

Chairperson and Community Board Members
WAIKANAE COMMUNITY BOARD

13 JUNE 2017

Meeting Status: **Public**

Purpose of Report: For Decision

**RELOCATION OF BUS STOP ON TE MOANA ROAD,
WAIKANAE**

PURPOSE OF REPORT

- 1 This report seeks the Waikanae Community Board's (WCB) approval to relocate the bus stop located near the intersection of Te Moana Road and Park Avenue to a position approximately 50m east of its current location.

DELEGATION

- 2 Section D of the Governance Structure and Delegations 2016-2019 Triennium gives the Community Board the authority to make this decision:

"...Authority to approve or reject officer recommendations relating to traffic control and signage matters for existing local roads, except those matters that involve significant safety issues. Community Boards will be consulted about these matters but final delegation will rest with Council officers."

BACKGROUND

- 3 As part of the Kāpiti Coast 'Stride and Ride' project proposals for a cycle route along Park Avenue have been drawn up and circulated with local residents and the Waikanae Community Board for feedback. While residents were responsive to the idea of a cycle lane on Park Avenue, just as many suggested that the conflict points at Te Moana Road needed addressing first before a path on Park Avenue would be successful.
- 4 To improve pedestrian and cycle connections at the Park Avenue and Te Moana Road intersection physical changes consisting of reshaping the kerb lines and traffic islands is underway which will slow traffic and shorten crossing distances. The project also includes connections between the two bus stops and to Greenaway Road via new pedestrian ramps and a central pedestrian refuge island (see Appendix 1).

Issues and Options

- 5 The current bus layby is in the way of the new pedestrian connection from Te Moana Road to Greenaway Road and therefore the whole bus stop needs to be relocated to the east. Removing the layby allows the narrowing up of the crossing distance across Te Moana Road and then by adding a central pedestrian refuge, pedestrians and cyclists wishing to cross the road have to only negotiate half of Te Moana Road at a time.
- 6 The current shelter is an old double sided structure which has already been identified for replacement by Greater Wellington Regional Council (GWRC).

GWRC will replace this with a brand new shelter which will then be placed adjacent to the stop once it has been relocated.

- 7 The repositioning of the bus stop has been considered for the effect on sight-lines, road safety and the convenience of other road users including not only motorised vehicles but also pedestrians and cyclists. A review of the options at this location concluded that relocating the bus stop would be most suitable option and does not adversely affect sightlines, convenience or road safety.
- 8 To relocate a bus stop GWRC requires a resolution from the Council committee giving the authority and reason for doing so.

CONSIDERATIONS

Policy considerations

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

Legal considerations

- 10 There are no legal considerations other than ensuring any new signs or road-markings are manufactured and installed in accordance with New Zealand Transport Agency (NZTA) Guidelines and New Zealand Parking.

Financial considerations

- 11 The cost of the proposed line marking, new bus shelter pad and footpath can be accommodated in the 2016/2017 Stride & Ride programme budget.
- 12 The cost and implementation of changes to the bus stop signage and construction of the bus shelter are all met by GWRC.

Tāngata whenua considerations

- 13 There are no issues relating to Tangata Whenua for consideration.

SIGNIFICANCE AND ENGAGEMENT

Degree of significance

- 14 This matter has a low level of significance under Council policy.

Consultation already undertaken

- 15 Initial consultation was taken through letter drops to Park Avenue residents, the Waikanae Community Board, and through a stand at the Saturday Waikanae market. This gathered feedback on the cycle path proposals and identified the safety issues at Te Moana Road.
- 16 Once a safety improvement scheme had been designed further consultation then took place with GWRC who gave their full support and also agreed to provide a brand new slim line shelter. Residents at 1 Park Avenue and 209 Te Moana Road were contacted and had no objection to the changes and welcomed the safety improvements.

Publicity

- 17 A media release will be made in conjunction with Mana Coach Services to advertise the planned changes to the bus stop and give the public prior warning of any civil engineering works when the concrete pad is laid and the shelter constructed.

RECOMMENDATIONS

- 18 That the Waikanae Community Board recommends to Council that it approves the relocation of Bus Stop 1566, Te Moana Road from its current position outside number 1 Park Avenue to a position 50 metres east, outside number 209 Te Moana Road.

