

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

13 FEBRUARY 2018

Meeting Status: **Public**

Purpose of Report: For Information and decision

BROKEN YELLOW LINES ON KĀPITI ROAD

PURPOSE OF REPORT

- 1 To inform the Community Board of the decision to install broken yellow lines on the north side of Kāpiti Road between Larch Grove and Warrimoo Street.
- 2 To obtain approval from the Community Board to extend the existing broken yellow lines on the north side of Kāpiti Road between Seven Oaks and Cedar Drive to cover the whole length of this section of Kāpiti Road.

DELEGATION

- 3 Section D of the Governance Structure and Delegations 2016-2019 Triennium provide the Community Board with the

“...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”.

- 4 The matter referred to under 1. is considered a significant safety issue and is therefore presented for information. The matter referred to under 2. is presented for decision-making.

BACKGROUND

- 5 The section of Kāpiti Road between Larch Grove and Warrimoo Street was already identified in 2014 as posing a safety issue for cyclists when cars are parked on the on-road cycle lane. Along the south side of this section of Kāpiti Road with the exception of one 8 metre section broken yellow lines (BYLs) were installed. On the north side no BYLs were installed after consultation with residents.
- 6 The installation of BYLs on both sides for the full length of this section has now been reconsidered following continued feedback from Kāpiti's cycling groups.
- 7 Requests also have been received from residents to extend the existing BYLs along Kāpiti Road between Seven Oaks and Cedar Drive.

ISSUES AND OPTIONS

Issues

- 8 Kāpiti Road between Warrimoo Street and Larch Grove

The Council has received continued requests for the installation of BYLs on both sides of Kāpiti Road on this section from cyclist advocacy groups. In 2014 BYLs were installed on the southern side only with the exception of 8 metres outside the property at 45 Kāpiti Road. This was the result of consultation with residents and

receiving feedback from three residents along this section that were opposed to the BYLs for various reasons.

- 9 If cars are parked on the cycle lane this means that cyclists have to swerve around them, into the live traffic lane. The latest traffic count on Kāpiti Road is 22,000 vehicles per day and it is by far Kāpiti's busiest arterial road. This puts cyclists at a high risk of being involved in an accident. For that reason, on large parts of Kāpiti Road, BYLs have already been installed.
- 10 A comparison of crash statistics shows that Kāpiti has the second highest crash risk on arterial roads in comparison to the peer group (Upper Hutt, Porirua, Nelson, Napier, Palmerston North and Invercargill). Kāpiti Coast has also been identified by New Zealand Transport Association (NZTA) in the Communities at Risk Register as having the second highest personal risk for cyclist crashes of all local authorities in New Zealand.
- 11 Council wants to deliver roads that are safe for all its users and wants to encourage and promote the use of active transport modes. Taking the above into account, the current situation is considered to pose a high safety risk for cyclists and the decision was made to install BYLs along the northern side between Warrimoo Street and Larch Grove and on the 8 metre section on the southern side that previously was not included. A plan of the extended parking restrictions is included as Appendix 1 of this report.

12 Kāpiti Road between Seven Oaks and Cedar Drive

BYLs were installed at the intersection of Kāpiti Road and Cedar Drive in March 2017 to improve visibility for vehicles turning out of Cedar Drive onto Kāpiti Road. A section of approximately 25 metres was left without BYLs to allow for some car parking. Having on-street car parking on this section of Kāpiti Road is seen as a passive traffic calming method, it creates "side friction" and helps to reinforce that it is a 50kmh road. In recent months service requests have been received requesting the extension of the BYLs to Cedar Drive to prevent any car parking and improve visibility further.

Options

- 13 Kāpiti Road between Seven Oaks and Cedar Drive has been looked at several times and by different members of the Roding Team, and the visibility in each direction has been within guidelines and is not considered an issue. The on-road cycle lane also places oncoming vehicles a further 1.5 metres out from any parked cars improving visibility. Visiting the site after each initial service request proved fruitless because there were few if any cars parked there but in recent weeks the cars for sale numbers have tripled and now extend from Magrath Avenue through to Cedar Drive. From a road safety perspective, the current BYLs allow for appropriate visibility but based on the service requests residents are having a different experience and do not feel safe pulling out of Cedar Drive. Therefore it is recommended that the BYLs are extended and fill in the gap between Lodge Drive and Cedar Drive.

CONSIDERATIONS

Legal considerations

- 14 There are no legal considerations other than ensuring any new road-markings are installed in accordance with NZTA Guidelines and New Zealand Traffic Regulations.

