

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

3 NOVEMBER 2015

Meeting Status: **Public**

Purpose of Report: For Decision

**NO PARKING ROAD MARKINGS ON HINEMOA STREET,
PARAPARAUMU**

PURPOSE OF REPORT

- 1 This report seeks the Paraparaumu/Raumati Community Board's approval to install broken yellow lines (BYL's) on both sides of Hinemoa Street in the vicinity of the proposed park and ride car park at 4, 6 and 8 Hinemoa Street, Paraparaumu (see **Attachment 1**).

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 Greater Wellington Regional Council (GWRC) are proposing to construct a new park and ride car park at land previously utilised as residential at numbers 4, 6 and 8 Hinemoa Street. The car park will provide 118 off-street car park spaces accessed *via* a new dropped crossing at the north-east side of the car park.
- 4 Alterations to road markings on Hinemoa Street will be required to make the car park access function effectively, in terms of traffic flow, by creating a right turn lane in the hatched central median. There will also be a new pedestrian crossing point provided with a centrally located pedestrian refuge (constructed from kerbed islands) and pram crossing points to the south-west of the car park entrance. This will provide a location for pedestrians to safely cross the road as they move between the car park and railway station.
- 5 The proposed plan also shows the removal of on-street parking bays across the site frontage on both sides of the road and the installation of BYL's. The BYL's will remove all on-street parking on both sides of Hinemoa Street between Kapiti Road to the north-east and Ruapehu Street to the south-west. This will result in the loss of a total of 9 parking spaces, which are currently sign-posted as having a maximum duration of stay of 120 minutes.
- 6 The removal of parking is necessary for the safety of pedestrians crossing the road and to allow vehicular access to the car park.

ISSUES AND OPTIONS

Issues

- 7 The removal of car parking spaces will be necessary to ensure that pedestrians can safely cross the road with clear sightlines between vehicles on the road and those waiting to cross the road.
- 8 There will be the loss of 9 parking spaces, which are limited to duration of stay of two hours. Bearing in mind the current time restrictions on these spaces, they would predominantly be used by people visiting dwellings along this frontage and for drop off/pick up for the Paraparaumu School and daycare centre located at 10 Hinemoa Street.
- 9 The loss of these spaces is offset by the provision of 118 new commuter parking spaces. It is highly likely that this additional parking will free up space in other areas which will allow for short term car parking becoming more readily available.
- 10 The removal of three residential properties will also reduce the demand for visitor parking along the site frontage.
- 11 Furthermore, there are on road parking spaces on nearby Ruapehu Street which are available for longer term parking outside the school drop off and pick up times. These spaces are currently controlled to 10 minutes Monday-Friday between 8-9am and 2.30-3.30pm.

Option

- 12 Removal of signs, posts and road markings on both sides of Hinemoa Street which delineate and control on-road parking areas and the provision of BYL road markings which prohibit parking on both sides of Hinemoa Street between Kapiti Road/Hinemoa Street and Ruapehu Street/Hinemoa Street.

CONSIDERATIONS

Policy considerations

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

Legal considerations

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

Financial considerations

- 15 There are no financial considerations, as the cost of the removal of signs, posts and road marking and the provision of BYL's will be included in GWRC's costs for the construction of the proposed car park.

Tāngata whenua considerations

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

SIGNIFICANCE AND ENGAGEMENT

Degree of significance

- 17 Council officers have discussed the layout of the car park and access to the site with GWRC in advance of this meeting focusing on the provision of safe and efficient access to and from the car park for all users.
- 18 This matter has a low level of significance under Council policy.

Publicity

Engagement planning

- 19 An engagement plan is not needed to implement this decision.

Publicity

- 20 A media release should be made by GWRC to advertise the planned changes to the parking arrangements along with the new park and ride facility.

RECOMMENDATIONS

- 21 That the Paraparaumu/Raumati Community Board approves the removal of parking bay markings and to replace these with broken yellow lines on both sides of Hinemoa Street outside numbers 4, 6 and 8 Hinemoa Street as shown on Attachment 1 of this report IS-15-1270.

Report prepared by **Approved for submission** **Approved for submission**

Neil Trotter
**TRANSPORT
ENGINEER**

Tamsin Evans
**GROUP MANAGER
COMMUNITY SERVICES**

Sean Mallon
**GROUP MANAGER
INFRASTRUCTURE SERVICES**

ATTACHMENTS

- 1 General Arrangement Plan

Attachment 1 – General Arrangement Plan