Report prepared by

Approved for submission

Approved for submission

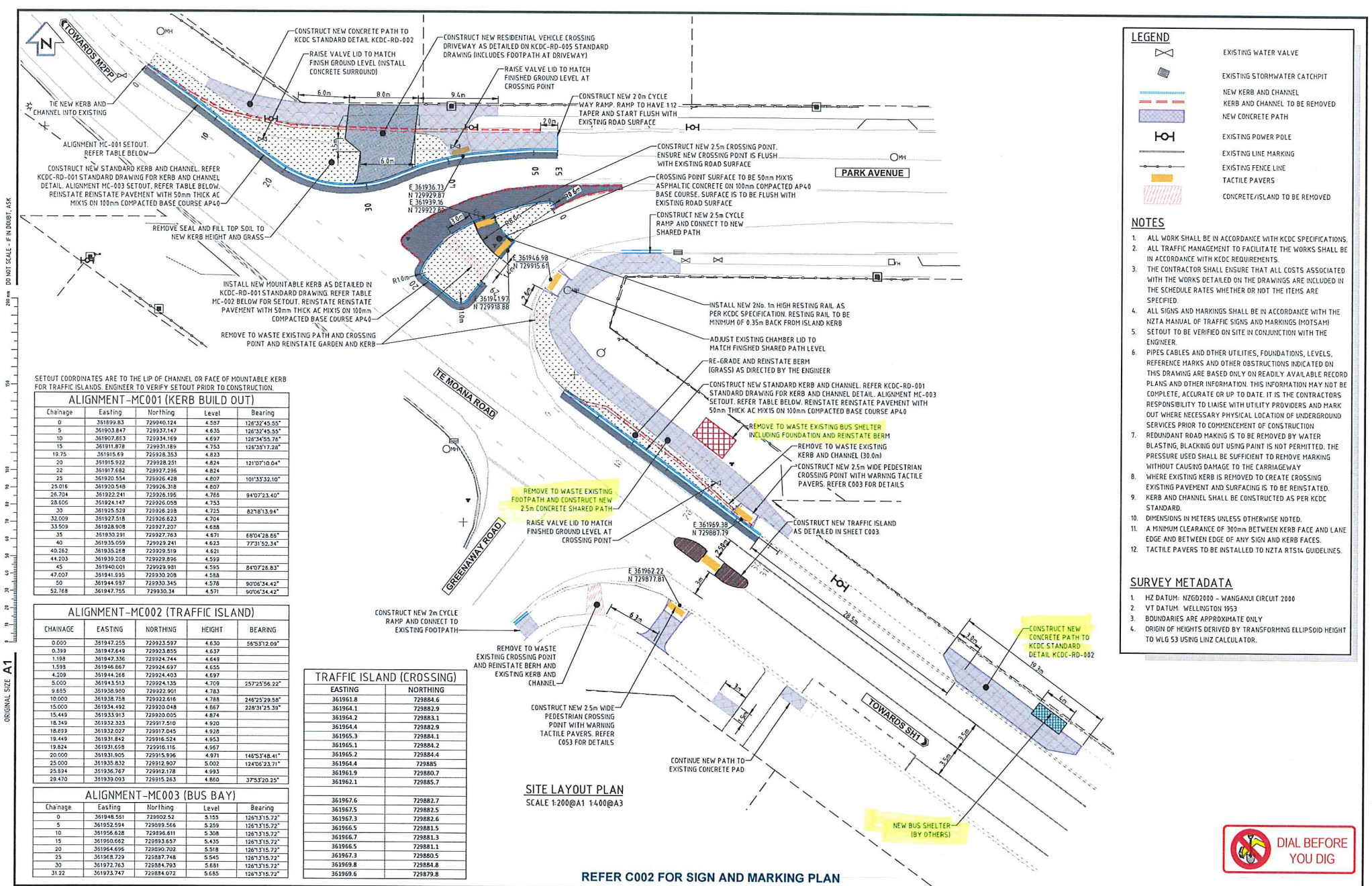
Gary Adams
Traffic Engineer

Kevin Currie
Group Manager
Regulatory Services

Sean Mallon
Group Manager
Infrastructure Services

ATTACHMENT

Appendix 1: Plan of Proposed Bus Stop and Shelter Location



LEGEND

- EXISTING WATER VALVE
- EXISTING STORMWATER CATCHPIT
- NEW KERB AND CHANNEL
- KERB AND CHANNEL TO BE REMOVED
- NEW CONCRETE PATH
- EXISTING POWER POLE
- EXISTING LINE MARKING
- EXISTING FENCE LINE
- TACTILE PAVERS
- CONCRETE/ISLAND TO BE REMOVED

