

Chairperson and Community Board Members
WAIKANAĒ COMMUNITY BOARD

20 NOVEMBER 2018

Meeting Status: **Public**

Purpose of Report: For Decision

MAHIA LANE PARKING RESTRICTIONS

PURPOSE OF REPORT

- 1 To obtain a decision on what level of parking restrictions to introduce on Mahia Lane, Waikanae North.

DELEGATION

- 2 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.”

BACKGROUND

- 3 Mahia Lane is a new road in the Waikanae North Development between Parata Street and old State Highway 1. It has been designed referencing the Waikanae North design guide and the road width, storm-water reticulation, and general layout accepted through the resource consent process. Construction of houses on Mahia Lane has been ongoing over the past three years and is now nearing completion. Several residents have complained about on street parking over the last year, however Council Officers have waited before introducing any parking restrictions until construction traffic movements have ceased and the new permanent residents were available to be consulted.

ISSUES AND OPTIONS

Issues

- 4 The Design Guide for Waikanae North (now Appendix 5.6 of the Proposed District Plan) shows the Masterplan and recommended roading cross sections. The guidance does not prescribe parking restrictions for Access Lanes rather it is implied that with the lanes only being 6m wide it would be too narrow for on street parking with the parking occurring within the residential lots.
- 5 Where the consent for Mahia Lane departs from the guidance planners and engineers have assessed and agreed these changes against the Guide and underlying 1999 District Plan. The approved consents do not detail any individual parking restrictions, and the engineering plans associated with the consents have the basic road layouts and no details for road marking or parking restrictions.

- 6 Overspill parking from the Charles Fleming retirement village occurs on the east side of Parata Street. Officers are not proposing restrictions on Parata Street at this stage although this could be reviewed if required when further development occurs to the north.
- 7 On occasion both sides of Mahia Lane directly opposite the Ryman's main entrance is parked on restricting access to Mahia Lane.
- 8 The sealed section of road at this location is approximately 6 metres wide with a 3 metre berm to the south and a 10.5 metre wide drainage channel to the north. If vehicles park on both side of the road there is barely 2 metres available for a vehicle to pass through.
- 9 The northern section of Mahia Lane is more restricted with the sealed roadway extending to the property boundaries on each side, and with resident's gates and fences right out to their boundaries there is little additional width for parking or passing. This section could benefit from having broken yellow lines opposite driveways.
- 10 The southern section is more open with the swale on the eastern side and a 3 metre margin of berm to the west. With an additional 6 metres of land between boundaries residents in this section may not feel so compelled to have parking restrictions.

Option 1

- 11 To paint broken yellow lines on the south side of Mahia Lane between Numbers 25 and 29 (the section opposite the entrance to Rymans).
- 12 Restricting parking on one side only will allow for access for all vehicles and while not wide enough for easy two way passage of traffic this is a low volume road that services 30 residential properties. This still provides some on-street parking for Mahia Lane residents and visitors.

Option 2

- 13 To paint broken yellow lines outside property numbers 29 to 43 on one or both sides of the road.
- 14 Restrictions on both sides of the road are not considered to be needed at this time as this is a low volume, dead end road.

Option 3

- 15 To paint broken yellow lines outside property numbers 1 to 26 on one or both sides of the road.
- 16 This is not considered to be needed at this time as section of Mahia Lane is wider and feels more open without residential fences up to the road edge. The drainage swale to the east prevents off street parking and the berm to the west is wide enough to allow vehicles to park off the road on the berm

CONSIDERATIONS

Legal considerations

- 17 There are no legal considerations other than ensuring any new road-markings or signs are installed in accordance with New Zealand Transport Agency

Guidelines and New Zealand Traffic Regulations.

Financial considerations

- 18 The cost of new signs and any line marking can be accommodated in the 2018/2019 Road Maintenance budget.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 19 This matter has a low level of significance under Council's Significance and Engagement Policy.

Consultation already undertaken

- 20 The parking issues on Mahia Lane have been raised at previous Community Board meetings where officers gave an undertaking to consult with residents and table a report for consideration by the Board.

Engagement planning

- 21 Council has consulted residents on their preferred parking restrictions. This was undertaken using a questionnaire and plan outlining the suggested options. These were delivered to 30 properties and there were 17 responses (57%). Residents were asked to comment on restrictions over the full length of Mahia Lane but several residents raised a valid concern that they did not want their neighbours dictating what restrictions were placed outside their home. Therefore we have analysed the results by individual section of Mahia Lane to get a more balanced result.

Table 1 Survey results

Option	Response Rate	Result
1. Sth side opposite Rymans	57%	82% in favour
2. Nth section 29 to 43	75%	83% in favour (33% 1 side; 50% 2 sides)
3. Sth section 1-26	48%	45% in favour

- 22 Residents additional written comments raised several other points:
- restrictions would remove any on-street parking for visitors, with most properties only have space for the resident's own vehicles;
 - there needs to be restrictions around the bridge;
 - concerns about speed on the lane (although total parking prohibition would cause speeds to rise);

- they consider Parata Street parking from the retirement village to be a bigger issue.
- 23 Therefore officers have written the recommendations to reflect the residents feedback. With a lower response and approval rate from the southern section of Mahia Lane it was felt that no restrictions should be applied at this stage.
- 24 The final recommendations are illustrated in the attached plan in Appendix 1 of this report IS-18-672.

RECOMMENDATIONS

That the Waikanae Community Board approves the following parking restrictions for ratification by Council:

- 25 to paint broken yellow lines on the south side of Mahia Lane between Numbers 25 and 29 (the section opposite the entrance to Rymans);
- 26 to paint broken yellow lines on both sides where Mahia Lane crosses the bridge over the storm water swale between 25 and 29 Mahia Lane;
- 27 to paint broken yellow lines outside property numbers 29 to 35 on the eastern side of the road;
- 28 to paint broken yellow lines in the turning head outside property number 43.

Report prepared by	Approved for submission	Approved for submission
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Gary Adams
Traffic Engineer

Kevin Black
**Acting Group Manager
Strategy and Planning**

Martyn Cole
**Acting Group Manager
Infrastructure Services**

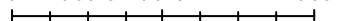
ATTACHMENT

Appendix 1 Appendix 1 Mahia Lane Parking Restrictions



Scale @ A4 - 1:750

0 0.0075 0.015 0.03 km



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