improve safety. A general recognition that the current intersection design is unsafe.
- A mixed view of the proposed signalised intersection at Ihakara Street to improve safety, enhance pedestrian and cyclist connectivity and to incorporate the on-road cycles lanes. Some people understand the proposed benefits and some people do not support the traffic / pedestrian lights at the intersection.
- General support for the proposed changes through the Paraparaumu Town Centre, specifically the improved connection between the Train Station and Coastlands / Kapiti Lights Retail Area; the improved Transport Hub concept / on-road bus stops; proposed landscaping and street furniture to enhance the amenity. One person felt the proposed signalised crossing point would be unsafe for people crossing as passing traffic sometimes does not adhere to the speed limit.

- General support for the proposed re-configuring of the lanes at the Kāpiti Road signalised intersection to suit the traffic movements, volumes and to incorporate the on-road cycle lanes. Several people noting that the current two lanes merging into one lane north of the Kāpiti Road intersection is unsafe.

A meeting was held Thursday 25 January 2018 with cycling groups (Kapiti Cycling Action; Kapiti Kruzers and Kapiti Cycling Club). These groups provided a collective broad feedback of support for the changes being proposed along the old State Highway from Poplar Avenue to Peka Peka. Specific to Paraparaumu, specific feedback was received for the proposed roundabout at the Raumati Road intersection and also the Otaihanga roundabout.

For Raumati roundabout, drop kerbs were requested on northern and southern ends of the 1m wide raised concrete island located on the eastern side of the roundabout. This is to allow cyclists (single file) to negotiate the roundabout without having to share the lane with cars in the southbound direction. For Otaihanga roundabout, the section north of the roundabout for about 100m was identified as a narrow section with no room for cyclists. The cycle groups strongly support widening through this section and the possible removal of 'Cat's-eyes' which are viewed as a potential hazard for cyclists.

There was a limited number of formal written feedback - five feedback forms and six written comments. The feedback has been summarised below:

Engagement Theme	Number of Feedback Documents received	Related Zone(s)
Supports the overall project	2	All zones
Recommends rumble strips to protect cycle lanes from cars	2	All zones
Recommends retaining the existing speeds to not slow traffic for locals.	1	All zones
Make Kāpiti Road intersection two lanes travelling north and south	1	Zone 3
Concern that the Coastlands Shopping Centre pedestrian crossing will be dangerous and unnecessary given the existing underpass	1	Zone 3
Concern that Kāpiti Road is now heavily congested and locals avoid the road.	1	Zone 3
Other (questions about Transmission Gully, PP20 and north of Otaki; install 'keep left unless passing' signage along the route; keep existing road names; include a horse riding path along the Expressway)	3	All zones

5.3 Feedback Response

The broad theme is one of general support for the proposed changes through Paraparaumu, with only a few people challenging aspects of the design such as the need for lights at the Ihakara Intersection or a signalised crossing at the Train Station. Those matters have been carefully modelled and considered during scheme design and will be further developed during the detailed design stage.

There is a need to continue to refine and confirm the detailed design, particularly between Ihakara Street and Kāpiti Road. Details of bus stops; pedestrian crossing and connections at the Transport Hub; and streetscape detail will be confirmed with the feedback in mind. The specific detail of access for business properties fronting SH1, such as Coastlands and the various fast food shops, will need to be worked through with each property owner.

All feedback received will be considered as we develop detailed design.

6 Additional Feedback Received

We have worked in partnership with Council over the course of this project. There are a number of significant projects that are integrated with the SH1 Revocation Project, such as the Kāpiti Expressway, the Kāpiti Town Centres Project, and the Kāpiti Stride 'n' Ride. Council has undertaken a comprehensive engagement process around each of these projects, including regular engagement with the Cycleway Walkway and Bridleway Advisory Group, Elderly and Youth Groups, Accessibility Group, Transport Interest Groups, Greater Wellington Regional Council, Community Boards and a full range of interested and affected parties.

The feedback from these related engagement processes has feed-in and informed where relevant the design of the SH1 Revocation – particularly in and around the town centres of Paraparaumu and Waikanae where the proposed changes are more significant.

Engagement with the Road Transport Association (Sandy Walker) has been positive with general support for the changes proposed across the revocation route. A specific change was requested at the old SH1 / Kapiti Road Intersection to accommodate the quad units turning "left" out of Kapiti Road (heading eastbound) onto the old SH1 (heading northbound). This matter is being considered in collaboration with Council as part of detailed design.

Engagement with NZ Heavy Haulage Association (Jonathan Bhana-Thomson and Paul Britton) has been positive, with a request that the revocation corridor can safely accommodate over dimensioned vehicles. Outcomes from those discussions have informed detailed design considerations, such as removing central light poles and the low level planting in the median.

The Project Team will continue to seek feedback and confirm detail design along the revocation corridor from now leading up to construction where required. This will largely be confirming individual property access details and some of the more substantial matters still to be confirmed as described above (such as final parking layout in Waikanae).

7 Summary and Next Steps

The engagement activity has demonstrated that the SH1 Revocation Project is generally well understood in the community and there is a broad acceptance to 'get on with it' now that the Expressway is operational.

Property owners / residents and business owners are of course wanting to be kept informed of the construction process and timing in relation to their property and will be expecting a proactive and proper level of information once that construction programme is confirmed.

In terms of SH1 Revocation design, the following broad feedback themes were received:

- General support for the changes proposed through Paraparaumu, with some questioning of the proposed design at the intersections of Raumati Road and Ihakara Street and in the Paraparaumu Town Centre (for example the design of the pedestrian crossing); and
- General support for the concept of change through Waikanae, particularly the improved crossing connections to and from the Train Station and changing the environment to a more people friendly local road in a township. However, a 'split feedback' on the two parking options presented for feedback – with a strong preference from the businesses along the SH1 frontage wanting angled parking outside their retail frontage and a general preference from people attending the drop-in sessions and open day for parallel parking and the provision of the cycle lane, supported by the local community cycling groups.

Clearly, there are some areas along the route where changes are either relatively minor and / or supported and can be more quickly progressed to construction and a few areas such as Waikanae Township where more work is required to develop a preferred detailed design.

That suits the proposed staging for construction in that works cannot be completed along the full route all at once and therefore there will be a need to stage the works, most likely in a similar location as those ten zones presented for engagement. A next step action will be to consider engagement feedback to help inform that potential construction staging sequence.

As mentioned above, the Project Team will continue to engage with stakeholders and property owners/residents where required to help inform detailed design – particularly around individual property access requirements.

Additionally, there will be a requirement of the chosen contractor to continue to engage and inform directly affected parties and the wider community during the construction phase.



28 February 2018

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Dear Vincent,

In light of the upcoming discussion at Council as it relates to the Parking Options within the Waikanae Town Centre, I wanted to take the opportunity to provide some clarity on the NZ Transport Agency's position on the matter at hand.

Under the M2PP Revocation Agreement, the Agency has been tasked with making changes to the current SH1 state highway, to provide a "fit for purpose" local road that is safe and meets the needs of all users. This section of SH 1 will be revoked and handed over to the KCDC to manage and maintain.

The Agency has developed a design through the Waikanae urban town centre based on the objectives of the Revocation Agreement, Agency standards, safety requirements, and traffic engineering best practice.

Traffic modelling data (post Expressway and allowing for future growth) and a Road Safety Audit have aided the design decisions.

The available carriageway width has constrained the options and safety has been a primary driver in determining the most appropriate layout. The current road layout has been designed for current and future traffic volumes and patterns and provides a single through lane configuration with dedicated left and right turn lanes and parallel parking options. This layout also provides sufficient width to allow safety compliant on road cycle lanes.

During the design process the Council asked the Agency's design team to consider a number of layout options including changing the car parking layout from parallel to angle parks.

The design process took account of:

- NZTA and KCDC standards and specifications
- Safety of all road users
- Provision of safe and continuous/connected cycle network
- A road safety audit (RSA) at preliminary design providing guidance from a road safety perspective
- A design solution to meet the future needs of the road users and community, once the highway is revoked

As part of the Road Safety Audit (RSA) the auditors were asked to assess and make comment on the angled parking options. The following comments and recommendations were received:

WAIKANAЕ TOWN CENTRE

Significant Concern – Angle parking

Probability of Crash Occurring – Common

Likelihood of Serious/Fatal Injury – Likely

Outcome – Significant

The Safety Audit Team (SAT) was asked to comment on a proposal to introduce angle parking on SH1 within the Waikanae town centre. Based on experience elsewhere, the SAT is of the opinion that this would generate a significant number of crashes with a high likelihood of cyclists being involved in some crashes. The safety issues are:

- (1) Drivers of vehicles reversing out of angle parking frequently have no view of oncoming traffic until the rear of their vehicle is within the traffic lane. This is often due to the presence of larger SUV vehicles and pickup trucks in the angle parking area which significantly restrict sight lines.*
- (2) In the above scenario, cyclists would be particularly vulnerable to being hit by a reversing vehicle. If the cyclist swerved to avoid the reversing vehicle, he/she would then be vulnerable to being struck by a vehicle in the adjacent traffic lane.*
- (3) The proposed planted central median would mean that any vehicle in the traffic lane would have no escape route from a vehicle reversing from an angled parking space.*

Recommendation: *Implement the proposed Parallel Parking Option.*

The road layout options incorporating angled parking are considered to be a departure from safety recommendations and also compromise the provision of a safe, on road cycle path which forms a key link to the local cycleway networks through Waikanae.

On the basis of the above, the NZ transport Agency would not support any solution that presents increased safety risk to all road users and while we do understand the perspectives of local business to provide adequate parking, it is important that any safety implications are carefully considered before departing from the design currently supported by the Agency.

If you have any queries or concerns please do not hesitate to let me know.

Yours sincerely



Craig Pitchford

Principal Project Manager

Mackays Crossing to Peka Peka (M2PP) Kapiti Coast Expressway: SH1 Revocation

ROAD SAFETY AUDIT of the PRELIMINARY DESIGN (Part 1)

**A REPORT PREPARED FOR
NZ TRANSPORT AGENCY**

**Reference: 17182
June 2017**

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1.0 INTRODUCTION

1.1 Road safety audit procedure

Road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The safety audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc), carried out by an independent competent team who identify and document road safety concerns.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client in order that the client can make a value judgement as to appropriate action(s) based on the guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

To deliver completed projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.

