

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

2 DECEMBER 2014

Meeting Status: **Public**

Purpose of Report: For Decision

## **WAIKANAE 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 proposals to extend Waikanae railway-station carparking, and installing raised crossings at Ngarara Road.

### **SIGNIFICANCE OF DECISION**

- 2 The recommendations in this report do not trigger the Council's Significance Policy.

### **BACKGROUND**

- 3 In 2011, report IS-11-229 (attached as Appendix 4) Waikanae Town Centre: Parking and Traffic Improvements was brought to the Board for approval. Most of the recommendations contained in the report were approved but two issues were left on the table.
- 4 There have also been additional service requests recorded by the Kāpiti Coast District Council (Council) relating to both parking and traffic related safety issues in Waikanae that, after detailed investigation, now require some form of physical intervention either through changes to parking restrictions, modified street signage or in some cases, physical works.
- 5 Both the current issues and previous parking changes have been discussed with the Community Board Chairman, Michael Scott and the late Ward Councillor, Tony Lloyd to assist in the development of this report for consideration.
- 6 As part of the Expressway project, the New Zealand Transport Agency (NZTA) and the Council agreed a revocation process to follow for the existing State Highway. At the same time, the Council is undertaking a Town Centres Transformation project for Waikanae and Paraparaumu. This is looking at how a future Waikanae might look and is undertaking engagement with all interested parties. Therefore, any recommendations in this report have to be mindful of future developments and not make changes that may have to be amended or revoked in the short term.

## CONSIDERATIONS

### Issues

- 7 The situation of five sites is described in this section of the report. The preferred actions are set out in the Recommendations.

### WAIKANAE RAILWAY STATION

- 8 There is an acknowledged problem with adherence to the Pehi Kupa one-way system with traffic trying to exit directly back onto Elizabeth Street. This includes traffic exiting right out of the railway station carpark and those exiting left from the Memorial Hall. A design has been prepared for the installation of a pair of traffic islands on Pehi Kupa Street just south of the Memorial Hall carpark entrance. The islands will create a narrowing in the road and provide a location for additional "One Way" and "No Exit" signs. See attached plan in Appendix 1.
- 9 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, 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.
- 10 Greater Wellington Regional Council (GWRC) have employed Spiire NZ Ltd to come up with a scheme for a Pehi Kupa carpark extension to provide additional capacity for their Park & Ride area. Council Stormwater and Traffic engineers, together with Leisure & Open Spaces staff have briefly reviewed the plans and their comments are listed below for information:
- The piping of the existing ditch is unnecessary and the pipe sizes proposed are too small.
  - The angle parking north of Hira Street can still be accomplished without piping the drain, any reduction of the road width would be no less than the current widths outside 13/15 Pehi Kupa Street.
  - If more trees were removed to the north of the carpark this could gain the additional spaces there and provide a vehicular exit point at the northern extent of the carpark onto Pehi Kupa Street. This would remove the need for traffic to back-track 130m through the carpark to the exit point opposite the Memorial Hall and help with the one way traffic issue.
  - The triangle of land proposed to extend the carpark into is Council open space reserve. When the original carpark extension was proposed Council limited the northern spread to protect this reserve. The trees and vegetation provide visual screening of the railway line from local residents so this needs to be addressed in the proposals and agreed with Council Leisure & Open Spaces staff.
  - Removing the drainage work would save \$60K on the estimate, the additional surfacing may increase the cost by \$20K so a possible saving of \$40K. But there has been no allowance for any amenity planting, scheme design, consents, and contract supervision in the scheme.

## PARATA STREET

- 11 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.
- 12 Parata Street is sufficiently wide and straight to provide good visibility but people seem to be reluctant to nose forward to provide a better view to the south. 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.
- 13 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 barely sufficient width for two vehicles to pass side by side. Once the site is fully completed and all construction traffic removed from the mix, Council will look at Rymans resource consent conditions and reassess the issue of parking including the provision of broken yellow lines.
- 14 In the report IS-11-229 considered by the Board in July 2011, 4-hour parking restrictions were recommended on Omaha Street and the west side of Parata Street. Both of these sites were left on the table by the Board and no final decision made. Local businesses on the west side of Parata Street have requested the introduction of time limits because vehicles are parking outside their premises all day and this leaves them without customer parking. There have been no complaints from Omaha Street occupants. The attached maps in Appendix 4 show the 2011 proposed restrictions from report IS-11-229 and the current Council parking restrictions. While the western side of Parata Street could be changed to 4-hour parking, this zone falls within the Town Centres parking study area and needs to be considered in the overall parking strategy for Waikanae currently being prepared.