- ### NOTES
- ALL WORK SHALL BE IN ACCORDANCE WITH KDCD SPECIFICATIONS.
 - ALL TRAFFIC MANAGEMENT TO FACILITATE THE WORKS SHALL BE IN ACCORDANCE WITH KDCD REQUIREMENTS.
 - THE CONTRACTOR SHALL ENSURE THAT ALL COSTS ASSOCIATED WITH THE WORKS DETAILED ON THE DRAWINGS ARE INCLUDED IN THE SCHEDULE RATES WHETHER OR NOT THE ITEMS ARE SPECIFIED.
 - ALL SIGNS AND MARKINGS SHALL BE IN ACCORDANCE WITH THE NZTA MANUAL OF TRAFFIC SIGNS AND MARKINGS (MOTSAM).
 - SETOUT TO BE VERIFIED ON SITE IN CONJUNCTION WITH THE ENGINEER.
 - PIPES, CABLES AND OTHER UTILITIES, FOUNDATIONS, LEVELS, REFERENCE MARKS AND OTHER OBSTRUCTIONS INDICATED ON THIS DRAWING ARE BASED ONLY ON READILY AVAILABLE RECORD PLANS AND OTHER INFORMATION. THIS INFORMATION MAY NOT BE COMPLETE, ACCURATE OR UP TO DATE. IT IS THE CONTRACTORS RESPONSIBILITY TO LIAISE WITH UTILITY PROVIDERS AND MARK OUT WHERE NECESSARY PHYSICAL LOCATION OF UNDERGROUND SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - REDUNDANT BLACK MARKING IS TO BE REMOVED BY WATER BLASTING. BLACKING OUT USING PAINT IS NOT PERMITTED. THE PRESSURE USED SHALL BE SUFFICIENT TO REMOVE MARKING WITHOUT CAUSING DAMAGE TO THE CARRIAGEWAY.
 - WHERE EXISTING KERB IS REMOVED TO CREATE CROSSING EXISTING PAVEMENT AND SURFACING IS TO BE REINSTATE.
 - KERB AND CHANNEL SHALL BE CONSTRUCTED AS PER KDCD STANDARD.
 - DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
 - A MINIMUM CLEARANCE OF 300mm BETWEEN KERB FACE AND LANE EDGE AND BETWEEN EDGE OF ANY SIGN AND KERB FACES.
 - TACTILE PAVERS TO BE INSTALLED TO NZTA RTS14 GUIDELINES.

SURVEY METADATA

- HZ DATUM: NZGD2000 - WANGANUI CIRCUIT 2000
- VT DATUM: WELLINGTON 1953
- BOUNDARIES ARE APPROXIMATE ONLY
- ORIGIN OF HEIGHTS DERIVED BY TRANSFORMING ELLIPSOID HEIGHT TO WLG 53 USING IZH CALCULATOR.

SETOUT COORDINATES ARE TO THE LIP OF CHANNEL OR FACE OF MOUNTABLE KERB FOR TRAFFIC ISLANDS. ENGINEER TO VERIFY SETOUT PRIOR TO CONSTRUCTION.

ALIGNMENT-MC001 (KERB BUILD OUT)

Chainage	Easting	Northing	Level	Bearing
0	351899.83	729940.124	4.587	126°32'45.55"
5	351903.847	729937.147	4.635	126°32'45.55"
10	351907.853	729934.169	4.687	126°32'45.55"
15	351911.878	729931.189	4.753	126°32'45.55"
19.75	351915.69	729928.353	4.823	
20	351915.922	729928.251	4.824	121°07'10.04"
22	351917.692	729927.296	4.824	
25	351920.554	729926.428	4.807	101°33'32.10"
25.016	351920.548	729926.318	4.807	
26.704	351922.241	729926.195	4.765	84°07'23.40"
28.656	351924.147	729926.058	4.755	
35	351925.529	729925.218	4.705	82°18'13.94"
32.009	351927.518	729926.623	4.704	
33.509	351928.208	729927.207	4.688	
35	351930.291	729927.763	4.671	89°04'28.65"
40	351935.059	729929.241	4.623	77°31'52.34"
40.162	351935.288	729929.519	4.621	
44.203	351939.208	729929.896	4.599	
45	351940.501	729929.981	4.595	84°07'28.83"
47.007	351941.935	729930.208	4.588	
50	351944.937	729930.345	4.578	80°06'34.42"
52.788	351947.755	729930.34	4.571	80°06'34.42"