A road safety audit should desirably be undertaken at the following project milestones:

- Concept stage
- Scheme or Preliminary design stage
- Detailed design stage, and
- Pre-opening / Post-construction stage.

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of mitigating the road safety concerns identified should also be considered.

In accordance with the procedures set down in the revised NZ Transport Agency Guideline “Road Safety Audit Procedures for Projects” (interim release May 2013), this is a report to the client who then refers the report to the designer. The designer should consider the report and comment to the client on each of the concerns

identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the safety audit report recommendation.

For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the designer, safety engineer and client for each issue documenting the designer response, client decision and action taken.

A copy of the report including the designer's response to the client and the client's decision on each recommendation shall be given to the road safety audit team leader as part of the feedback loop. The road safety audit team leader will disseminate this to team members.

1.2 The project

The project for which this is the road safety audit is the preliminary design for reconfiguring sections of former SH1 between Poplar Avenue and Peka Peka Road following the construction of the Kapiti Coast expressway. The total distance of highway to be reconfigured is approximately 13 km.

The revocation corridor has been split into 10 zones having regard to different road environments and different stages of design development and consultation. The design for the corridor is being delivered in two parts and this safety audit is for Part 1, covering zones 3, 4, 5, 6, 9 and 10 as shown on the drawings included in the Appendix. Additionally the safety audit team (SAT) has been asked to provide high level comments on the concepts for the Waikanae town centre (zones 7 and 8) changes to the existing Otaihangā roundabout (drawing 3321827-CA-SK1018).

The key objectives of the reconfiguration are to change the existing road environment from a traffic dominated highway to:

- (a) a town centre street within the urban areas of Paraparaumu and Waikanae and
- (b) a narrower road with pedestrian and cycle facilities within the rural areas

Nevertheless, the road will still have a significant traffic carrying function as a district arterial.

The drawings provided to the safety audit team are listed in the Appendix. These were prepared by Beca, Wellington. The SAT was also provided with landscape plans

prepared by Boffa Miskell for part of zone 3, Paraparaumu (drawings W16001-213 to 217).

1.3 The road safety audit team

The road safety audit was carried out, as far as practicable, in accordance with the revised NZ Transport Agency Guideline “Road Safety Audit Procedures for Projects” (interim release May 2013), by:

- Steve Reddish, Senior Associate, Traffic Planning Consultants Ltd, Hawke’s Bay.
- Jon England, Senior Road Safety Engineer, Stantec New Zealand Ltd, Wellington.

The third member of the safety audit team, Jos Vroegop, Senior Consultant, Traffic Planning Consultants Ltd, was unavailable to undertake this safety audit.

The safety audit team (SAT) attended a briefing meeting at the Beca offices, Wellington, on Wednesday 21 June 2017 and subsequently carried out a desktop review of the drawings the same day and the following day. An exit meeting was held on the second day to give the designers an early indication of the preliminary findings of the SAT.

A site visit was not undertaken for this safety audit as the auditors were very familiar with the route. However, Google street view was used at times to clarify issues related to the existing road layout and roadside.

1.4 Previous safety audits

The SAT initially provided comments on the concept design for the SH1 Reconfiguration in a set of notes dated 14 August 2011. Subsequently a formal road safety audit of the concept design was undertaken in March 2012 and the findings of the safety audit summarised in a report dated 22 March 2012.

1.5 Report format

The potential road safety problems identified have been ranked as follows. The expected probability of a crash occurring (frequency) is qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome (the likelihood of a fatality or serious injury) is qualitatively assessed on the basis of factors such as expected speeds, type of collision, type of vehicle, and road user involved.

Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding

the likely crash types, frequency and likely severity that may result from a particular concern.

The frequency and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the Assessment Matrix in Table 1 below. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.

Table 1: Assessment Matrix

Likelihood of Fatality or Serious Injury	Probability of a Crash Occurring			
	Frequent	Common	Occasional	Infrequent
Very Likely	Serious	Serious	Significant	Moderate
Likely	Serious	Significant	Moderate	Moderate
Unlikely	Significant	Moderate	Minor	Minor
Very Unlikely	Moderate	Minor	Minor	Minor

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each category of concern is given in Table 2.

Table 2: Categories of Concern

CONCERN	Suggested Action
Serious	Serious concern that must be addressed and requires changes to avoid serious safety consequences.
Significant	Significant concern that should be addressed and requires changes to avoid serious safety consequences.
Moderate	Moderate concern that should be addressed to improve safety.
Minor	Minor concern that should be addressed where practical to improve safety.

In addition to the ranked safety issues, it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication, but which lie outside the scope of the safety audit. Therefore a comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit (such as existing issues not

directly impacted by the project) or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the safety auditors.

All potential concerns, comments and recommendations set out in this safety audit report should be noted and acted upon if appropriate.

1.6 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant documents and the opinions of the safety auditors. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe. Furthermore, no warranty is implied that all safety issues have been identified in this report. Road safety audits do not constitute a design review or an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific advice on matters raised and not rely solely on the report. While every effort has been made to ensure the accuracy of the report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the safety auditors or their organisations.

2.0 GENERAL

Preamble

The safety audit team (SAT) commends the overall objectives of the SH1 reconfiguration project in terms of reducing pavement width, providing for vulnerable road users and creating lower speed environments in both the urban and rural areas.

The safety audit findings are set out in this report by zone (refer drawings in the Appendix) except for this first section which covers some general safety concerns related to the project as a whole.

Matters raised in the safety audit of the concept design (March 2012) which do not appear to have been addressed or which are still relevant are repeated in this safety audit report for completeness.

It is acknowledged that a significant amount of detail design development has yet to be undertaken, particularly within the urban areas of Paraparaumu and Waikanae. This includes the provision of clear signage for cyclists (regulatory and wayfinding) along the length of the SH1 revocation route. Consequently, this audit predominantly provides guidance on broader safety issues rather than addressing many details.

2.1 Moderate Concern – Cycle lane widths

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Likely

Outcome – Moderate

It is acknowledged that cycle lane widths can vary depending on the number of cyclists, the speed of traffic, the number of heavy vehicles, available space and budgetary constraints. Whilst acceptable cycle lane widths in 50 km/h and 80 km/h areas are 1.5m and 2.0m respectively as proposed for this project, consideration should be given to the following:

- (1) In urban areas where proposed cycle lanes are alongside kerbs, it is desirable that the 1.5m width not include the drainage channel as this is an area that is unsuitable for a cyclist to traverse. Cesspits can also be hazards for cyclists if not designed correctly.
- (2) In the higher speed rural areas where 3.5m traffic lanes and 2.0m cycle lanes are proposed, consideration should be given to narrowing the traffic lanes to 3.3m and widening the cycle lanes to 2.2m. The 3.3m traffic lane width would allow consistency of lane width, noting that some sections of 80 km/h speed limit do have 3.3m lanes, and make the speed limit a little more self-explaining. The 2.2m cycle lane width would provide extra clearance for cyclists from high speed traffic given that there are frequently loose chips and other detritus toward the left hand side of the cycle lane which then force cyclists to ride closer to the traffic lane.

Recommendations:

- a. In urban areas, where adjacent to kerbs and channel, make cycle lanes 1.8m wide from the kerb face (ie 1.5m from the road edge of the channel) and ensure all cess pit grates are designed to be safely traversed by cyclists.
- b. Consider making traffic lanes 3.3m wide and cycle lanes 2.2m wide in the higher speed areas where traffic lanes are currently shown to be 3.5m wide.

Designer Response:	<ol style="list-style-type: none"> a. Where possible the recommendation will be incorporated however the urban areas are typically constrained in terms of width. It is unlikely that significant widening would be undertaken to provide an additional 300mm width to the cycle lane, noting the lower vehicle speeds in urban areas. Cycle friendly grates will be specified where appropriate. b. There are long sections of the corridor where lane widths have been reduced to 3.3m. Where possible, a 3.3m lane width will be achieved. However, there is a balancing act of endeavouring to i) retain the existing line marking to minimise the extent of re-seal to remove ghost marking and ii) the extent of pavement widening to accommodate the 2.2m wide cycle lanes.
Safety Engineer:	<ol style="list-style-type: none"> a. Agree with Designers response b. The issue raised by the SAT essentially relates to the separation between cyclists and motorists. While on face value it appears that providing the additional width in the shoulder provides improved safety for cyclist this may not be the case. Unless by providing the additional width cyclist will ride further from the edge line research undertaken by Opus has shown that as lane widths decrease so does the gap between cyclists and motorists. <p>Based on this the lane widths should be maintained at 3.5m</p>
The Council:	<ol style="list-style-type: none"> a. Agree with SAT b. Agree with SE
The Agency:	<ol style="list-style-type: none"> a. Agree with SAT b. Agree with SE
Action Taken:	

2.2 Significant Concern – Cycle lane surfaces

Probability of Crash Occurring – Occasional

Likelihood of Serious/Fatal Injury – Very Likely

Outcome – Significant

Cyclists require smooth debris-free shoulders of adequate width. If shoulders are not smooth, then many cyclists will cycle close to the edge line on the smoother carriageway surface. This puts cyclists at serious risk being close to high speed traffic and the slipstream of trucks can cause cyclists to become unstable.

Generally a cycling surface should be smoother than would be acceptable for motor vehicles for the comfort and safety of cyclists. When a chip seal is used for cyclists, then smaller chips (maximum size 10mm stone) should be used to at least provide a relatively smooth surface. Good ongoing sweeping of loose chips is also essential to maintain the surface free of detritus and thus useable by cyclists, especially those using thin tyres inflated to high pressure.

No information has been provided to the SAT regarding the surface of the proposed cycle lanes along the length of the project, but consideration should be given to the above surface requirements as the design is further developed.

