

Chairperson and Community Board Members
WAIKANAE COMMUNITY BOARD

10 FEBRUARY 2015

Meeting Status: **Public**

Purpose of Report: For Decision

WAIKANAE PARKING AND TRAFFIC ISSUES

PURPOSE OF REPORT

- 1 This report seeks the Waikanae Community Board's (WCB) approval to introduce parking changes or restrictions at various sites detailed in this report together with providing board members with information on installing raised crossings at Ngarara Road.

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 At the WCB meeting on 2 December 2015, report IS-14-1382 (**attached** as Appendix 1) Waikanae Traffic Issues was brought to the Board for approval. One of the recommendations contained in the report was approved, one rejected, and the remaining five issues were left on the table.

CONSIDERATIONS

Issues

- 4 Waikanae Station carpark, Pehi Kupa Street. Board members acknowledged there were problems with adherence to the one-way system northbound between Elizabeth Street and Utauta Street but they felt that the introduction of traffic islands was too severe and would unnecessarily narrow the route.
- 5 On State Highway 1 (SH1), at the entrance to the railway station carpark, vehicles are parking within the tapering white edge line and obstructing the entrance. Rocks have been placed on the berm to discourage people parking on the grass but some no parking lines are needed to keep this entrance clear. It is on the State Highway but as in the past, New Zealand Transport Agency (NZTA) have not raised an objection to Council implementing parking restrictions within the 50km/h zone. Broken yellow lines need to extend north from the railway station carpark entrance for a distance of approximately 17m to such a point where cars can safely park and open their doors without entering the live traffic lane.

- 6 On Parata Street at the southern corner of its junction with Kapanui Road, there is a single carpark between the corner and the driveway to number 24 Parata Street. Cars parking there obscure visibility for waiting vehicles and there have been repeated calls to remove this parking space. The crash history for the last 5 years has been checked and there is only one recorded crash at this intersection, where a northbound car hit a car turning right into Kapanui Road. The crash was not related to visibility issues at this junction. Placing no parking lines at this location will improve visibility at this junction but will also place more pressure on available parking spaces in this vicinity.
- 7 On Parata Street in the vicinity of Charles Fleming Retirement Village (Rymans), there have been calls to place broken yellow lines down one or both sides of the road. The parking problem is a combination of construction workers' vehicles, Rymans staff vehicles, and other visitors and service vehicles to the site. The road is not wide enough to allow parking on both sides and even with parking down one side of the road there is insufficient width for two vehicles to pass side by side. Council is looking at Rymans resource consent to clearly establish the consented parking conditions. Then, subject to WCB approval, the Roading Asset Manager will write to them notifying the intention to introduce broken yellow lines down one or both sides of the road along their street frontage.
- 8 The WCB has asked for further information regarding the installation of a raised crossing or raised table adjacent to the Waikanae Pool. Officers have looked at the feasibility of a continuous raised table between Rimu Street and Belvedere Avenue but have discounted this primarily on road safety grounds. While traffic would be obliged to slow down to negotiate any initial ramp or grade change it could then speed up again past the pool in either direction particularly during winter months when there is no activity at the pool.
- 9 A series of raised crossings is the preferred option. This will have less civil engineering impacts in relation to drainage issues and multiple driveways and is simpler, quicker and cheaper to construct. An individual raised pedestrian crossing such as at Mill Road would cost in the vicinity of \$30,000 and two or three raised crossings along with an integrated bus stop area are now being investigated for this site. This has been added to our Minor Improvements programme for the 2015/16 financial year at which time further consultation and engineering designs will be undertaken.

Financial Considerations

- 10 The cost of the proposed works can be accommodated in the 2014/2015 maintenance and Minor Safety Improvement budgets.

Legal Considerations

- 11 Details any statutory requirements, referencing the appropriate clause/s of legislation and any internal legal advice sought (as appropriate).

Consultation

- 12 Several reports have been presented to the WCB where these options have been presented for discussion. The recommendations contained in this report have been amended to reflect feedback from this consultation.

Policy Implications

- 13 There are no policy implications in relation to the recommendations. The 2012 Long Term Plan supports the provision of a safe road environment with a number of effectiveness measures and long-term measures of progress related to the number and cost of accidents.

Tāngata Whenua Considerations

- 14 There are no recognised issues for consideration relating to Iwi.

SIGNIFICANCE AND ENGAGEMENT

- 15 This matter has a low level of significance under the Council's Significance and Engagement Policy.

RECOMMENDATIONS

- 16 That the Waikanae Community Board approves the following:
- a) The installation of improved signage and road marking on Pehi Kupa Street to improve adherence to the one way system;
 - b) The installation of no stopping lines on the eastern side of State Highway 1 from the Waikanae railway-station car park northern entrance north for approximately 17 metres as shown on the plan in Appendix 2 of report IS-15-1466;
 - c) Extending the no parking lines on the corner of Parata Street and Kapanui Road a further 8 metres to the south to prevent vehicles parking on this corner as shown on the plan in Appendix 3 of report IS-15-1466;
 - d) Not introducing parking restrictions on Parata Street in the vicinity of Rymans, until resource consent conditions are clearly understood and Rymans have replied to Council officers;
 - e) Design work is undertaken for the Ngarara Road raised crossings in the 2015/16 financial year to be presented back to board and other affected parties for comment and final approval prior to construction.

Report prepared by:

**Approved for submission
by:**

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ATTACHMENTS:

Appendix 1: Report IS-14-1382 Waikanae Traffic Issues

Appendix 2: Plan of Broken Yellow Lines SH1 north of railway station carpark

Appendix 3: Plan of Broken Yellow Lines on Parata Street near corner of Kapanui Road