

**Chairperson and Community Board Members  
WAIKANAE COMMUNITY BOARD**

File: 1.5.9

**26 JULY 2011**

Meeting Status : Public

Purpose of Report: For Decision

## **WAIKANAE TOWN CENTRE : PARKING AND TRAFFIC IMPROVEMENTS**

### **PURPOSE OF REPORT**

- 1 To recommend a package of parking and traffic improvements for the Waikanae Town Centre to maintain its economic vitality.

### **SIGNIFICANCE OF DECISION**

- 2 The recommendations in this report do not trigger the Council's significance policy.

### **BACKGROUND**

- 3 Greater Wellington Regional Council (GWRC) increased passenger rail service frequencies between Wellington and Waikanae on 20<sup>th</sup> February 2011 from one service per day (Capital Connection) to a 20 minute peak hour service and half hourly off peak service.
- 4 The upgrade work associated with the higher service frequency included the provision of 150 car park spaces at Waikanae station, changes to the Elizabeth Street and SH1 intersection and termination of the Ōtaki and Waikanae bus service at Waikanae station. Kāpiti Coast District Council provided feedback throughout the design stages that insufficient car parking was being provided for commuters.
- 5 Following the introduction of the services, Kāpiti Coast District Council received numerous service requests and letters on matters relating to increased parking on SH1 and within the town centre, and in delays exiting Elizabeth Street. Businesses in the area have also asked for coupon parking to be introduced.
- 6 In response to the service requests, officers undertook a survey of the Waikanae township during March 2011. The survey consisted of 12 hour on-street traffic counts.
- 7 In the same month six parking spaces close to the railway crossing on Elizabeth Street were also removed as a trial to improve the flow of traffic through the SH1 intersection. The termination of bus services at the rail station has required a change to the bus route. Services from Waikanae Beach now terminate at Waikanae station. The journey time (20 minutes) from the Waikanae Beach area has been identified as a barrier to higher use of the service. The return service has been operating via Marae Lane. No bus stop exists in the town centre to the west of SH1 for passengers heading towards Waikanae Beach. Investigation work for a

new bus stop on Parata Street was undertaken jointly by GWRC and Kāpiti Coast District Council.

- 8 Kāpiti Coast District Council is also preparing a retailers survey to provide further information on the transport patterns of workers in Waikanae. Greater Wellington Regional Council will be undertaking rail passenger surveys during Winter/Spring. These two surveys will provide additional information that will either support the recommendations in this report or may require minor changes at a future date by the community board.

## CONSIDERATIONS

### Issues

- 9 There are three issues that require attention:
  - Public transport;
  - Parking; and
  - Traffic control.

### Public Transport

- 10 The provision of a new bus stop on Parata Street would provide a boarding point for Waikanae Beach passengers leaving the town. Access to the bus stop would require additional pedestrian crossings to be installed on Parata Street and Ngaio Road. This work is undertaken by Greater Wellington Regional Council, Appendix 3 includes a copy of their report. It is recommended the installation of a bus stop at this location is supported.
- 11 The installation of a bus stop on Parata Street will require the removal of two on street parking spaces. Extending the existing 60 minute parking restriction on Ngaio Road to provide two spaces to the east of the current restriction would ensure no overall loss of parking at this location. There will also be a need to provide pedestrian crossing points and to improve safety for pedestrians through intersection improvements at Parata Street/ Ngaio Road. It is recommended that these works be undertaken.
- 12 Monthly rail pass holders are able to travel at no additional cost on the bus service within Waikanae to the railway station. Increasing the take up of this could reduce parking demand at the railway station. Greater Wellington Regional Council promotes public transport use and it is recommended that they be requested to increase awareness of the free service.

### Parking

- 13 There is limited provision of parking for bicycles and no designated parking areas for motorcycles and scooters exist within the Waikanae retail area. Increasing provision of parking for these modes would support the Council's Transport Strategy. Provisions of designated parking areas for these vehicles are recommended.
- 14 The provision of loading and unloading areas for smaller retailers needs to be maintained to allow continued operation of business. It is recommended that

loading and unloading areas be clearly marked and enforced to support the retailers in Waikanae.

- 15 The parking survey concluded that the total supply (1,092) of car park spaces was not exceeded by demand (853). It has been identified that the number of vehicles parking for between 8 - 10 hours duration is impacting on retailers, businesses and visitors to the town for short stay trips. The provision of additional parking restrictions would help support the economic vitality of businesses in Waikanae.
- 16 Enforcement of parking restrictions is undertaken by contractors to the Council. The existing enforcement is undertaken on alternating days. Full weekday enforcement is necessary to achieve benefits of installing the parking restrictions. Enforcement of parking restrictions is to support the efficient use of parking spaces. It is recommended that short stay parking restrictions be introduced on Parata Street, Omaha Street, Marae Lane car park (near NZ Post shop), Anne Street and on Elizabeth Street. Long stay parking restrictions up to 8 hours are recommended for the Marae Lane car parks adjacent to the health centre and adjacent to the Marae.
- 17 No stopping restrictions will be required on one side of Anne Street to ensure freight vehicles can safely manoeuvre into and out of properties. No stopping along State highway one is also required outside New World supermarket to improve visibility for pedestrians crossing the state highway and for access to residential properties further to the north. The New Zealand Transport Agency has responsibility for all restrictions on State highways; it is recommended that they be approached to install no stopping areas.
- 18 Following the removal of the parking spaces on Elizabeth Street, no further service requests have been received concerning traffic congestion at the intersection. Formalising the no stopping area is recommended.
- 19 The installation of parking restrictions following good practice is recommended. This requires spaces immediately adjacent to retailers to be for drop off (between 10 and 60 minutes), short stay (4hours) fairly close for visitors to key services such as the library, supermarket, banks, post shop and health centre and long stay furthest distance from the services as these users are typically retailers or business staff who will be at the location for the day. This process ensures that the turnover of parking spaces is maximised.