Recommendations:

- a. *Provide as smooth a surface as possible on the cycle lanes for the safety and comfort of cyclists.*
- b. *Where chip seal is used, ensure that there is an ongoing sweeping regime to remove loose chips.*

Designer Response:	<ol style="list-style-type: none"> a. The project generally uses the existing road surface, be that chip seal or asphalt. No allowance has been made to replace chip seal with asphalt unless the surface is to be overlaid, than asphalt is proposed. Where road widening is proposed in the rural areas to accommodate cycle lanes, chip seal has been proposed. b. The maintenance team at the Council will be responsible for the sweeping of the road once the corridor is revoked.
Safety Engineer:	<p>Agree with the SRA concern.</p> <ol style="list-style-type: none"> a. Where the chipseal is being widened a small chip should be used b. Agree with Designer
The Council:	<ol style="list-style-type: none"> a. Agree with SAT b. Agree with SAT
The Agency:	<ol style="list-style-type: none"> a. Agree with Safety Engineer b. The maintenance team at Council will be responsible for the sweeping of the road once the corridor is revoked
Action Taken:	

2.3 Moderate Concern – No stopping controls

Probability of Crash Occurring – Occasional

Likelihood of Serious/Fatal Injury – Likely

Outcome – Moderate

The drawings provided to the SAT show in places that existing No Stopping signs are to be retained. However, it is not clear how much of the route will have No Stopping controls to ensure that vehicles will not potentially create a hazard for cyclists using the cycle facilities, especially in the townships.

Recommendation:

Ensure that No Stopping signs or markings are installed where required to safeguard cyclists using the cycle lanes.

Designer Response:	No stopping is generally provided in the town centres. Typically the town centres have adequate formalised parking and it is unlikely vehicles will park in the cycle lanes. In the rural areas, it is unlikely vehicles will stop in the cycle lane and cause an obstruction as businesses and houses generally have off road parking facilities.
Safety Engineer:	Agree with the SAT, the provision of no stopping lines should be considered as the design progress. The Council will also need to adopt the parking controls into their bylaw.
The Council:	Agree with SAT
The Agency:	Agree with the Safety Engineer.
Action Taken:	

2.4 Comment – Cycle lane warning systems

The SAT noted that a cycle lane warning system is to be installed at 3 locations:


Ch 3300 – northbound (drawing CA-1010)

Ch 3800 – southbound (drawing CA-1011)

Ch 6840 – northbound (drawing CA-1020)

There was no information provided as to exactly what these warning systems are. Whilst the SAT can understand why a system may be required at ch 3300, it is not obvious to the SAT why warning systems may be needed at the other locations.

Designer	The proposed warning signs are active and will flash to alert drivers to
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Response:	<p>the presence of cyclists – similar to the below</p>  <p>The warning signs are proposed on the Rimutaka bridge which is a narrow two lane bridge which does not have sufficient space for dedicated cycle lanes (Dwg CA-1010+1011)</p> <p>The second location for the signs is to the north of Otaihanga Roundabout. Through this section of the project, the road is narrow and providing dedicated cycle lanes is difficult. The current proposal is to widen and as such there would be no requirement for the active signage.</p> <p>The third location for the signs is the narrow corridor section just south of the Waikanae River Bridge (Scheme Design Part 2).</p>
Safety Engineer:	Agree with Designers approach noting that where provided there needs to be a consistent approach across a network.
The Council:	<ul style="list-style-type: none"> a. Ch3300 agree with designer b. Ch3800 agree with designer but would be dependent on shoulder treatment work c. Ch6840 Council is currently in discussion with the Agency regarding the feasibility of constructing a dedicated shared path facility across the Waikanae River
The Agency:	Agree with the Designers approach with regard to the use of the advance cycleway signs.
Action Taken:	

2.5 Comment – Inconsistencies in alignment dimensions

The alignment dimensions on the drawings provided to the SAT are often inconsistent between what is shown on the layout, the cross sections above the layout and the separate typical cross section drawings. It is important for safe operation of the road that the route appears consistent in its form to the driver and that the layout is not driven by the desire to maximise the use existing road markings. (NB it is appropriate to consider whole of life costs at the design stage given any subsequent changes needed to address inappropriate design.)

Examples are:

- (1) Variable lane widths and kinks in the alignment in zone 10 that can result in drivers tracking into cycle lanes (refer also to item 9.4).
- (2) In zones 9 and 10, ch 10800 to 11280 has 3.3m lanes and 1.0m or 0.8m wide centre line, but then from ch 11280 to 11680 the typical cross sections show 3.4m lanes

with just a centre line whilst the layout shows continuation of the wide centre line. At ch 11680 the typical cross section shows a return to wide centre line with 3.4m or 3.3m lane widths up to ch 12160. Some of the typical cross section dimensions are at odds with the cross sections above the layout.

- (3) The cross sections on drawings 1014 to 1017 (zone 5) show the flush median going from 2.0m to a wide centre line of 1.0m back to a flush median of 2.0m back to a wide centre line of 1.0m and back again to a flush median of 2.0m with lane widths of 3.5m. However, the layout shows a consistent width of flush median.

Wide centre lines have been shown to have safety benefits, but as noted in some of the above, the existing wide centre line is, in places, replaced with just a standard centre line.

Also, flush medians can have significant safety benefits wherever there may be turning vehicles and risk related to vehicle-vehicle crashes needs to be weighed up against a slight narrowing of the cycle lane should an existing flush median be replaced by a wide centre line. (Refer also to item **5.3**).

It is considered that the drawings be reviewed to ensure that there is consistency between the layout plans, the detail cross sections and the typical cross sections.

It is also considered that wherever possible, consistency in the layout along a section of road should be achieved for the benefit of the road users.

Designer Response:	Noted. Drawings to be updated accordingly.
Safety Engineer:	Agree
The Council:	Agree
The Agency:	Agree
Action Taken:	

3.0 ZONE 3: IHAKARA STREET TO KAPITI ROAD

3.1 Moderate Concern – Kerbs adjacent to shared paths

Probability of Crash Occurring – Occasional

Likelihood of Serious/Fatal Injury – Likely

Outcome – Moderate

The SAT was not given information at this stage of design as to where kerbs will be installed adjacent to shared paths or what type of kerb is proposed. Where shared paths are adjacent to a carriageway, fully mountable kerbs should be utilised so that cyclists have a safe “escape” route onto the adjacent carriageway/cycle lane if a pedestrian, child, dog, etc. suddenly moves into the cyclist’s path. If vertical kerbs are used, there is a much higher likelihood of a cyclist who is evading a collision by moving onto the road will come off his/her bicycle with consequential injuries. There are records of such injury crashes and the risk of needing to evade another user on the shared path increases with narrower shared paths.

Recommendation:

Use mountable kerbs that are traversable by cyclists where shared paths are kerbed and adjacent to the carriageway.

Designer Response:	Agree with auditors.
Safety Engineer:	Agree.
The Council:	Disagree a. Council belief is that allowing cyclists to enter the carriageway in an unplanned manner would place the cyclist at greater risk b. Preference is for vertical kerb faces
The Agency:	The Council are taking over the responsibility for this section of state highway and associated risks. In terms of Safety Risk, we agree with the Safety Auditors comments. Unless barriers are installed along the length of the Path, we cannot prevent cyclists dropping down where they feel safe in terms of a gap in the traffic.
Action Taken:	

3.2 Moderate Concern – Kerb types for traffic islands

Probability of Crash Occurring – Common

Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Moderate

It is not known what kerb types are proposed where raised medians and other traffic islands are to be installed. From a safety perspective, these should be mountable kerbs

so that if an errant vehicle hits a traffic island, the driver is able to recover by partially mounting the island and does not react by oversteering back across the carriageway or losing control. (**NB** this would also apply to Waikanae town centre.)

Recommendation:

Install mountable kerbs on all raised medians and other traffic islands.

Designer Response:	Agree with auditors, mountable kerbs will be provided on all raised medians.
Safety Engineer:	Agree.
The Council:	Agree
The Agency:	Agree
Action Taken:	

3.3 Comment – Signals and lighting infrastructure at Ihakara Street

Drawing CA-1007 shows the proposed signals arrangement at the Ihakara Street intersection. The SAT noted a number of issues with the proposed lanterns, including the following:

- (1) there is inconsistency in terms of the number of aspects between the secondary and tertiary lanterns for the left turn from Ihakara Street;
- (2) there is no secondary lantern on the median island for the SH1 southbound movement, including right turn aspects;
- (3) the primary lantern for Ihakara Street has no left turn aspects;
- (4) check that the widths of the median islands are sufficient for the proposed lanterns to avoid the cowls or backing boards being hit by high sided vehicles;
- (5) there may be the opportunity to utilise joint use poles for signals infrastructure and improved street lighting at the intersection.

The above issues will need to be addressed when undertaking detailed design of the signalised intersection. As part of the detailed design, the existing street lighting should be reviewed to ensure that it is appropriate for the new intersection form.

Designer Response:	Noted, the signals layout / design will be updated at detailed design.
Safety Engineer:	Agree
The Council:	Agree
The Agency:	Agree
Action Taken:	

3.4 Moderate Concern – Shared path across driveways

Probability of Crash Occurring – Occasional

Likelihood of Serious/Fatal Injury – Likely

Outcome – Moderate

Drawings CA-1007 and W16001-213 and 214 show standard vehicle crossings for property accesses on the western side of the road at ch 2190 and 2250. However, the property accesses at ch 2280 (Burger King) and 2410 (McDonalds) are shown as roads rather than vehicle crossings. This means that pedestrians and cyclists on the shared path will not have right of way at these accesses and drivers will not necessarily be watching for pedestrians and cyclists as they turn in and out of the accesses. It will be particularly difficult for northbound cyclists on the shared path to look behind to see if a vehicle will be turning left into the access.

It will also be important that any landscaping adjacent to the various driveways does not restrict the intervisibility between exiting drivers and the users of the shared path.

