

Chairperson and Community Board Members
WAIKANAĒ COMMUNITY BOARD

13 SEPTEMBER 2016

Meeting Status: **Public**

Purpose of Report: For Decision

**PROHIBITION OF PARKING AROUND PEKA PEKA ROAD AND
KENSINGTON DRIVE INTERSECTION**

PURPOSE OF REPORT

- 1 This report seeks the Waikanae Community Board's approval to install broken yellow lines (BYL's) on both sides of Peka Peka Road and Kensington Drive in the vicinity of the intersection.

DELEGATION

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

“Authority to approve or reject officer recommendations relating to all traffic control and signage matters in relation to existing local roads within the Community Board's area, except for changes to speed restrictions on local roads. (The latter power has been delegated to the Regulatory Management Committee).”

BACKGROUND

- 3 The Mana Coach Lines school bus makes an informal school bus stop at the 'T' intersection of Peka Peka Road and Kensington Drive. In the morning this happens twice; at about 8am on the south side of Peka Peka Road close to the intersection of Kensington Drive when heading towards the beach and again on the return trip from their turn around point at Raukawa Road at about 8.07am on the north side of Peka Peka Road. In the afternoon at both 3.30pm and 3.37pm the school bus drops off students at the same two locations. This effectively blocks one of the two lanes available on Peka Peka Road whilst the bus is stopped and restricts visibility.
- 4 Council received a letter from Tanya and Michael Wintringham requesting BYLs be painted on the road in the vicinity of the 'T' intersection of Peka Peka Road and Kensington Drive, Peka Peka to enhance both pedestrian and motor vehicle safety.

ISSUES AND OPTIONS

Issues

- 5 The stopping of the Mana Coach Lines (51 foot long) school bus twice a day as described in paragraph 3 of this report, creates a safety hazard when other motorists are trying to exit Kensington Drive onto Peka Peka Road. A further hazard is created when the school bus parks on the south side of Peka Peka Road before heading to its turnaround point – effectively blocking one of the two

available lanes. This also happens again on the return trip on the north side opposite Kensington Drive.

- 6 When parents or others are dropping off students for the school bus they park predominantly on the west side and sometimes on the east side of Kensington Drive right up to the intersection with Peka Peka Road and also on the north side of Peka Peka Road opposite Kensington Drive. This restricts visibility for motorists existing Kensington Drive and motorists travelling in either direction on Peka Peka Road, unnecessarily complicating what should be a relatively safe motor vehicle turning manoeuvre.
- 7 It is an offence to park within six metres of any intersection pursuant to the Land Transport Act 1998, s.40 & Offences & Penalties Regs 1999, r4 & 6.3(2) Road User Rule 2004 but many motorists are either unaware of this traffic law or choose to ignore it.
- 8 An intersection is defined by the area within adjoining roads.

Option 1

- 9 The first option is to paint BYL's within 15 metres either side of the intersection of Peka Peka Road and Kensington Drive and across the northern edge of the intersection opposite the exit to Kensington Drive, Peka Peka. This means BYL's would extend a total of 40 metres across the top of the 'T' intersection on Peka Peka Road and would extend 15 metres from both corners of Peka Peka Road and its intersection with Kensington Drive and 15 metres up Kensington Drive on either side of the road (shown in **Appendix 1**).
- 10 This option is recommended as it would visibly remind parents and others that parking too close to the intersection creates a safety hazard and directs them to park outside the marked area. Fifteen metres is the length of two cars which will provide increased sightline visibility, improving safer use of the intersection.

Option 2

- 11 The second option is to maintain the *status quo*.

CONSIDERATIONS

Legal considerations

- 11 There are no legal considerations other than ensuring new road-markings are installed in accordance with New Zealand Transport Agency (NZTA) guidelines.

Financial considerations

- 10 The cost of the installation of BYL's would be met through the Access and Roading budget.

RECOMMENDATIONS

- 11 That the Waikanae Community Board approves the installation of broken yellow line road markings within 15 metres either side of the intersection of Peka Peka Road and Kensington Drive and across the northern edge of the intersection opposite the exit to Kensington Drive in Peka Peka as shown on Appendix 1 of report IS-16-1949.

Report prepared by

Approved for submission

Approved for submission

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ATTACHMENT

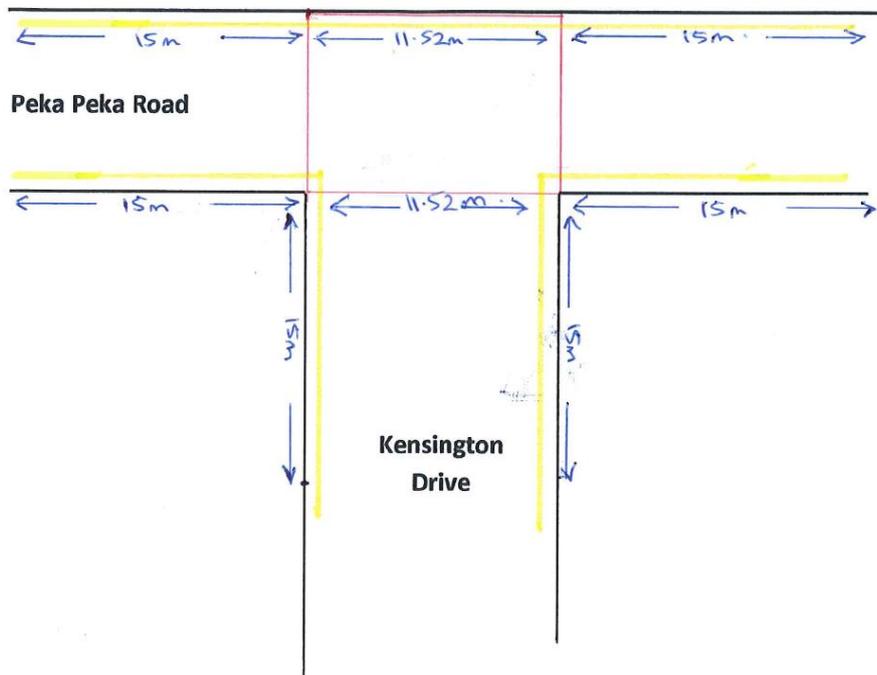
Appendix 1: Map showing intersection Peka Peka Road and Kensington Drive with proposed broken yellow line road markings

Appendix 2: Aerial map showing intersection of Peka Peka Road and Kensington Drive

Attachment to IS-16-1949

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N
W + E
S



Not to Scale

RED BOX - Defines the intersection

IS-16-1949 Appendix 2