Financial considerations

- 15 The cost of line marking the new broken yellow lines can be accommodated in the 2017/2018 road maintenance budget.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

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

Consultation already undertaken

- 17 Previous consultation was undertaken in February 2014 with Kāpiti Road residents between Moana Road and Larch Grove resulting in parking restrictions only being implemented on the south side of Kapiti Road between Warrimoo Street and Moana Road. Safety concerns for the greater community now outweigh the need of some residents to retain on-street parking on this section of Kapiti Road. Residents affected by the new parking restrictions were informed of the changes by letters sent out on 17 January 2018. To date, no feedback on the letter has been received.
- 18 For the section of Kāpiti Road between Lodge Drive and Cedar Drive, there are no residential properties fronting or taking access from Kāpiti Road and on-street parking is not required. Residential properties in this area are all part of the Seven Oaks retirement village and take access from their internal roads. We do not consider them to be affected by any parking restrictions and have therefore not consulted them.

RECOMMENDATIONS

- 19 That the Paraparaumu/Raumati Community Board approves:
- 20 Installation of 30 metres of broken yellow lines from a point 60 metres east of Lodge Drive to a point 10 metres west of Cedar Drive on Kāpiti Road as shown in Appendix 2 of report IS-18-426.

Report prepared by Approved for submission Approved for submission

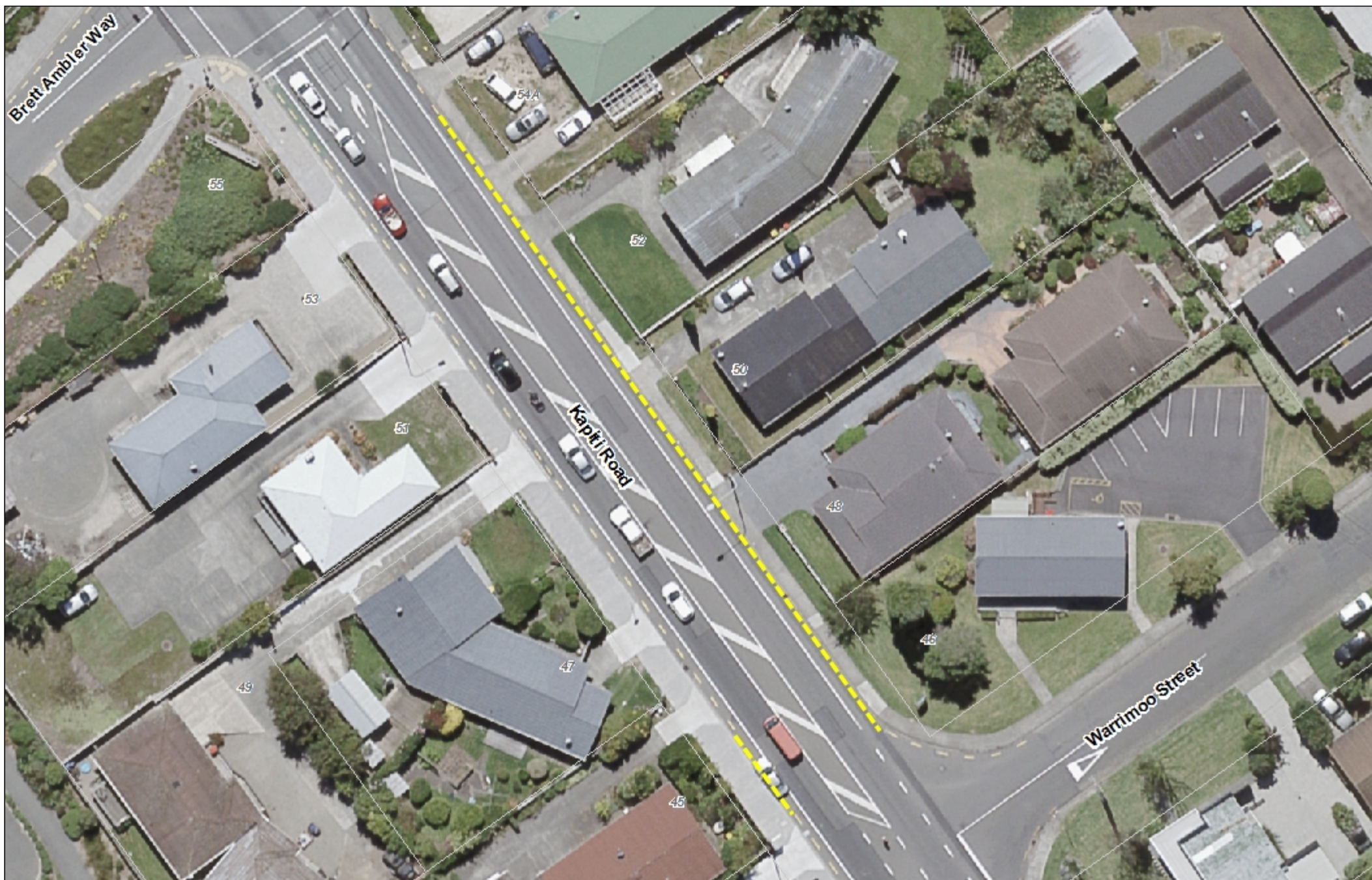
Gary Adams
Traffic Engineer

Max Pedersen
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ATTACHMENTS

Appendix 1 Parking Restrictions 45 and 46-54 Kāpiti Road
Appendix 2 Parking Restrictions on Kāpiti Road at the corner of Cedar Drive