Recommendations:

- a. *Form the accesses to Burger King and McDonalds as standard heavy duty vehicle crossings which afford the shared path users continuity along the path and right of way at these accesses.*
- b. *Ensure that the landscaping adjacent to all the driveways does not restrict the intervisibility between existing drivers and users of the shared path.*

Designer Response:	<ol style="list-style-type: none"> a. Agree with auditors, the intention is to provide kerb cut downs rather than access roads which will ensure the shared path has priority. Seek confirmation from the Council on whether this change can be made. b. Noted, this comment will be passed to the landscape architect.
Safety Engineer:	Agree with points a&b
The Council:	<ol style="list-style-type: none"> a. Agree with designer b. Agree with designer
The Agency:	Agree with points a&b. The Council need to confirm whether the existing access ways can actually be changed to driveways with respect to the District Plan.
Action Taken:	

3.5 Significant Concern – Extent of shared path

Probability of Crash Occurring – Common

Likelihood of Serious/Fatal Injury – Likely

Outcome – Significant

It is understood that the shared path in Paraparaumu is to extend from the Rongomau Lane footbridge to Kapiti Road. Whilst the SAT endorses the provision of an off-road facility for cyclists, there is a very high risk of pedestrian-cyclist crashes in the area from north of the Coastlands shopping centre access through to Kapiti Road. The risk is especially high within the busy activity area that is now to have bus stops and the at-grade crossing to/from the railway station. Passengers stepping off buses or crossing from shelters to buses are particularly at risk of being hit by a cyclist. A cyclist versus pedestrian crash often results in injuries requiring hospital treatment.

Recommendations:

- a. *Terminate the shared path at approx. ch 2660 with appropriate signage and requirement that cyclists dismount, or provide a separate path for cyclists to avoid conflicts with pedestrians.*
- b. *Provide a cycle ramp at ch 2660 that enables northbound cyclists to safely access the cycle lane at that point.*

Designer Response:	<ol style="list-style-type: none"> a. The intention is to stop the shared path on the south side of the Coastlands entrance at Ch 2620, earlier than shown on the scheme drawings. This would minimise the likely conflict between cyclists entering the carriageway and buses manoeuvring into the new bus stops. b. A cycle ramp will be included in the detailed design to provide an extra option to cyclists should they wish to take it.
Safety Engineer:	<ol style="list-style-type: none"> a. Agree with the Designer b. Agree
The Council:	<ol style="list-style-type: none"> a. Agree with designer b. Agree with designer
The Agency:	<ol style="list-style-type: none"> a. Agree with designer b. Agree with designer
Action Taken:	

3.6 Minor Concern – Signalised crossing

Probability of Crash Occurring – Occasional

Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Minor

- (1) A raised table is shown at the signalised crossing. Such a platform is not needed for speed control as the crossing is signal controlled. If a raised platform is provided for the benefit of pedestrians, the design of the vehicle ramps needs to take account of vehicle speeds (50 km/h) and safe ride quality for buses in particular as raised platforms can be a significant safety issue for bus passengers who are standing prior to disembarking or who have not yet been seated after embarking.

It is acknowledged that the platform would have the added safety benefit of highlighting the signalised crossing, assuming it is also marked and signed appropriately.

- (2) Cycle boxes are shown at the limit lines of the signalised crossing (drawings CA-1008 and W16001-216), but these are not needed as cyclists will either continue through the crossing in the cycle lane or need to exit left at the crossing in order to push the pedestrian call button to cross the road. (NB The limit lines should remain where drawn so that they are 6m from the crossing.)
- (3) Cyclists should be required to dismount when using the crossing having regard to potential conflicts with pedestrians, including young and elderly (refer item 3.5 above).

Recommendations:

- a. Ensure that the vehicle ramps for the raised platform at the signalised crossing are designed for safe ride quality for buses.
- b. Ensure that the raised platform has appropriate markings and advance warning signs.
- c. Install signage advising cyclists to dismount when using the crossing.
- d. Remove the proposed cycle boxes in front of the limit lines.

Designer Response:	a. The crossing will be as per the Council's standard details. b. As noted in a. these details will include markings and signage will be provided in accordance with MOTSAM / TCD c. Agree, signage to be provided d. Agree, markings will be updated at detailed design
Safety Engineer:	a-d Agree
The Council:	Agree with designer a - d
The Agency:	Agree with designer a - d
Action Taken:	

3.7 Significant Concern – Design of Coastlands shopping centre access

Probability of Crash Occurring – Frequent
Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Significant

In the safety audit of the concept design, the SAT raised a number of concerns related to the design for the main Coastlands shopping centre access at Ch 2630. Some of these concerns are still relevant and are repeated below, together with additional concerns:

- (1) the projected traffic volumes on this section of SH1 post-expressway construction are in the order of 18,000 vehicles per day based on information from the Scheme Design Report, though this figure has yet to be confirmed by new traffic counts now that the expressway is operational. Nevertheless, there is a significant volume of traffic on what will become a two-lane road and drivers entering and exiting Coastlands will find it difficult at times to find suitable gaps to complete right turns; this can lead to driver frustration and the undertaking of unsafe turns. (NB it is acknowledged that the signalised crossing to the north and the signals at Ihakara Street to the south will create gaps in the vehicle flows.)
- (2) allied to (1) above, the amount of traffic utilising the access is not likely to decrease and may well increase; if there are delays for vehicles turning right into the site, the length of right turn bay shown on the drawings is likely to be inadequate (25m = 4 cars). This can then lead to blockages of the southbound lane, including bus movements and possible nose to tail crashes.
- (3) drivers at the limit line for the exit from Coastlands will have their visibility of northbound through traffic obstructed by vehicles in the left turn lane and thus the ability to safely judge appropriate gaps will be affected.
- (4) drivers turning left into Coastlands will be looking to their right for any vehicle turning right into Coastlands and there is a risk that when they enter the access from the left turn lane they may not have seen a pedestrian using the zebra crossing located only 12m from the left turn entry.

It is not known if any analysis has been undertaken for the Coastlands shopping centre access intersection. During previous site visits the SAT noted how busy this access is in terms of vehicle movements in and out.

Having regard to all of the above, the safest option for all road users to address the safety concerns may be to signalise the access.

Recommendations:

- a. Undertake a capacity and gap analysis of the Coastlands shopping centre access intersection having regard to projected future traffic flows.
- b. As part of the analysis, determine whether signalising the intersection will address the safety issues raised above as well as any capacity issues.
- c. Assess the length of right turn bay required to store vehicles waiting to turn right into the shopping centre.
- d. If the intersection is not to be signalised, review the proposed design with regard to the issues associated with the left turn lane (numbers 3 and 4 above).

Designer Response:	<p>This access has operated as a priority t-intersection adjoining the four lane state highway with 24,000 vehicles per day. Since the Expressway became operational in February 2017, the traffic volumes have dropped to 10,000 vehicles per day, a drop of almost 60%. This is less than the 18,000 vehicles per day reported by the SAT above. The safety risks raised by SAT would have been greater at this intersection when the traffic volumes were at 24,000 vehicles a day. Yet, there is very little crash evidence/data during that time to indicate that signals were required or the implementation of other safety improvements. The Designer is also not aware that the Council or the Agency have received any complaints or anecdotal accounts from the community/users that this intersection is unsafe.</p> <p>Traffic modelling has been undertaken for Paraparaumu and the estimated traffic volumes along the old state highway are estimated to increase to 12,000 vehicles per day in 2031, 50% less than when the road was operating as a state highway. The modelling undertaken also considered the flows entering and exiting the coastlands site and the outcome was that signals were not needed at this intersection. This didn't come as surprise given the fact that there are several other accesses that drivers can use to enter/exit the Coastlands site.</p> <p>The Designer considers the safety of the existing priority t-intersection has inherently improved since the Expressway became operational. The Designer also considers this intersection will be improved further by the proposed changes along this section of the corridor including:</p> <ul style="list-style-type: none"> - Narrowing the road to two lanes which reduces the risk of crashes for the drivers who complete the right turns when entering or exiting the Coastlands site. - The extra signals at Ihakara Street and the pedestrian crossing will provide sufficient breaks in the traffic for the drivers who complete the right turns when entering or exiting the Coastlands site - The signals will also contribute to creating a speed environment where the vehicles are more likely to maintain a speed of 50kph or less, particularly as the section of road between Ihakara Street and Kapiti Road is 720m long. <p>The length of the right turn bay is slightly longer than the existing and will be optimised further at detailed design. The risk of blockages and</p>
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	nose to tail crashes on the southbound lane is also considered to be lower given the fact that the traffic volumes have dropped. Plus there happens to be another access next to KFC if the right turning bay is full, this alternative is a short distance from the access in question. The Designer considers that installing signals at this intersection would impact the traffic flows on this road because there would be four sets of signals in quick succession along 720m of road. This change would very likely encourage users onto Rimu Road via Ihakara Street, something the Council wants to minimise given that Rimu Road will become the centre of Paraparaumu. The Designer considers the drivers turning left will take priority over the vehicles turning right into Coastlands and the left turning vehicles have good sight visibility to see pedestrians at the crossing. So the risk of pedestrians being hit is considered to be very low.
Safety Engineer:	Agree with the Designers response noting the layout/ operation will need to be reconsidered at the next stage RSA.
The Council:	Disagree further clarity is required <ul style="list-style-type: none"> a. Council believes traffic volumes may be higher than predicted b. Concern regarding vehicle stacking capacity for turning traffic may be insufficient Further discussion needed
The Agency:	Agree with safety Engineer, however Further discussion may be required.
Action Taken:	

3.8 Minor Concern – Provision for buses

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Unlikely
Outcome – Minor

The drawings show that buses are to be removed from in front of the railway station building and redeployed at on-street bus stops, three on each side of the road.

It is noted that the existing angled bus stops and associated manoeuvring area at the railway station serve as a terminus where buses are parked for a period of time and drivers take breaks (see **Photo 1**).

It is not known if the design of the on-street bus stops takes account of:

- (1) the length of buses that will use the facilities now and in the future.
- (2) pull in/pull out manoeuvring requirements for buses using parallel kerbside stops, especially if the second bus where there are two stops together needs to exit prior to the first bus.

- (3) the tail swing of buses pulling out of a bus stop and the amount that it overhangs the footpath.
- (4) the dwell requirements for buses at a terminus or timing point in terms of space occupied (also if buses are waiting to connect with trains).

If buses have difficulty using the on-street area, this can generate safety problems for other road users and also for bus passengers (eg if a bus cannot fully pull into the kerb and bus passengers have to alight or embark via the carriageway).



Photo 1 – Bus stops at Paraparaumu railway station

Recommendations:

- a. Review the decision to have all bus stops on-street, including termini.
- b. Ensure that the detailed design of bus stopping areas takes account of the issues raised above.