### Traffic control

- 20 Traffic turning out of Seddon Street and Pehi Kupa Street can experience delays at around 3pm and between 5 and 6pm on weekdays. Consideration of alternative network layouts at these intersections could improve the flow of traffic on the network. The layout would need to provide for all users, from pedestrians and cyclists to freight vehicles and commuter car trips.

### Financial Considerations

- 21 The installation and communication of parking restrictions would be funded from the Operations budget for Access and Transport for 2011/12. An allocation of \$10,000 has been set aside for this. Enforcement of parking restrictions is expected to be met from within existing budgets.

- 22 Pehi Kupa Street and Ngaio Road / Parata Street intersection projects would be funded through the minor improvements capital budget. The cost of each project is not expected to exceed to \$250,000.

### Legal Considerations

- 23 The Land Transport Rule – Traffic Control Devices 2004 Rule 54002 stipulates that:

*“2.1 (1) A road controlling authority must:*

*(a) Authorise and, as appropriate, install and operate traffic control devices*

*(b) Instruct road users of a prohibition or requirement that it has made concerning traffic on a road under its control”.*

### Delegations

- 24 Community Boards have the following delegations related in relating to traffic management:

*7.11 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).*

- 25 Any proposed changes need to go forward as a recommendation to Council, as it is only Council, under the Traffic Bylaw 2010 which can make the legal change.

### Consultation

- 26 The Community Board has received direct feedback from members of the public, and these have been considered within this report. Further consultation will be undertaken with businesses via a survey to gain input into a guaranteed space scheme.

### Policy Implications

- 27 There are no policy implications.

### Publicity Considerations

- 28 The recommendations will be notified through the Council website and a press release.

- 29 Parking restriction changes recommended by the Board would be advertised in the local papers in the week prior to being implemented.

## **RECOMMENDATIONS**

- 30 That the Waikanae Community Board requests Council write to the Greater Wellington Regional Council to request a review of bus routes in Waikanae and increased promotion of the bus service for regular users of the rail service.

- 31 That the Waikanae Community Board recommends to Council:

- a) that it supports the Greater Wellington Regional Council proposal for installation of a bus stop at 2 Parata Street as shown on Appendix 3;
  - b) that the design of a one way street and associated parking improvements on Pehi Kupa Street, be undertaken and that the work proceeds subject to satisfactory traffic modelling results;
  - c) that 5 day parking enforcement be implemented in the Waikanae Town Centre;
  - d) that “*No Stopping Zone*” be formally extended on the south side of Elizabeth Street, Waikanae between property numbers 8 to 10;
  - e) that a “*No Stopping Zone*” be installed on the west side of Anne Street;
  - f) that a parking limit of 4 hours be introduced between the hours of 8:00am and 6:00pm Monday to Saturday at the following locations as shown on Appendix 2:
    - (i) Omaha Street
    - (ii) Parata Street – west side (between Ngaio Road and Kapanui Road
    - (iii) Marae Lane car park (adjacent to NZ Postshop) third line of angle parking adjacent to road
    - (iv) Elizabeth St between property Nos.14 to 32 on the southern side
    - (v) Elizabeth St between property Nos.1 to 13 on the northern side
    - (vi) Anne Street – east side;
  - g) that a parking limit of 8 hours be introduced between the hours of 8:00am and 6:00pm Monday to Saturday at the following locations as shown in Appendix 2:
    - (i) Marae Lane west side / Ngaio Road car park
    - (ii) Marae Lane east side car park (excluding existing 10 and 60 minute restrictions);
  - h) that the 60 minute parking restriction on Ngaio Road be extended to cover the total length between Omaha Street and Parata Street;
  - i) that additional bicycle parking be installed within the retail area;
  - j) that dedicated motorcycle and scooter parking be provided within the retail area;
- 32 That the Waikanae Community Board requests the Council to write jointly with Greater Wellington Regional Council to New Zealand Transport Agency requesting New Zealand Transport Agency install a “*No Stopping Zone*” on the west side of Main Road between property numbers 90 – 96 and 60 minute parking adjacent to numbers 76 to 80.

Report prepared by:

Approved for submission by:

**Michelle Lewis**  
**ROADING ASSET MANAGER**

**Sean Mallon**  
**GROUP MANAGER**  
**INFRASTRUCTURE SERVICES**

**ATTACHMENTS:**

Appendix 1: Current parking restrictions in Waikanae CBD

Appendix 2: Proposed additional parking restrictions in Waikanae CBD

Appendix 3: Greater Wellington Regional Council bus stop request