

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

3 APRIL 2012

Meeting Status: **Public**

Purpose of Report: For Decision

**KAPANUI SCHOOL TRAVEL PLAN - INFRASTRUCTURE IMPROVEMENTS**

**PURPOSE OF REPORT**

- 1 To seek approval for the installation of traffic control measures as part of infrastructure improvements associated with continued development of the Kapanui School Travel Plan.

**SIGNIFICANCE OF DECISION**

- 2 The recommendations in this report do not trigger the Council's significance policy.

**BACKGROUND**

- 3 In November 2010 Kapanui School, in partnership with Kapiti Coast District Council and Greater Wellington Regional Council, began the School Travel Plan process. School Travel Plans are developed by school communities in order to develop safe, active and sustainable travel choices for students' trips to and from school. This process included a parent survey, a student survey, discussions with the school staff and a mapping exercise.
- 4 Surveys were sent out to 360 student households and 254 were returned. This was a 70% return rate, the highest thus far in the school travel plan process.
- 5 Kapanui School had 57% of children being driven to school, higher than the Kapiti average of 50%. 100 parents cited that the reason that they drove their children to school was due to them being worried about their child's road safety round the school.
- 6 There were 434 walking trips to school and 337 cycling or scooting trips per week. Kapanui School has one patrolled crossing on Rimu Street but has no crossing on its second entrance on Belvedere Avenue. The school has actively campaigned for a crossing and 29 parents requested a pedestrian or patrolled crossing on Belvedere Avenue.
- 7 At present there is no formal crossing point across Ngarara Avenue. School children wishing to cross Ngarara Avenue to continue their journey along Park Avenue must either carefully cross the road at the Rimu Road intersection or walk north to the informal crossing point adjacent to the swimming pool.

- 8 In November 2011 the school participated in a re-survey via a week long class survey. Although Kapanui School would be the most active school in encouraging sustainable transport in the Kapiti region the percentage of parents driving their children to school has remained stable. However disappointingly active travel is down, walking by 3% and cycle/scooting by 5%. This has been compensated for by an increase in bus travel and car pooling. The school feels it has done its part in encouraging active travel but is waiting for the infrastructural improvements outlined in this report. Parents have indicated that they would be more likely to let their children use active travel if the crossings on Ngarara Road and Belvedere Avenue were installed and the intersection of Rimu Street/Ngarara Road approved.
- 9 The community has previously requested that the Waikanae Community Board arrange for the installation of pedestrian crossings at several locations particularly along Te Moana Road. These requests were presented to the community during and prior to 2008. At that time the engineer's advice to the Board was that zebra crossings were only permitted by obtaining a warrant from Land Transport NZ (now NZTA). The requirement for a warrant from the transport authority has not been a requisite since NZTA's publication of the Pedestrian Planning and Design Guide in October 2009.

## CONSIDERATIONS

- 10 After the School Travel Plan survey was completed Kapanui School made a commitment to develop safe and active travel to school.

### BELVEDERE AVENUE

- 11 At Belvedere Avenue, both the children walking to school and the children either getting out or trying to get to their parent's car face the combined risks of cars on the road, manoeuvring and backing vehicles, parked vehicles, buses and a lack of visibility for both pedestrians and drivers. With no designated or safe crossing point children end up crossing between parked cars. This is an unsafe situation that needs to be remedied by the installation of a formalised crossing near the Belvedere Avenue school entrance.
- 12 The proposed crossing point on Belvedere Avenue should be positioned as close as possible to the pedestrian desire line, being the most convenient crossing point to discourage jay-walking, whilst affording the greatest visibility for pedestrians and cars to see each other along the road.
- 13 Several different types of crossing were considered for Belvedere Avenue:
  - A "Courtesy crossing": this is a delineated crossing area featuring kerb build-outs but with no requirement for vehicles to stop to let pedestrians cross the road. Whilst this would provide a dedicated crossing point as opposed to the currently situation with children crossing between parked cars, it was deemed inappropriate for a crossing facility serving school-children who may not necessarily wait for cars to stop.
  - Kea crossing: as above but with a school crossing patrol, complete with swinging stop signs, at the start and close of the school day. This would be

the preferred option; however, it requires the school to provide adult supervision over the crossing patrol.

- Zebra crossing: a zebra crossing will provide an overt crossing point giving priority to pedestrians crossing Belvedere Avenue. A zebra crossing at this location is less desirable than a kea crossing due to the low usage that a zebra crossing will get outside of school times. There is a school of thought that suggests that zebra crossings with low patronage become part of the streetscape and drivers, not used to stopping at them, start to ignore them. This results in the zebra crossing potentially providing a false sense of security for pedestrians crossing the road.
- 14 Kapanui School are unable to provide a school crossing patrol for a kea crossing on Belvedere Avenue. The Kapanui School already has difficulty finding parent help for the existing crossing on Rimu Street and requiring more parental support for an additional crossing would exacerbate the situation. The school already places high demands on their staff at the beginning and end of the day and they can not expect them to do any more.
  - 15 Whilst a kea crossing would be the Council engineer's preferred option, this is ruled out due the school not having the available resources to patrol such a crossing. It is considered that the benefits of installing a zebra crossing to provide a safe point for children to cross Belvedere Avenue outweigh the potential issues regarding low usage of the zebra crossing "out of hours". A plan of the proposed zebra crossing layout is enclosed as Attachment 1.