Designer Response:	<ul style="list-style-type: none"> a. Whilst the bus stops have been relocated onto the road, the town centres project is looking at options for off road termini. Options are still being discussed and will be closed out within the town centres project. b. Agree, detailed design will take into account the comments raised regarding bus size and tracking ability etc
Safety Engineer:	Agree with Designer's response for points a&b
The Council:	Town centre team are currently engage in discussion process with GWRC
The Agency:	The provision for buses on the road needs to be closed out swiftly by the town centres team, particularly the number of bus stops required. The design team to subsequently finalise the design of the bus stops.
Action Taken:	

3.9 Minor Concern – Vehicle access to railway station

Probability of Crash Occurring – Infrequent

Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Minor

The SAT understands that as a result of all bus stops being relocated to on-street, the vehicle access to the railway station is to be changed for pick-up/drop-off (including “kiss and ride”) provision as shown on drawings CA-1008 and W16001-217. It is noted that the left turn exit onto SH1 requires a turn through 120° and may not be possible for any larger vehicles to undertake within the proposed carriageway width.

Recommendation:

Check the tracking for the left turn exit onto SH1 to ensure it can be undertaken safely by all vehicles using that exit.

Designer Response:	Agree with auditor, vehicle tracking to be confirmed at detailed design and entry / exit to be tweaked as necessary. The left turn exit onto SH1 is designed for smaller vehicles exiting the train station carpark and not the buses. The buses using the angle bus parks are going to use an alternative access via Kapiti Road. This is being managed under the town centres project.
Safety Engineer:	Agree with Designer’s response
The Council:	Agree with designer
The Agency:	Agree with designer
Action Taken:	

3.10 Minor Concern – Bus parking at railway station

Probability of Crash Occurring – Infrequent

Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Minor

Drawing W16001-217 shows angled bus parking for 3 buses in the railway station area immediately after the left turn into this area from SH1. It is assumed that this could be a bus marshalling or layover area given that the bus stops are being relocated from the railway station to on-street (refer also to item 3.8). However, as shown on the drawing, buses would not be able to manoeuvre safely into or out of the bus parking spaces.

Recommendation:

Check that bus manoeuvring into and out of the bus parking spaces can be undertaken safely, with particular regard for bus driver visibility to vehicles turning left from SH1 and vehicles exiting left from the car parking area.

Designer Response:	As noted in 3.8, options are been considered as part of the town centres project as to how the bus terminus will operate. Consideration will be given to the geometric layout of the area, as well as secondary systems to increase safety, for example, reversing cameras. This sits outside the project boundary.
Safety Engineer:	Given the importance of the town centre programme to the safety of bus operations a clear direction and operational plan should be made available at the next RSA phase.
The Council:	Agree with SAT / DR / SE
The Agency:	Agree with all of the above.
Action Taken:	

3.11 Comment – New guardrail on western side of road

On drawing CA-1008, there is reference to a new guardrail to be installed on the western side of SH1 from ch 2560 to 2620. This note indicates that the guardrail is to be installed at the kerb line and not at the back of the footpath. It is assumed that this is a drafting error and that the guardrail will be at the back of the footpath where it will be less of a hazard to shared path users.

Designer Response:	Agree with auditor, barrier position to be confirmed at detailed design and shown on plan with line types
Safety Engineer:	Agree
The Council:	Agree
The Agency:	Agree
Action Taken:	

3.12 Significant Concern – Lighting for safety of pedestrians and cyclists

Probability of Crash Occurring – Common
Likelihood of Serious/Fatal Injury – Likely

Outcome – Significant

No new lighting was shown on the drawings provided to the SAT. Whilst existing street lighting may be adequate in many places, from a road safety perspective consideration must be given to those locations where there are likely to be conflicts between vulnerable road users and motor vehicles, especially as an objective behind the project is to provide improvements for pedestrians and cyclists.

An area that will benefit from improved lighting is from the Coastlands shopping centre access to Kapiti Road given that this area will also have bus stops and include new crossing facilities.

Recommendation:

Provide upgraded lighting at the intersections, the pedestrian crossings and within the upgraded pedestrian areas of the Paraparaumu urban area for the safety of pedestrians and cyclists.

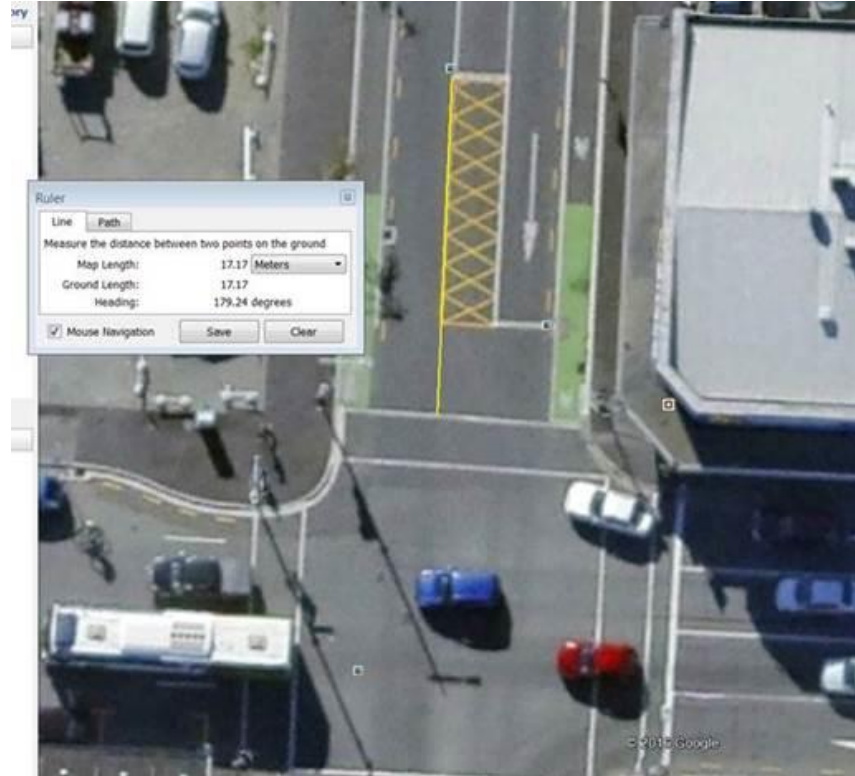
Designer Response:	The intention is for the lighting to be upgraded as necessary along the shared path to meet Council requirements and CPTED.
Safety Engineer:	Agree with SAT, Designer should confirm that if KCDC requirements are met that this is also a safe standard.
The Council:	Agree
The Agency:	Agree
Action Taken:	

3.13 Comment – Left turn for trucks northbound on SH1 into Kapiti Road

The SAT was advised that trucks in the northbound left turn lane at the Kapiti Road intersection would have difficulty making the left turn within the space shown on drawing CA-1009. The SAT was not provided with any tracking diagrams to be able to comment on the road safety implications. It would be expected that mostly smaller rigid local delivery trucks would be undertaking this turn and these should be catered for, with perhaps the limit line for the right turn from Kapiti Road being moved back to accommodate the tracking. Any larger semi-trailers turning left may need to track over the cycle lane on the northbound approach – this may be acceptable and safely undertaken by professional truck drivers.

Designer Response:	Noted. Initial tracking confirms 11m long rigid local delivery trucks can make the left turn without effecting the stop line or signal heads.
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The limit line for the right turn lane on Kapiti Road would need to be moved back by 14m to allow a semi-trailer to track/turn left safely through the intersection. There are examples in Christchurch where the right turn limit line is 10m from the crosswalk lines and there is an example where it is 17m (see below).



The Agency and the Council are still discussing the arrangement of the intersection with the Road Haulage Organisations (e.g. Heavy Haulage Association, Road Transport Association and Road Traffic Forum, etc) to encourage large / heavy vehicles to use alternative routes.

Safety Engineer:	Agree with SAT. If it is likely the large trucks will be using this intersection, noting that it is will provide a link to the northbound expressway, that they should be able to undertake manoeuvres safely. The conversation between Council and the Agency will need to be completed before the next RSA.
The Council:	Agree with designer
The Agency:	Agree with the designer
Action Taken:	

4.0 ZONE 4: KAPITI ROAD TO VENTNOR DRIVE

4.1 Moderate Concern – Provisions for cyclists to avoid railway overbridge

Probability of Crash Occurring – Occasional

Likelihood of Serious/Fatal Injury – Likely

Outcome – Moderate

Drawings CA-1009 and 1010 show cycle lanes on both sides of SH1 with the northbound cycle lane terminating at the proposed zebra crossing at ch 3310 and the southbound cycle lane terminating at ch 30350, approx. 150m prior to the Kapiti Road intersection.

The SAT was advised that the option of deleting the above cycle lanes and directing cyclists onto an alternative route via Hinemoa Street was still under consideration so that cyclists can avoid the narrow railway overbridge. The safety issue with the railway overbridge is that the traffic lanes are too narrow to mark cycle lanes (see **Photo 2**) and cyclists have to take ownership of the traffic lane. Motorists following a slow cyclist are more likely to try and squeeze past the cyclist, putting him/her at risk.

For northbound cyclists, the alternative route via Hinemoa Street would require them to turn right at Kapiti Road to then access Hinemoa Street. At the northern end of Hinemoa Street cyclists would then have to follow a somewhat convoluted route via an existing path under the bridge to Buckley Grove and back to SH1. (NB there is currently no signage provided to direct northbound cyclists at the northern end of Hinemoa Street onto the path under the bridge.)

On balance, the SAT considers that requiring cyclists to make a right turn at Kapiti Road could put cyclists at greater risk of being hit by a motor vehicle than allowing them to take ownership of the traffic lane over the railway bridge. Nevertheless, there should also be an alternative route for younger and for less confident cyclists.

Currently southbound cyclists are directed by signage and markings to avoid the railway overbridge by using Hinemoa Street (see **Photo 3**). This route seems more appropriate for southbound cyclists and the southbound cycle lane south of the proposed zebra crossing could be marked just as a standard shoulder to provide for any cyclist who stays on SH1.

Notwithstanding the above, the best way to provide safely for cyclists and pedestrians utilising the SH1 corridor is the construction of a shared path facility on the northern side of the railway overbridge, but it is understood that this is not structurally feasible.