SCALE 1: 500

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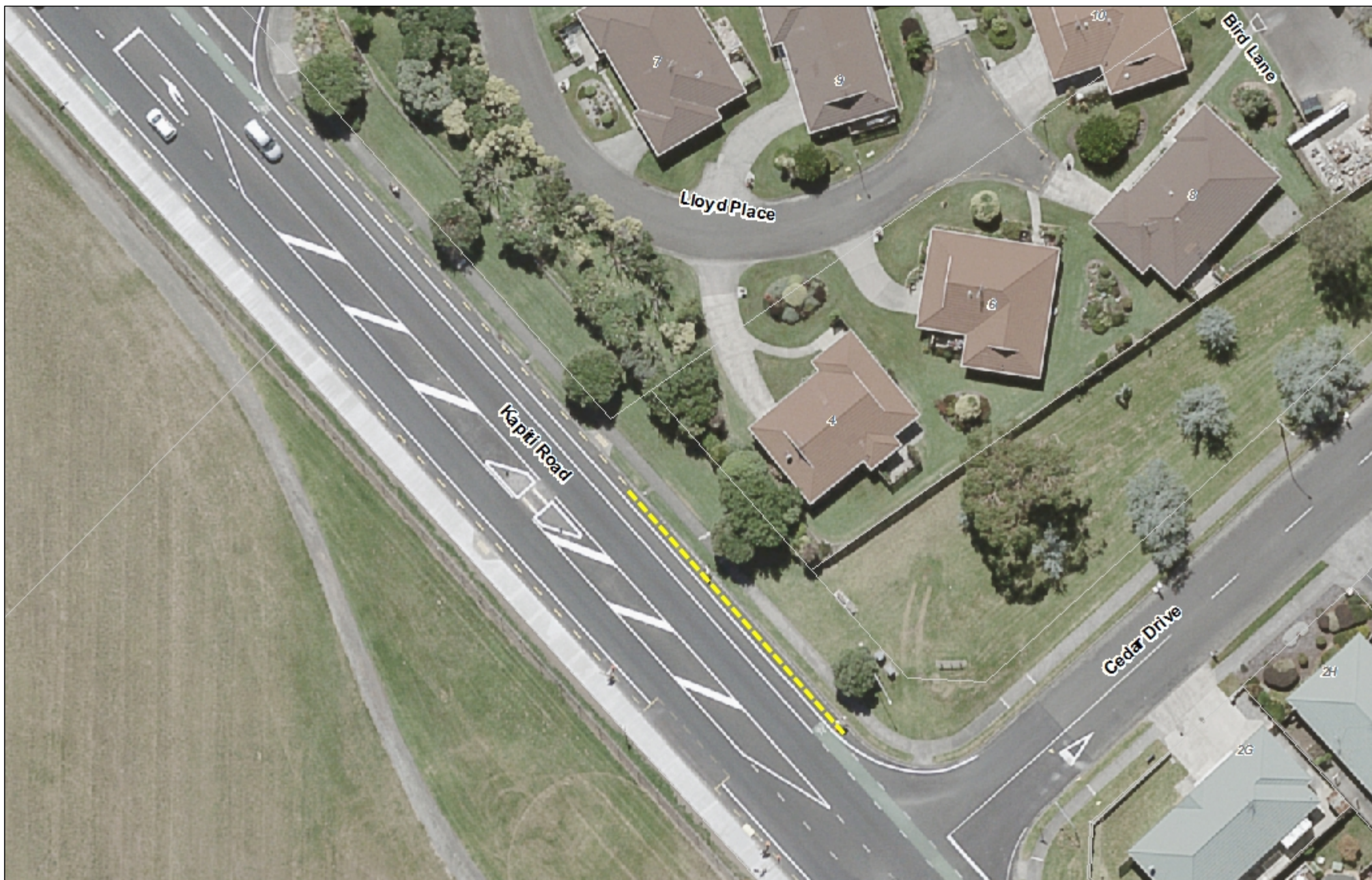


App1 Parking Restrictions 45, 46-54 Kapiti Rd

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App2 Parking Restrictions Kapiti Rd nr Cedar Dr