## NGAIO ROAD

- 15 With the relocation of the Barista Boys coffee cart from the north side of Ngaio Road to the forecourt of the GAS petrol service-station, there have been multiple requests to install no parking lines on the eastern side of the service lane to prevent parked vehicles blocking the service lane and creating a safety hazard. The service lane is approximately 7.8m wide which does not allow for parked vehicles and two-way traffic flow. Broken yellow lines would need to extend from the back of the footpath south for a distance of 21m after which the service lane widens out.

## ELIZABETH STREET

- 16 At the corner of Elizabeth Street and Seddon Street, there is a visibility issue for traffic leaving Seddon Street having restricted visibility to the east along Elizabeth Street due to vehicles parked on the eastern corner. The western corner is already completely marked out with no stopping lines. There have been

two recorded collisions at this junction in the last 5 years between cars exiting Seddon Street failing to Give Way to eastbound traffic. Approximately 24 metres of “No stopping” lines are needed.

#### NGARARA ROAD

- 17 At Ngarara Road there is currently a series of four sets of speed cushions to calm traffic around the pedestrian crossing and links between the Waikanae Pool, Kapanui School, Waikanae Park and the local community. The speed cushions have successfully moderated the speed of traffic and there is no longer the number of vehicles dangerously exceeding the speed limit.
- 18 The WCB has asked for information regarding the feasibility of installing a raised crossing or raised table adjacent to the Waikanae Pool. The Council has introduced new raised crossings at Ruapehu Street (Paraparaumu School) and Mill Road (Ōtaki School) which have not been without their teething problems. The main issues being the height of the raised crossings, steepness of the ramps, and drainage problems. Feedback from the schools has been very positive and they do not want the crossings softened at all but there are other factions wanting them reduced.
- 19 With regard to the Ngarara Road site, there would be drainage issues but also the complication of multiple driveways and, over the next few years, Expressway construction traffic and Council water supply (river recharge project) construction traffic up and down the road. Another suggestion has been to build a raised table similar to that employed at the Ngaio/Parata junction to cover the whole area of pedestrian movements on the desire lines from Rimu Street and Belvedere Avenue. This would require a structure some 50m long and approximately 1000m<sup>2</sup> compared to the Ngaio/Parata structure which was 750m<sup>2</sup>.
- 20 The estimated cost for a raised table at Ngarara Road is \$300,000. This cost would exceed the Minor Works budget, so it would need to go onto a forward works programme where it would have to be justified and prioritised. In comparison, an individual raised pedestrian crossing such as at Mill Road would cost in the vicinity of \$30,000 and could be delivered under the Minor Works budget but would also require a business case and justification to support it.
- 21 It is not recommended any action is taken at this time but that the situation is reviewed once Expressway construction is completed.

#### Financial Considerations

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

#### Legal Considerations

- 23 There are no legal considerations other than ensuring any new signs or road-markings are manufactured and installed in accordance with NZTA guidelines.

#### Delegation

- 24 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).”*

## Consultation

- 25 Most of the recommendations contained in this report are simple traffic or parking amendments which do not justify widespread consultation.

## Policy Implications

- 26 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

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

## RECOMMENDATIONS

- 28 That the Waikanae Community Board approves the following:

### WAIKANAE STATION

- a) The installation of traffic islands and improved signage on Pehi Kupa Street as shown on the plan in Appendix 1 of report IS-14-1382;
- b) The installation of no stopping lines on the eastern side of State Highway 1 from the Waikanae railway-station carpark northern entrance north for approximately 17m as shown on the plan in Appendix 5 of report IS-14-1382;

### PARATA STREET

- c) Extending the no parking lines on the corner of Parata Street and Kapanui Road a further 8m to the south to prevent vehicles parking on this corner as shown on the plan in Appendix 2 of report IS-14-1382;
- d) Not introducing parking restrictions on Parata Street in the vicinity of Rymans, until construction is fully completed and on-street parking levels are assessed;
- e) Making no changes to time restricted parking on Parata Street or Omaha Street until the Town Centres Parking Study has been completed;

### NGAIO ROAD

- f) The installation of no stopping lines on the eastern side of the Ngaio Road service lane from the back of the footpath south for approximately 21m as shown on the plan in Appendix 4 of report IS-14-1382;

ELIZABETH STREET

- g) The installation of no stopping lines on the north eastern corner of Seddon Street and Elizabeth Street for approximately 24m as shown on the plan in Appendix 6 of report IS-14-1382.

Report prepared by:

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**ATTACHMENTS:**

- Appendix 1: Plan 5/3013/1/7504 Pehi Kupa Street improvements
- 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
- Appendix 4: Current Waikanae Parking Bylaws and report IS-11-229 Proposals
- Appendix 5: Plan of Broken Yellow Lines Ngaio Road Service Lane
- Appendix 6: Plan of Broken Yellow Lines corner of Elizabeth and Seddon Streets.