Photo 2 – Narrow railway overbridge



Photo 3 – Cyclist signage at Hinemoa Street

Recommendations:

- a. Provide a cycle lane as shown for northbound cyclists on SH1, but extend it to the Amohia Street intersection and then mark sharrows¹ in the traffic lane across the rail bridge to advise motorists that the lane is to be shared with cyclists (see **Photo 4** below).*
- b. Appropriately sign the alternate route northbound for younger and less confident cyclists. (NB this will require some signage at the Kapiti Road intersection to get cyclists to dismount and use the signalised pedestrian crossings. Signage will also be*

¹ Refer to the document on the NZTA web site entitled Sharrows Markings: Best Practice Guidance Note, February 2016. Note the suggested transition treatment from cycle lane to sharrows markings in Figure 9 of that guideline.

required to direct cyclists onto the path under the bridge and a cycle ramp from the path onto Buckley Grove.)

- c. Comprehensively sign and mark the alternate route via Hinemoa Street and Kapiti Road for southbound cyclists and provide only a shoulder edge line rather than a cycle lane on SH1 south of the proposed zebra crossing.
- d. For cyclists who elect to use the carriageway and cycle over the rail overbridge, erect “watch for cyclists – narrow lanes” warning signs on both approaches.



Photo 4 – Typical sharrow marking

Designer Response:	<ol style="list-style-type: none"> a. Agree with auditor to implement extended cycle lane and sharrows b. Agree with auditor, additional signage to be added to clarify the alternative route c. Agree with auditor d. Disagree with auditor as active warning signage is proposed over the bridge which is considered to have more of an impact on driver behaviour than static signage
Safety Engineer:	a-d Agree with Designer
The Council:	<ol style="list-style-type: none"> a. Agree in part, <ol style="list-style-type: none"> i. Extend cycle lane to Amohia St intersection ii. Council is not keen on sharrows and believes these are more effective in 30Kph speed zones b. Agree c. Agree d. Agree
The Agency:	<ol style="list-style-type: none"> a. The Council need to confirm that no cycle lane is being provided in the southbound lane between the Amohia Street intersection and Kapiti Road. b. The Council also need to confirm that no sharrows are to be used when the posted speed is greater than 30kph.
Action Taken:	

4.2 Comment – Cycleway begins sign

On drawing CA-1012, there is a note that a cycleway begins sign is to be retained on the western side of the road at ch 4090. As the cycle lane will be continuous at that point, such a sign will be redundant. Nevertheless, as noted in the Preamble on page 6, clear signage for cyclists (regulatory and wayfinding) will be required along the length of the SH1 revocation route.

Designer Response:	Agree with auditor, signage strategy to be confirmed at detailed design and compliments the other cycling projects in the wider area.
Safety Engineer:	Agree with Designers response
The Council:	a. Agree with signage strategy comment b. This particular sign needs to be changed to "Shared Path"
The Agency:	Agree with the designers response
Action Taken:	

4.3 Comment – Carriageway profile in cross section 034a

Cross section 034a on drawing CA-1321 shows the carriageway profile having significant level differences within the flush median. This will be due to the existing presence of a traffic island at that location. However, if a flush median is to be installed in place of the raised median, the carriageway will need to be made safely traversable.

Designer Response:	Agreed. There is an existing raised median in this location that is being removed. This will be resolved at detailed design by locally reshaping the carriageway.
Safety Engineer:	Agree
The Council:	Agree with designer
The Agency:	Agree with the designer
Action Taken:	

5.0 ZONE 5: VENTNOR DRIVE TO OTAIHANGA ROAD

5.1 Minor Concern – Speed limit change at Ventnor Drive

Probability of Crash Occurring – Occasional

Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Minor

Drawings CA-1013 and 1014 show the speed limit change from 80 km/h to 50 km/h southbound is to be located some 500m further north (ie prior to the Ventnor Drive interchange). It is assumed that this is because a cycle lane of only 1.5m width can be accommodated, given the existing edge and median barriers.

The safety concern is that this section of road will not be self-explaining for a 50 km/h speed limit and it is likely that higher speeds will prevail along this section of road putting cyclists at risk. It may be more appropriate to make this 500m section a more self-explaining “transition” zone between the 80 km/h and existing 50 km/h speed limits.

Recommendation:

Make the section between ch 4250 and 4750 a 60 km/h speed limit with 3.3m wide traffic lanes and 1.7m wide cycle lanes.

Designer Response:	The preference is to retain the existing traffic lane widths (varies between 3.3m and 3.5m) and 1.5m cycleway width. There is a balancing act of endeavouring to retain the existing line marking to minimise the extent of re-seal to remove ghost marking. The Designer considers implementing another posted speed goes against the Agency's and Council's goal of creating a consistent driving environment along the corridor.
Safety Engineer:	Disagree with SAT, refer 2.1. Retaining a 3.5m lane and 1.5m shoulders is likely to provide a safer environment for cyclists.
The Council:	<p>Council views this section of SH 1 as a peculiar case in that there exists insufficient side friction to meet a 50kph speed limit but enough to disqualify the 80Kph designation.</p> <p>Possible Solutions in order of preference:</p> <ul style="list-style-type: none"> a. Retain as is with 80Kph speed change just to the South of Ventnor Dr <ul style="list-style-type: none"> i. For the status quo to remain council would require the on road cycle lane width to be increased to 2.0m as currently exists to the North of Ventnor Dr ii. Make adjustment to on road line marking as required to support this b. Accept the proposal as suggested by SAT and introduce the 60Kph speed change <ul style="list-style-type: none"> i. As indicated by the designer this would not

	<p>normally be the solution preferred by council, however as indicated above councils view of this segment of road is that special consideration is required</p> <p>c. Extend the speed to 50Kph to the North of Ventor Dr as suggested by the designer</p> <ul style="list-style-type: none"> i. There exists insufficient side friction to support the 50Kph zone ii. Would need to introduce traffic calming devices to moderate vehicle speed
<i>The Agency:</i>	Given the constrained environment increasing the width of the cycleway lane isn't feasible. The Agency considers retaining the existing cycle lane and road layout is appropriate with a posted speed of 60kph.
<i>Action Taken:</i>	

5.2 Comment – Cycle lane crossing at off-ramp

On drawing CA-1013 an indicative facility is shown for southbound cyclists to safely cross the off-ramp at the Ventnor Drive interchange. It is acknowledged that detailed design has not yet been undertaken, but the final design should take cognizance of the layout utilised at such locations, as shown in **Figure 1**.

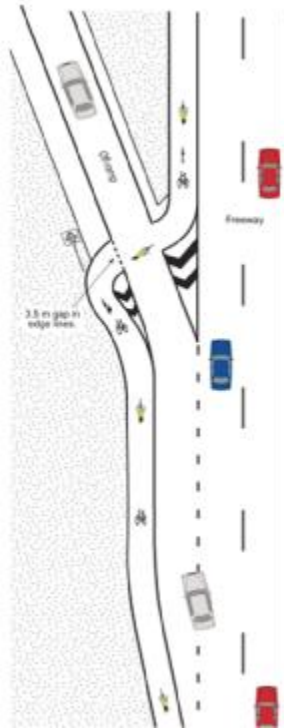


Figure 1: Off-ramp crossing (source RTA – NSW)

Designer Response:	Noted, the detail design will be similar to the above.
Safety Engineer:	Agree
The Council:	Agree
The Agency:	Agree
Action Taken:	

5.3 Minor Concern – Flush median width for property access at ch 5750

Probability of Crash Occurring – Infrequent

Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Minor

Drawings CA-1017, 1018 and 1341 show that for property accesses in the length of SH1 between ch 5860 and the Otaihanga roundabout there is a 2m wide flush median to facilitate safe right turn access. However, for the property access on the eastern side of the road at ch 5750 the cross sections 509 on drawing CA-1341 and A on drawing CA-1017 show a flush median width of 0.8m and 1.0m respectively whilst the plan shows the flush median continuing at 2.0m wide past the property access. The 2.0m median width, per the plan and as existing, would facilitate safer access to this property.

Recommendation:

Maintain the 2.0m flush median width past the property access at ch 5750.

Designer Response:	The existing corridor is narrow and there are physical constraints on either side of the carriageway between Ch. 5640 and 5780 (120m long). Refer to cross-section 509 on drawing 1342. There isn't sufficient space to accommodate a 2m flush median, 3.5m traffic lanes and 2m wide cycle lanes. In this instance the safety of the cyclists is given priority given the vehicles turning into the two driveways occurs infrequently and the driveways are located off a straight section of road with good forward visibility. So the 2m cycleway lanes and the 3.5m traffic lanes have been retained and the flush median width is reduced to 0.8m.
Safety Engineer:	Agree with the Designer.
The Council:	Agree with designer
The Agency:	Agree with the designer
Action Taken:	

6.0 OTAIHANGA ROAD ROUNDABOUT

6.1 Moderate Concern – Entry geometry southbound

Probability of Crash Occurring – Common
Likelihood of Serious/Fatal Injury – Unlikely
Outcome – Moderate

The concept layout for revisions to the Otaihanga Road roundabout is shown on drawing CA-SK1018. It is important for safe operation of the roundabout that entry speeds are controlled by the geometry to minimise the relative speed between entering and circulating vehicles and decrease the risk of loss of control crashes at the roundabout. By widening the median on the southbound approach, entering traffic will have minimum deflection and entry speeds are unlikely to be commensurate with circulating speeds for safe operation.

The situation would be exacerbated by a new central island apron that in certain light and weather conditions will appear to be part of the circulating carriageway and further encourage higher entry speeds (see item 6.2).

Recommendation:

Utilise the existing right hand lane (instead of the left lane as proposed) of the southbound approach to improve the entry geometry and achieve appropriate entry speeds per Austroads GTRD 4B.

