

Chairperson and Community Board Members
WAIKANAĒ COMMUNITY BOARD

28 AUGUST 2018

Meeting Status: **Public**

Purpose of Report: For Information

WAIKANAĒ CYCLEWAY ROUTE OPTIONS AND UPDATE

PURPOSE OF REPORT

- 1 This report seeks the Waikanae Community Board's approval to build a shared path in Ngaio Road, Waikanae.

DELEGATION

- 2 The Waikanae Community Board has the authority to listen, articulate, advise, advocate and make recommendations to Council on any matter of interest or concern to the local community. Providing a local perspective on the levels of service as detailed in the Long Term Plan (LTP) and on local expenditure, rate impacts and priorities.

BACKGROUND

- 3 This report outlines the proposed Ngaio Road shared path project as part of the Council's Stride 'n Ride cycleway construction programme. A shared path is wider than a standard footpath, but is otherwise similar. Typically, it is 2-2.5m wide compared to a normal footpath at 1.5m wide. The extra width of a shared path enables two cycles (or other path users) to comfortably pass each other without stepping onto the berm or road.

ISSUES AND OPTIONS

Issues

- 4 The aspiration of the Stride 'n Ride cycleway programme is to connect Waikanae Town with Waikanae Beach via Ngaio Road, Park Avenue and Te Moana Road. The project is aimed at creating safer cycling on Ngaio Road between Waikanae Town Centre and the Mackays to Peka Peka (M2PP) expressway and will link into planned cycle facilities on Park Avenue and completed works on Te Moana Road.
- 5 Council has investigated four possible treatments for Ngaio Road, all of which are consistent with the Local Government Act 2002 Amendment Act 2012 [clause 10(1)(b)] "meeting the current and future needs of communities for good quality local infrastructure in a way that is cost effective for households and businesses". These treatments were canvassed in a letter to local residents in May 2018.
- 6 Officers have engaged the local community and sought feedback on four possible treatments in a letter dated 22 May 2018 that was delivered to over 80 residences on Ngaio Road. The letter outlined four options including the introduction of traffic calming features, such as kerb build outs (horizontal

deflection) or speed humps (vertical deflection), the installation of on road cycle lanes (and subsequent loss of on street parking), and lowering the posted speed limit on Ngaio to 40 or 30km/hr.

- 7 The existing footpath on the south side of Ngaio Road is in fair condition and while it is currently not unsafe for pedestrians, there are at least 10 sections that are severely cracked and due for replacement. Due to the age and condition of the existing footpath it is seen as false economy to continue to patch and repair, particularly if the original footpath was found to be less than 100mm thick. Eight driveway crossings are also in poor condition and due for replacement. These would be repaired as part of the project.
- 8 As is typical elsewhere, experienced cyclists may prefer and should be encouraged to mix with traffic and ride on the road. To encourage more cycling uptake with a facility that caters for less confident cyclists, as well as pedestrians, mobility scooters and prams, a shared path is the preferred option. This is supported by approximately 50% of all those local residents who responded to the May 2018 letter and web page information.

Options

- 9 Six responses were received from residents on Ngaio Road. Four supported the preferred option although one thought the money would be better spent elsewhere. Two thought the shared path was a waste of time and money and, of those, one supported improvements that would help residents cross the road. The other thought reducing the speed environment or introducing speed humps would be a better outcome.
- 10 The online conversation began in early June with twenty two people providing feedback. Eight people agreed that a shared path was the best (or next best) option and a further eight believed a shared path was a complete waste of ratepayers money. Three respondents preferred on road cycle lanes, and four felt that traffic calming was a better solution. The loss of street trees was an issue for two respondents. It was suggested by some of those who opposed the shared path that the funding should be used to renew existing footpaths in poor condition.
- 11 Based on the feedback received, approximately 50% of respondents recommended that no action was necessary and the dollars should be invested elsewhere. While the other approximately 50% of respondents agreed with the Council's preferred option to build a shared path on Ngaio Road.
- 12 On road cycle lanes permanently remove all 'on-street' parking, which is well patronised particularly at the eastern end of Ngaio Road. On road parking can provide a level of traffic calming, but only when cars are present. A number of respondents requested safer crossing points for pedestrians crossing Ngaio Road and this can be considered through the provision of two or three central islands with any of the options listed.
- 13 There was little interest in either permanently reducing the speed limit or adding vertical deflection (speed humps) or horizontal deflection (traffic calming)' compared to the number of people who preferred the status quo. So for every one person who supported cycle lanes, speed humps or traffic calming, there were four who thought the dollars would be better spent elsewhere in Kapiti.

- 14 Based on the feedback received from both residents and respondents to the options suggested, officers recommended that a shared path with additional crossing points to improve pedestrian safety, is the appropriate treatment for Ngaio Road.

CONSIDERATIONS

Policy considerations

- 15 There are no policy considerations.

Legal considerations

- 16 There are no legal considerations.

Financial considerations

- 17 The Stride 'n Ride programme for 2018/2019 is funded from the LTP Access and Transport programme, Ngaio Road to Town Centre. The Project currently has 51% funding support from the New Zealand Transport Agency although that subsidy rate may increase if the project is eligible for the second tranche (2018-2021) of the New Zealand Transport Agencies Urban Cycleways Fund.

Tāngata whenua considerations

- 18 Iwi has been advised of the project and, at the time of writing this report, a response had not yet been received. A verbal update will be provided.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

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

Consultation already undertaken

- 20 The Cycleways Walkways and Bridleways Advisory Group support the installation of a shared path on Ngaio Road.

Engagement planning

- 21 Having sought community input on the issue the next step is to prepare a contract document and tender the project. With a successful contract awarded, the residents will be informed when the works will begin, how they might be affected, who they can contact to discuss the project, and how long the works are likely to take.

Publicity

- 22 At the conclusion of the physical works there will be an opportunity for Elected and Community Board Members to be present for a photo opportunity announcing the completion of the work.

RECOMMENDATIONS

- 23 That the Waikanae Community Board notes the proposal to proceed with the construction of a shared path on the south side of Ngaio Road.

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

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