ALIGNMENT-MC002 (TRAFFIC ISLAND)

CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
0.000	351947.255	729923.597	4.630	56°53'12.09"
0.393	351947.419	729923.855	4.637	
1.198	351947.336	729924.744	4.649	
1.593	351946.687	729924.697	4.655	
4.209	351944.286	729924.403	4.697	257°25'56.22"
5.000	351943.513	729924.135	4.709	
9.655	351938.900	729922.901	4.783	228°31'25.39"
10.000	351938.758	729922.616	4.788	246°25'29.58"
15.000	351934.492	729920.048	4.867	
15.449	351933.913	729919.605	4.874	
16.349	351932.323	729917.510	4.920	
18.693	351932.027	729917.045	4.928	
19.449	351931.842	729916.524	4.953	
19.824	351931.629	729916.116	4.967	
20.000	351931.505	729915.936	4.971	146°53'48.41"
25.000	351935.832	729912.907	5.002	124°06'23.71"
25.834	351936.767	729912.178	4.993	
28.470	351939.093	729915.263	4.860	375°52'20.25"

ALIGNMENT-MC003 (BUS BAY)

Chainage	Easting	Northing	Level	Bearing
0	351948.551	729902.52	5.155	126°31'51.72"
5	351952.594	729899.566	5.259	126°31'51.72"
10	351956.628	729896.611	5.308	126°31'51.72"
15	351960.662	729893.657	5.435	126°31'51.72"
20	351964.696	729890.702	5.518	126°31'51.72"
25	351968.729	729887.748	5.545	126°31'51.72"
30	351972.763	729884.793	5.681	126°31'51.72"
31.22	351973.747	729884.072	5.685	126°31'51.72"

TRAFFIC ISLAND (CROSSING)

EASTING	NORTHING
361961.8	729884.6
361964.1	729882.9
361964.2	729883.1
361964.4	729882.9
361965.3	729884.1
361965.1	729884.2
361965.2	729884.4
361964.4	729885.7
361961.9	729880.7
361962.1	729885.7
361967.6	729882.7
361967.5	729882.5
361967.3	729882.6
361966.5	729881.5
361966.7	729881.3
361966.5	729881.1
361967.3	729880.5
361969.8	729884.8
361969.6	729879.8

SITE LAYOUT PLAN
SCALE 1:200@A1 1:400@A3

REFER C002 FOR SIGN AND MARKING PLAN

<p>1 FOR CONSTRUCTION</p> <p>2 PRELIMINARY</p> <p>REVISIONS</p>	<table border="1"> <tr><td>SURVEYED</td><td>ROB BATT</td><td>03/2016</td></tr> <tr><td>DESIGNED</td><td>KEVIN SINGH</td><td>01/12/2015</td></tr> <tr><td>DRAWN</td><td>KEVIN SINGH</td><td>01/12/2015</td></tr> <tr><td>CAD REVIEW</td><td>GRAEME COGN</td><td>02/12/2016</td></tr> <tr><td>DESIGN CHECK</td><td>GRAEME COGN</td><td>02/12/2016</td></tr> <tr><td>DESIGN REVIEW</td><td>ANDREW MELLEOD</td><td>02/15/2016</td></tr> <tr><td>APPROVED</td><td>ANDREW MELLEOD</td><td>02/15/2016</td></tr> <tr><td>REV. NO.</td><td>CHK. DATE</td><td>DATE</td></tr> </table>	SURVEYED	ROB BATT	03/2016	DESIGNED	KEVIN SINGH	01/12/2015	DRAWN	KEVIN SINGH	01/12/2015	CAD REVIEW	GRAEME COGN	02/12/2016	DESIGN CHECK	GRAEME COGN	02/12/2016	DESIGN REVIEW	ANDREW MELLEOD	02/15/2016	APPROVED	ANDREW MELLEOD	02/15/2016	REV. NO.	CHK. DATE	DATE		<p>KAPITI COAST DISTRICT COUNCIL MINOR WORKS 2016/2017</p> <p>TE MOANA/ PARK AVE INTERSECTION IMPROVEMENTS SITE LAYOUT PLAN</p>	<p>Status: FOR CONSTRUCTION</p> <p>Date: 16 May 2017</p> <p>Scale: AS SHOWN</p> <p>Drawing No.: 80508333-0108-C001</p> <p>Sheet: 1</p>
SURVEYED	ROB BATT	03/2016																										
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