

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

31 JANUARY 2017

Meeting Status: **Public**

Purpose of Report: For Decision

## **PARKING RESTRICTIONS ON PEHI KUPA STREET**

### **PURPOSE OF REPORT**

- 1 This report seeks the Waikanae Community Board's approval to install broken yellow no stopping lines on Pehi Kupa Street.

### **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 Overflow car parking from the Waikanae Railway Station car park extends north of the marked out areas on Pehi Kupa Street into the section north of Hira Street. This section has kerb and channel on the eastern side but the western side has no kerb and the seal finishes straight into the grassed berm.
- 4 There are no current parking restrictions on this section of Pehi Kupa Street. This means that cars are able to park on both sides of the road restricting through traffic and damaging the grass berm.
- 5 Local residents have regularly complained about the damage vehicles are doing to the berm (particularly in winter) and, more recently, their concerns that fire engines and ambulances would not be able to get down their street in an emergency.
- 6 Council Officers have delayed making any changes in the past because the proposed new Greater Wellington Regional Council (GWRC) Park & Ride car park was going to alleviate parking pressure at Waikanae Station. But with the ongoing delays to the car park construction action needs to be taken sooner.
- 7 A letter and response form was delivered to all affected Pehi Kupa St residents in November 2016. There was a high response rate (75%) and the majority decision was for broken yellow lines on the western side of the road coupled with white L-bar markings on either side of each vehicle access on the eastern side.
- 8 Following discussion with Community Board Chairperson Jocelyn Prvanov it was then agreed that officers should arrange for the parking restrictions to be installed as soon as possible and that a retrospective report be tabled at the next Community Board meeting in the New Year.

- 9 As a result of this discussion, some minor immediate improvements were undertaken in November. These entailed formalising all of the existing parking areas opposite 17-19 Pehi Kupa Street by line-marking individual car parking bays. For road safety reasons and the passage of the school bus service, broken yellow lines were installed opposite Hira Street on Pehi Kupa Street and the existing broken yellow lines were extended on the northern side of Hira Street further eastward.
- 10 The broken yellow line road markings have now been installed on the west side of Pehi Kupa Street opposite house numbers 19 to 43.

## ISSUES AND OPTIONS

### Issues

- 11 When cars park on each side of the road only a single lane width is left for residents to access their homes and residents have expressed concerns regarding access for emergency vehicles, especially in relation to the road space that a fire engine would require.
- 12 The berm to the west of Pehi Kupa Street sits between the road and an open drain which collects local storm water and runoff from the road and local springs. It is regularly very damp and muddy and subject to ongoing damage from parked and bogged down vehicles.
- 13 The following Options were presented to local residents.

### Option 1

- 14 Paint broken yellow “No Stopping” lines on the west side for the full length of Pehi Kupa St from No.s 19 to 43.
- 15 This restricts any parking on the western, grass berm, side of the street but still allows for parking outside the residential properties to the east.
- 16 This option was supported by 93% of respondents.
- 17 This option is the preferred option recommended by officers as it does limit parking outside residential properties and removes parking from the grass berm damaged by motor vehicles. This option is also supported by the survey results from local residents.

### Option 2

- 18 Paint broken yellow “No Stopping” lines on the east side for the full length of Pehi Kupa St from No.s 19 to 43.
- 19 This is the opposite scenario to the above with the restriction on the east side allowing for parking on the grass berm.
- 20 This option was supported by 7% of respondents.

### Additional Options

- 21 Two other options were suggested to residents which were similar to 1 and 2 above but had shorter lengths of restriction, only ranging from property No's 19 to 23. Neither found any support by residents, the shorter lengths of restriction

only likely to move parked vehicles further along Pehi Kupa St and still causing bottlenecks.

## CONSIDERATIONS

### Legal considerations

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

### Financial considerations

- 23 The cost of the proposed broken yellow lines can be accommodated from the 2016/2017 road maintenance budget.

### Degree of significance

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

### Consultation already undertaken

- 25 Affected local residents have all been informed and invited to comment on the proposed options and indicate their preferred solution.

### Publicity

- 26 The new restrictions will be publicised through normal council communication channels

## RECOMMENDATIONS

- 27 That the Waikanae Community Board retrospectively approves the installation of parking restrictions on Pehi Kupa Street as indicated in Appendix 1 of report IS-17-099.

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

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## ATTACHMENT

Appendix 1: Parking restrictions on Pehi Kupa Street



SCALE 1: 1,000 @A4



## Appendix 1: Pehi Kupa parking restrictions

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