Designer Response:	Agree with the auditor. The entry geometry will be finalised at detailed design and checked against the requirements of AGRD Part 4B. The intention is to control the entry speeds into the roundabout by narrowing the entry to a single lane in lieu of the existing two lane entry. The existing kerb lines on either side are likely to be realigned in order to achieve a narrower entry. The central island will also be extended and a full mountable kerb provided.
Safety Engineer:	Agree with Designers response noting a further meeting with the Agency on the roundabout is being held.
The Council:	Agree with designer noting further discussion with Council will be required
The Agency:	Agree with the Designer. In addition, the Agency is committed working closely with the Council to mitigate their concerns (where appropriate) and to transform the roundabout to a single circulatory lane. The Agency's submitted the Draft Otaihanga Roundabout Summation on 11 August 2017. The purpose of this summation is threefold: <ul style="list-style-type: none"> - To respond to the Council's concerns, and where appropriate, provide evidence to support those responses (including but not limited to previous crash investigations, human factors report, as-built data, etc).

	<ul style="list-style-type: none"> - To present the proposed concept to transform the roundabout to a single circulatory lane. - To confirm any residual issues and the next steps to resolve those issues.
<i>Action Taken:</i>	

6.2 Significant Concern – Concrete apron

Probability of Crash Occurring – Common

Likelihood of Serious/Fatal Injury – Likely

Outcome – Significant

In order to change the roundabout to a single circulating lane, it is proposed to increase the size of the central island by adding a concrete apron. Such aprons are potentially hazardous:

- (1) As the concrete weathers, the apron will appear as an extension of the circulating carriageway under certain light and weather conditions. This can lead drivers to take different alignments at different speeds when entering the roundabout and this in turn can lead to loss of control crashes or crashes with circulating vehicles.
- (2) Any lip on the apron can be hazardous for motor cyclists. If there is no lip, then the apron is more likely to be traversed by motor vehicles as an extension of the circulating carriageway.

Recommendations:

- a. *As an apron is not needed to assist the tracking of large vehicles, extend the central island by moving out the kerb and landscaping.*
- b. *If an apron is the preferred method of extending the central island, ensure it is kerbed and infilled with colour and texture that contrasts with the circulating carriageway (see example from France in **Photo 5** below).*



Photo 5 – Example of raised and textured roundabout apron

Designer Response:	As noted above, the island will be extended with a full mountable kerb. The apron will be in filled with colour and texture that contrasts with the carriageway. The circulatory carriageway width will be confirmed with vehicle tracking.
Safety Engineer:	Agree with SAT that the extension should be planted as this will add to the presence of the roundabout helping to make it clear that it is a single lane roundabout. While making it fully mountable reduces the risk to motorists from the kerb itself it may lead to cars driving over the island leading to increased speeds in or through the roundabout.
The Council:	Agree
The Agency:	Agree
Action Taken:	

6.3 Comment – Advance direction sign northbound

The advance direction sign (ADS) northbound has a roundabout diagram that does not reflect the actual layout of the road at the roundabout. In particular northbound drivers are not forewarned that the departure leg northbound is at 230° and not 180° from the approach (see **Photo 6**). Amending this diagram on the ADS to reflect the actual layout should assist drivers to more safely negotiate the roundabout.



Photo 6 – ADS northbound approach to Otaihangā roundabout

Designer Response:	Noted, sign to be updated.
Safety Engineer:	Agree
The Council:	Agree, revise signage to reflect true roundabout layout and also include the private access in graphic
The Agency:	Agree
Action Taken:	

6.4 Comment – Access to private properties from roundabout

The SAT was advised that consideration is being given to closing the access to the private properties from the roundabout. The SAT is of the view that it is safer to provide the access directly from the roundabout rather than require right turns from and onto a two way higher speed road. The proposed single circulating lane on the roundabout will create a safer operation for this access than the current situation.

Designer Response:	Noted, access to remain due to not being able to identify a suitable alternative
Safety Engineer:	Agree with Designers response
The Council:	Agree
The Agency:	Agree
Action Taken:	

6.5 Comment – Trees in the existing roundabout

On a recent site visit, the SAT noted that cabbage trees have been planted in the central island of the roundabout. These can become a significant hazard as they get larger should a vehicle fail to slow and lose control on an approach to the roundabout and mount the central island.

Designer Response:	Noted, comment to be considered at detailed design.
Safety Engineer:	Agree with SAT concern.
The Council:	Agree
The Agency:	Agree
Action Taken:	

7.0 ZONE 6: OTAIHANGA ROAD TO WAIKANAE BRIDGE

No specific issues were noted for this zone other than the inconsistencies between plans and cross sections as noted in item 2.5.

8.0 WAIKANAE TOWN CENTRE

8.1 Significant Concern – Angle parking

Probability of Crash Occurring – Common

Likelihood of Serious/Fatal Injury – Likely

Outcome – Significant

The SAT was asked to comment on a proposal to introduce angle parking on SH1 within the Waikanae town centre. Based on experience elsewhere, the SAT is of the opinion that this would generate a significant number of crashes with a high likelihood of cyclists being involved in some crashes. The safety issues are:

- (1) Drivers of vehicles reversing out of angle parking frequently have no view of oncoming traffic until the rear of their vehicle is within the traffic lane. This is often due to the presence of larger SUV vehicles and pickup trucks in the angle parking area which significantly restrict sight lines.
- (2) In the above scenario, cyclists would be particularly vulnerable to being hit by a reversing vehicle. If the cyclist swerved to avoid the reversing vehicle, he/she would then be vulnerable to being struck by a vehicle in the adjacent traffic lane.
- (3) The proposed planted central median would mean that any vehicle in the traffic lane would have no escape route from a vehicle reversing from an angled parking space.

Recommendation:

Do not implement angle parking.

Designer Response:	Agree with auditor
Safety Engineer:	Agree with SAT
The Council:	Agree
The Agency:	Agree
Action Taken:	

8.2 Significant Concern – Pedestrians in Elizabeth Street

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Very likely

Outcome – Significant

The concept drawing provided to the SAT shows a wide pedestrian area across the railway line in Elizabeth Street linked to a crossing point (see **Figure 2**). The main safety concern is how pedestrians will be effectively controlled/managed with regard to safe crossing of the railway lines. It is assumed that an arrangement similar to that existing will be employed (see **Figure 3**).



Figure 2 – Concept layout at Elizabeth Street



Figure 3 – Existing pedestrian management at railway crossing

Recommendation:

Ensure that the detailed design provides for managing pedestrians to safely cross the railway lines.

Designer Response:	Agree with SAT. This sits outside the project boundary and will be managed by the town centres project.
Safety Engineer:	Agree with SAT, the issue should be passed onto the town centres project team.
The Council:	Agree, note; The Council does not see an issue with the current pedestrian level crossing layout.
The Agency:	Agree with the SAT. The Council to manage the concern.
Action Taken:	

9.0 ZONES 9 and 10: MARTIN STREET, WAIKANAЕ to PEKA PEKA TIE-IN

9.1 Significant Concern – Proposed rural speed limit

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Very likely

Outcome – Significant

The SAT is of the view that the section of the route between urban Waikanae and the Peka Peka tie in should have a speed limit lower than the 100 km/h limit shown on the speed environments diagram. The following factors significantly increase the likelihood of a crash occurring that would result in serious injury or death:

1. Roadside hazards of drainage ditches and trees – hitting any hazard at greater than 70 km/h is highly likely to result in serious injury or death; drivers straying from the traffic lane have a greater chance of recovering safely at lower speeds.
2. Further to the item above, there are adjacent areas of land west of the road that are significantly lower than the road increasing the risk of vehicle rollover should a vehicle leave the road in the location of these drop offs.
3. Property accesses where there is no provision for safe turns into the property (refer also to item 9.2 below) – stopping distance is significantly increased at higher speed should a driver see a vehicle waiting or slowing to turn into a property.
4. Cycle lane widths of 2.0m are too narrow for a 100 km/h speed environment (refer also to item 2.1) and cyclists will be at greater risk of being hit.

Recommendation:

Make the speed limit between urban Waikanae and the Peka Peka tie in 80 km/h.

Designer Response:	Agree with auditor, consider reducing the speed to 80km/h
Safety Engineer:	Agree with the concern raised by the SAT, consideration should be given to lowering the speed limit on this section of road.
The Council:	Agree in principle, however council has concern regarding compliance of the lower speed limit
The Agency:	Agree with SAT. Zones 9 and 10 are a similar environment to Zones 5 and 6 where the posted speed is 80kph.
Action Taken:	

9.2 Moderate Concern – Provision for safe turning into rural properties

Probability of Crash Occurring – Occasional
Likelihood of Serious/Fatal Injury – Likely

Outcome – Moderate

As noted in item 9.1 above, there is a potential safety issue with regard to accessing properties and, in particular, Greenhill Road at ch 12200. For example at Greenhill Road, which serves a number of properties, there is no median or left hand shoulder shown on the drawings on which a vehicle could wait before completing a right turn.

Recommendation:

Ensure that there is provision for safe turning into property accesses and into Greenhill Road.

Designer Response:	The existing corridor is narrow and there are physical constraints on either side of the carriageway. There isn't sufficient space to accommodate a 2m flush median, 3.5m traffic lanes and 2m wide cycle lanes. In this instance the safety of the cyclists is given priority given the vehicles turning into Greenhill Road and the driveways occurs infrequently. Both Greenhill Road and the driveways are located off straight section of road with good forward visibility. So the 2m cycleway lanes have been retained and where possible, 3.5m traffic lanes have been provided. The existing narrow flush median is retained where it exists.
Safety Engineer:	Agree with Designers response.
The Council:	Agree with SAT, Council expects considerable future growth in the Greenhill Rd area. With this in mind council would prefer the revocation scope to include an upgrade to the Greenhill Rd intersection.
The Agency:	The Agency agrees with the Designers response.
Action Taken:	

9.3 Minor Concern – Provision for safe turning into urban properties

Probability of Crash Occurring – Infrequent

Likelihood of Serious/Fatal Injury – Unlikely

Outcome – Minor

Drawings CA-1030 and 1381 (cross section 090) show a 2m wide flush median. With medians of this narrow width, vehicles waiting to turn right into properties tend to partially straddle the traffic lane which in turn means that following vehicles are likely to track into the cycle lane which may put any cyclists at risk. Given the number of properties and potential use of the flush median, plus the lower speeds in this area, a wider flush median and narrower traffic lanes could have safety benefits.

Recommendation:

Consider widening the flush median and narrowing the traffic lanes to 3.3m in this 50 km/h area.