#### NGARARA ROAD

- 16 Parents were very concerned about children crossing Ngarara Road, this was the predominant concern outlined in the School Travel Plan survey. The concerns can be assigned to three areas; no safe crossing point, the speed of cars travelling on Ngarara Road and the lack of visibility of children crossing. The solution advocated was for a pedestrian crossing to be installed on Ngarara Road. Parents also strongly advocated for measures to slow traffic down on Ngarara Road.
- 17 Parents were concerned about the design of the Rimu Street/Ngarara Road intersection. They commented that it was too wide for children to safely cross and that cars entered and exited Rimu Street without slowing down.
- 18 Waikanae School has also requested that a pedestrian crossing be placed on Ngarara Road as they utilise the swimming pool (Survey conducted November 2011).
- 19 Both Waikanae and Kapanui schools see the Waikanae pool, the sports grounds, the skateboard park and children's play ground as major assets to their community, which are all frequently used by children who need to navigate crossing Ngarara Road to access them.
- 20 The crossing facilities for this area were assessed in a similar manner to the Belvedere Avenue crossing. Again a zebra crossing was deemed to be the most appropriate pedestrian crossing type.
- 21 It is proposed to install a zebra crossing across Ngarara Road, to the north of Rimu Street. This is close to the desire line for school children wanting to cross

Ngarara Road and proceed down to Park Avenue. The proposed zebra crossing location is shown on Attachment 2.

- 22 Whilst Ngarara Road has a posted speed limit of 50 kph, the road is quite wide and doesn't encourage low vehicle speeds. After an engineering assessment it was deemed that additional vehicle speed control devices would be required on the approaches to the zebra crossing.
- 23 In order to keep vehicle speeds within the posted speed limit of 50kph, given that Ngarara Road is also 11m wide in some places, it is intended to install a passive form of traffic calming at three locations in advance of the proposed Ngarara Road zebra crossing.
- 24 The proposed traffic calming devices consist of three pre-formed rubber cushions narrow enough for vehicle to pass over them with negligible effect. In order to negotiate the cushions, drivers need to correctly align their vehicles with the devices, encouraging a reduction in their speed. The cushions are placed in such a way to allow buses to drive over them without any contact. These devices are used internationally to encourage lowers vehicle speeds without punishing drivers complying with the posted speed limit or making bus journeys uncomfortable for the passengers and driver. This method of traffic calming does not compromise cycle safety, as the cushions are placed a sufficient distance from the channel to allow cyclists to pass by them without hindrance. A cross-section of the proposed traffic calming cushion arrangement is shown as an inset on Attachment 2. A photograph of a similar rubber speed cushion arrangement is enclosed as attached 3.
- 25 It is proposed to place three sets of rubber traffic calming cushions on Ngarara Road. The first, in advance of the proposed zebra crossing, is located to the south of the Rimu Street intersection. The second, again in advance of the proposed zebra crossing, this time slowing cars coming the other way and located on the northern side of the Rimu Street intersection. The third set of traffic calming cushions is proposed to be placed adjacent to the bus stop near the swimming pool; at this location the speed cushions will encourage drivers to maintain a slow speed as they approach the existing informal crossing to the swimming pool entrance from the north and approach the parking area, if travelling from the south.
- 26 It should be noted that the pre-formed rubber speed cushions are easily removed, being simply bolted to the road surface. Should the devices be deemed inappropriate in the future, they can be removed without issue and reused elsewhere.
- 27 It is proposed to reduce the width of the traffic lanes at the entrance into Rimu Road by installing a kerbed build-out and remarking the road. Whilst there is no footpath on the eastern side of Ngarara Road south of Rimu Street, this revised layout will encourage lower vehicle speeds when entering and exiting Rimu Street and make crossing on the eastern side of the intersection easier for those that wish to do so. The proposed layout is shown on Attachment 2.

## Financial Considerations

- 28 The estimated cost of providing a zebra crossing across Belvedere Avenue is \$7,500.
- 29 The estimated cost of the pedestrian improvements to Rimu Street, the provision of traffic calming cushions and the zebra crossing along Ngarara Road is \$50,000.
- 30 These cost will be borne from the Council's minor improvements budget 2011/2012.

## Legal Considerations

- 31 There are no legal considerations.

## Delegation

- 32 The Waikanae Community Board has:

“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

- 33 There has been ongoing dialogue between the school and Kāpiti Coast District Council officers regarding their pedestrian safety concerns along Belvedere Avenue and Ngarara Road. A survey was sent to every parent or caregiver (360 recipients) and 254 completed surveys were returned, a 70% return rate; the highest in the school travel plan process. The survey is both quantitative and qualitative which allowed parents to make specific comments about road safety. Children were also interviewed and they also made comments about the risks they perceived at Belvedere Avenue and Ngarara Road.
- 34 Letters have been sent to the residents and owners of properties adjacent to the proposed works. The letters explained the need for the pedestrian crossings and included a plan of the proposals. At the time of writing this report no responses have been received.

## Publicity Considerations

- 35 The public will be notified prior to works commencing on site and again once the improvements are complete.

## Policy Implications.

- 36 There are no policy implications.

**RECOMMENDATIONS**

- 37 That the Waikanae Community Board approves the installation of a zebra crossing facility across Belvedere Avenue, adjacent to the Kapanui School entrance, as shown on Attachment 1 to Report IS-12-494.
- 38 That the Waikanae Community board approves the installation of a zebra crossing and associated traffic control devices across Ngarara Road to the north of the Rimu Street intersection and alterations to the width of the Ngarara Road/Rimu Street intersection, as shown on Attachment 2 to Report IS-12-494.

**Report prepared by:**

**Approved for submission by:**

Darren Price  
**ROAD NETWORK ENGINEER**

Sean Mallon  
**GROUP MANAGER  
INFRASTRUCTURE SERVICES**

**ATTACHMENTS:**

- Attachment 1: Drawing C012-204 Rev. A Belvedere Avenue Layout Plan
- Attachment 2: Drawing C012-203 Rev. A Ngarara Road Layout Plan
- Attachment 3: Photograph of Rubber Speed Cushion Arrangement