

Report 10.411
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Committee Passenger Transport
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Waikanae park and ride update

1. Purpose

To update the committee on the future park and ride arrangements and capacity at the Waikanae railway station.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Existing situation

Waikanae station in its current state is capable of accommodating up to 77 vehicles for the purpose of commuters who use the Capital Connection service from Palmerston North. The car park is also used by commuters who travel on the Mana Commuter bus service to Wellington and a number of people car pooling into Wellington.

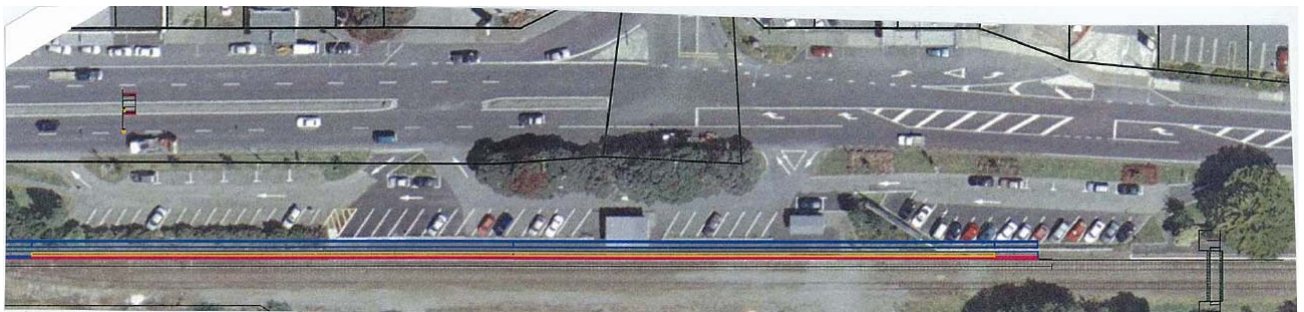


Fig.1 Existing car park layout Waikanae station.

4. Development of existing carpark

When construction of the new station building and platform begins there will be some loss of parking to accommodate the new building and platform. In addition to the construction of the platform and building, parking will be reduced to allow the entry of buses into the car park and standing space for at least two buses. Accommodation of the buses within the car park is necessary to mitigate the inherent risk of pedestrians crossing the State Highway from the bus stop located in Ngiao Road to gain access to the train service. A number of standard car parking spaces have also been removed to accommodate facilities for disabled users.

The existing car park will undergo a layout change to limit the number of spaces lost, removal of a large bill board and some re-marking of space will be carried out to ensure that the loss of space is kept to a minimum.

In total 24 spaces will be lost from the current car park situation adjacent to State Highway 1 reducing the number of available spaces to 50 standard parks, 3 disabled parks and space for 2 x 12.5 metre buses.

5. Construction of a new carpark

The project will see the construction of a new car park located on Pehi Kupa Street which has a total area of 3605 m².

The new car park facility has been designed to accommodate 89 standard spaces and 3 disabled spaces giving a total of 92 spaces. There are also a number of unmetered / time free parking spaces located on Pehi Kupa Street totalling approx 27 bringing the total number of spaces available to 119.

This gives a total Waikanae Station park and ride total of 169 standards parks, 3 disabled parks, and 2 bus parks.

The car park will be fully lit to 10 lux with an emphasis on reducing the light spill on neighbouring properties. There will be 2 footpaths installed, one at each end of the car park giving access to a pedestrian level crossing at the North end of the station and a pedestrian / vehicle access at the south end of the station. Disabled parking is to be located at the North end to reduce distance and ease of crossing the rail line via the pedestrian level crossing.



Fig 2 Proposed car park layout east and west of Waikanae Station.

6. Options for additional parking in the future

CB Richard Ellis Ltd was engaged by ONTRACK to undertake a valuation of land for compulsory acquisition with a report issued on 2 October 2007.

The purpose of the review was to look at land availability for options to build or upgrade the Waikanae rail station both North and South of Elizabeth Street, including the parking of rail carriages and a car park large enough to satisfy the anticipated commuter demand.

North of Elizabeth Street

The principal site for additional parking has been secured by lease with the land owners (yellow section in Figure 3.).

Further land identified for possible future parking is also shown in Figure 3. lot 5, a triangular shape site with an area of 1,010m² at the northern end of the proposed new parking on Pehi Kupa Street. This land is subject to the reserves Act 1977 and held by Kapiti Coast District Council for the purpose of recreation.

A second potential site identified, is the Memorial Hall tennis courts (Figure 3.) is also understood to be subject to the Reserves Act 1977 and held by Kapiti Coast District Council for the purpose of recreation. This particular piece of land was not part of the original CB Richard Ellis report but identified at a later date as possible future parking. Initial estimates indicate that as many as 45 extra parking spaces could be created on this site if released by Kapiti Coast District Council.

South of Elizabeth Street

Three large sites south of Elizabeth Street were identified and investigated. The sites vary in size and proximity to the station. All sites are in private ownership, zoned industrial, and are utilised for commercial activities. Any future use of these sites for car parking would likely require business relocation in addition to securing land tenure.

7. Communication

No communication is required at this stage.

8. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

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