Designer Response:	There are long sections of the corridor where lane widths have been reduced to 3.3m. Where possible, a 3.3m lane width will be achieved and the generated width will be added to the flush median. However, there is a balancing act of endeavouring to i) retain the existing line marking to minimise the extent of re-seal to remove ghost marking and ii) the extent of pavement widening to accommodate the 2.2m wide cycle lanes.
Safety Engineer:	Agree with the concerns of the SAT but note the comments in 2.1 above.
The Council:	Agree with SAT
The Agency:	Agree with the Designer's approach and Safety Engineer comments in Section 2.1.
Action Taken:	

9.4 Comment – Kink in alignment

At ch 12460 to 12530 there is a kink in the road alignment as evident on drawing CA-1035. There is also a kink in the alignment at ch 11780 (drawing CA-1033). The cycle lane narrows noticeably on the western side at ch 12460.

It is not known if these are drafting issues or actual alignment issues, but should be addressed as part of the overall issue related to alignment inconsistencies noted in item 2.5.

Designer Response:	Noted. Drafting issues and final alignment tweaks will be resolved at detailed design.
Safety Engineer:	Agree with Designers response.
The Council:	Agree
The Agency:	Agree
Action Taken:	

9.5 Comment – Lane width and signage at southbound merge

Cross section 110 on drawing CA-1392 shows a 3.5m lane width southbound, but this typical section covers the merge from two lanes to one lane, so the lane width should be wider and variable. It is assumed that this is just a drafting error.

It is also important that there are warning signs in place for the two lanes to one lane merge, both advance warning and at the merge. It is acknowledged that this may be covered by the M2PP expressway works.

Designer Response:	Noted, cross section to be updated to reflect merge
Safety Engineer:	Agree
The Council:	Agree
The Agency:	Agree
Action Taken:	

10.0 AUDIT STATEMENT

We certify that we have used the drawings listed in section 1.2 and the Appendix to identify features of the project we have been asked to look at and which could be changed, removed or modified in order to improve safety. The problems identified have been noted in this report, together with recommendations, which should be studied for implementation.

Signed:.....Date: 30 June 2017

Steve Reddish, BSc (Eng), MIPENZ, MCIHT, FITE, Dip TE
Senior Associate
Traffic Planning Consultants Ltd, Hawke's Bay

Signed:.....Date: 30 June 2017

Jon England, BE (Civil), MIPENZ, CPEng, IntPE (NZ), RPEQ
Senior Road Safety Engineer
Stantec New Zealand Ltd, Wellington

Designer: Name..... Position.....

Signature..... Date.....

Safety Engineer: Name..... Position.....

Signature..... Date.....

The Council: Name..... Position.....

Signature..... Date.....

The Agency: Name..... Position.....

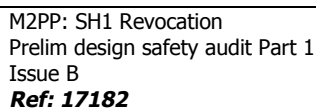
Signature..... Date.....

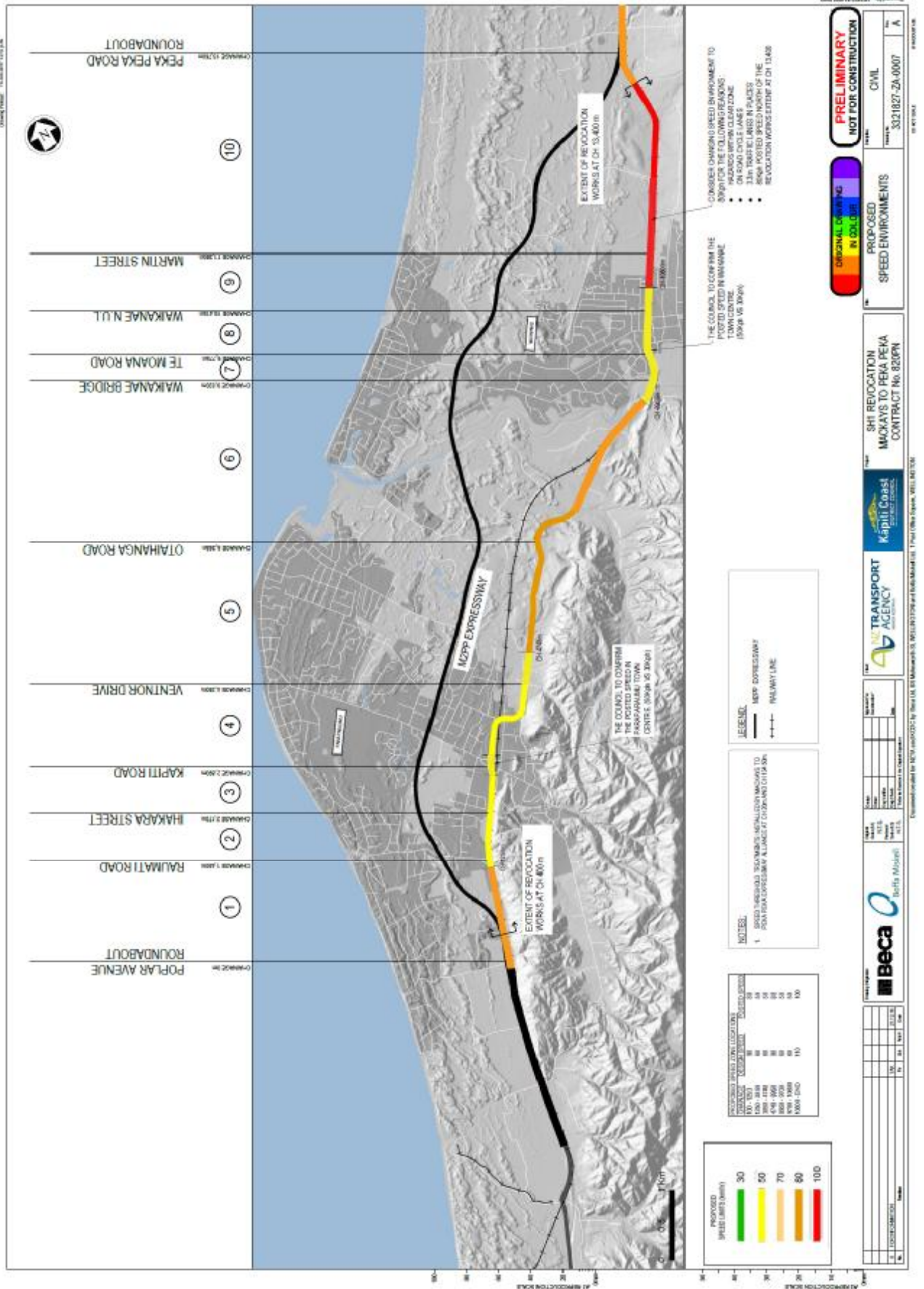
Action Completed: Name..... Position.....

Signature..... Date.....

**Project Manager to distribute audit report incorporating decision to designer, Safety Audit Team
Leader, Safety Engineer and project file.** Date:.....

Appendix





Drawing List

Drawing No.	Drawing Title
GENERAL - ZA	
3321827-ZA-0001	COVER SHEET
3321827-ZA-0002	DRAWING LIST SHEET 1
3321827-ZA-0003	DRAWING LIST SHEET 2
3321827-ZA-0004	DRAWING LIST SHEET 3
3321827-ZA-0006	OVERVIEW AND KEY PLAN
3321827-ZA-0007	PROPOSED SPEED ENVIRONMENTS

TRAFFIC SERVICES - CA	
3321826-CA-0100	TRAFFIC SERVICES GENERAL NOTES & LEGEND SHEET 1
3321827-CA-0101	TRAFFIC SERVICES GENERAL NOTES & LEGEND SHEET 2
3321827-CA-1007	TRAFFIC SERVICES PLAN ZONE 2/3 - SHEET 7
3321827-CA-1008	TRAFFIC SERVICES PLAN ZONE 3 - SHEET 8
3321827-CA-1009	TRAFFIC SERVICES PLAN ZONE 3/4- SHEET 9
3321827-CA-1010	TRAFFIC SERVICES PLAN ZONE 4 - SHEET 10
3321827-CA-1011	TRAFFIC SERVICES PLAN ZONE 4 - SHEET 11
3321827-CA-1012	TRAFFIC SERVICES PLAN ZONE 4 - SHEET 12
3321827-CA-1013	TRAFFIC SERVICES PLAN ZONE 5 - SHEET 13
3321827-CA-1014	TRAFFIC SERVICES PLAN ZONE 5 - SHEET 14
3321827-CA-1015	TRAFFIC SERVICES PLAN ZONE 5 - SHEET 15
3321827-CA-1016	TRAFFIC SERVICES PLAN ZONE 5 - SHEET 16
3321827-CA-1017	TRAFFIC SERVICES PLAN ZONE 5 - SHEET 17
3321827-CA-1018	TRAFFIC SERVICES PLAN ZONE 5/6 - SHEET 18
3321827-CA-1019	TRAFFIC SERVICES PLAN ZONE 6 - SHEET 19
3321827-CA-1020	TRAFFIC SERVICES PLAN ZONE 6- SHEET 20
3321827-CA-1021	TRAFFIC SERVICES PLAN ZONE 6 - SHEET 21
3321827-CA-1022	TRAFFIC SERVICES PLAN ZONE 6 - SHEET 22
3321827-CA-1023	TRAFFIC SERVICES PLAN ZONE 6 - SHEET 23
3321827-CA-1024	TRAFFIC SERVICES PLAN ZONE 6 - SHEET 24
3321827-CA-1025	TRAFFIC SERVICES PLAN ZONE 6 - SHEET 25
3321827-CA-1030	TRAFFIC SERVICES PLAN ZONE 9 - SHEET 30
3321827-CA-1031	TRAFFIC SERVICES PLAN ZONE 9 - SHEET 31
3321827-CA-1032	TRAFFIC SERVICES PLAN ZONE 9/10 - SHEET 32
3321827-CA-1033	TRAFFIC SERVICES PLAN ZONE 10 - SHEET 33
3321827-CA-1034	TRAFFIC SERVICES PLAN ZONE 10 - SHEET 34
3321827-CA-1035	TRAFFIC SERVICES PLAN ZONE 10 - SHEET 35
3321827-CA-1036	TRAFFIC SERVICES PLAN ZONE 10 - SHEET 36
3321827-CA-1037	TRAFFIC SERVICES PLAN ZONE 10 - SHEET 37