

OIR: 2324/917

22 May 2024

[REDACTED]  
[REDACTED]

Tēnā koe [REDACTED]

**Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)**

Thank you for your email of **6 May 2024** requesting the following information:

- 1. the complaint from a local resident, quoted in the third paragraph of the 30 April letter***

The complaint received by Council on 23 February 2024 in full was as follows:

“We have a very dangerous parking situation on The Esplanade. I have attached photos. Cars park on the corner and it is impossible to see what’s coming the other way and several near misses have occurred when drivers have tried to pass the parked car. Painted yellow lines need to be added. There are yellow lines painted on the other side of the road that serve no purpose. They need to go. Hopefully you can look into this as a matter of urgency”.

- 2. all material held by the Council that relates to the two referenced crashes: in 2015 outside 59 The Esplanade; and 2016 outside 47 The Esplanade***

The information held by Council regarding the two crashes is set out within the attached memo and Council’s letter dated 30 April. The information in the memo was obtained from Waka Kotahi’s Crash Analysis System. If you require further information regarding these crashes, please contact Waka Kotahi.

*Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.*

**3. final technical and analytical reports produced from the footnoted 'survey data of actual speeds.'**

The attached memo titled '59 The Esplanade - Raumati' outlines the investigations that were undertaken prior to seeking feedback from residents on the proposed installation of 'No Stopping' lines between 53 and 65 The Esplanade.

**4. all submissions received in response to your letter, on and by 10 May 2024.**

Eleven responses (attached) have been received in response to our invitation to comment on the proposal. Please note, the personal details of other parties have been withheld from this information. The decision to withhold this information is made under section 7(2)(a) of the Act which allows for Council to withhold information in order to protect the privacy of natural persons, including that of deceased natural persons. In Council's view the reasons for withholding these details are not outweighed by public interest considerations in section 7(1) favouring their release.

**5. If this proposal goes ahead, it is highly likely people will use the grass verge in front of 59 The Esplanade to park their cars. Given I am required to maintain that verge, I would like to know how the Council will prevent this occurring.**

In our letter of 30 April 2024, we asked for feedback and 'In particular officers are interested in whether vehicles park regularly on the bend or not and if so, how often?'. We are aware that on occasion vehicles have parked partially on the footpath in front of 59 The Esplanade.

The KCDC Transport Bylaw 2022 states under clause 7.3:

*"No person shall park a vehicle on any road or road margin, including grass berm, verge, kerb, lawn, garden, or reserves, without due care".*

If motorists are parking on the berm without due care, please contact Council on 04 296 4700 or 0800 486 486 or email [kapiti.council@kapiticoast.govt.nz](mailto:kapiti.council@kapiticoast.govt.nz) to report the issue.

**6. It is also not clear what other options have been considered and why they might have been discounted. For example, would reducing the speed limit better ensure safety while also balancing the needs of residents, and the broader community? Or can the road be slightly widened at the affected location to support parking, and line-of-sight for passing vehicles?**

We did not consider other options as installing No Stopping lines is a low-cost option, which if implemented will depend on feedback from residents and stakeholders.

If the speed limit was reduced to either 30 or 40km/h that current mean speed (35km/h) and the speed at which 85% of motorists are estimated to travel below

(40km/h) is unlikely to change significantly. In other words, if the speed limit was reduced the sight distance requirements are unlikely to change significantly which in turn is unlikely to affect the extent of the No Stopping lines as outlined in the proposal.

Widening the road at this location would result in speeds increasing.

**7. I am aware the Council has recently completed a speed management plan. Given the pressures on The Esplanade as a narrow beach road providing for residents and for community access to Raumati South Beach, the Jeep Road boat ramp, and Queen Elizabeth Park, was it considered as part of that review? If not, will it be included in the next 3-yearly review?**

The Speed Management Plan 2023-2033 (31 October 2023) priorities:

- up to the end of June 2024 is focused on implementing 30km/h variable speed limits around schools. This is 95% complete.
- in the period 2024-27 will focus on permanent 30km/h speed limits around schools and local activity zones.
- beyond 2027 focuses on:
  - installing infrastructure along road corridors to reduce travel speeds along the road corridor and/or provide opportunities for pedestrians/ cyclists to cross the road safely.
  - extending the existing buffer around schools to 1km for primary schools and 2.25km approx. for high schools.

The Esplanade has not been considered in the current Speed Management Plan and has not been identified as a future priority. Any new requests relating to speed management are being saved for consideration in future speed management plans. This request has been added to the database. When including proposals in future speed management plans there are a number of considerations for example, the speed limit on The Esplanade and adjacent streets could be reduced if:

- the new Speed Limit Rule being drafted by the current coalition government allows area wide reductions to speed limits.
- there is widespread community support for speed reductions.
- if funding is available to enable implementation of a reduced speed limit.
- Council amends the current Speed Management Plan's future priorities.

You have the right to request the Ombudsman to review this decision. Complaints can be sent by email to [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz), or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Ngā mihi,



**Dave Hardy**

Acting Group Manager Infrastructure and Asset Management  
Kaiwhakahaere Rōpū Anga me te Whakahaere Rawa

# MEMO

TO: Vijay Soma (Team Leader - Transport Planning and Safety)  
Ruchir Gaur Manager, Access and Transport)  
FROM: Ron Minnema (Transport Safety Lead, Kapiti Coast District  
Council)/ Gary Adams (Traffic Engineer)  
DATE: 9 April 2024 (updated 16 May 2024 - highlighted in yellow)  
SUBJECT: 59 The Esplanade - Raumati

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## 1. Introduction

On 23 February 2024 the Chair of the Raumati Community Board e-mailed the GM Infrastructure and Asset Management the following:

*I've been contacted about the area of road at 59 The Esplanade Raumati South. A resident has provided some photos (attached) and said the following:*

Issue	Description
1a	<i>Cars park on the corner and it is impossible to see what's coming the other way and several near misses have occurred when drivers have tried to pass the parked car - Painted yellow lines need to be added</i>
1b	<i>There are yellow lines painted on the other side of the road that serve no purpose - They need to go</i>

*Is this something that can be sorted?*

Figure 1 illustrates the site and Figure 2 illustrates the issue.

## 2. Purpose

This memo summarises the investigations re 1a and 1b.

## 3. Background Information

The following information has been sourced from MegaMaps Road to Zero Edition 2:

- Free flow speed of vehicles travelling along The Esplanade - 35km/h
- 85<sup>th</sup> percentile speed - estimated to be 40km/h based on 35km/h x 1.15.
- Daily traffic volume – estimated as 1659 vehicles per day.
- Road classification – local street.

In addition:

- Stopping Sight Distance – based on Table 5.5 Guide to Road Design Part 3 states that the stopping sight distance for a car with a longitudinal deceleration of 0.46 and a reaction time of 2 seconds is 40m.
- Minimum sight distance between two vehicles travelling in opposite directions so both drivers can see each other, react and stop IF they are travelling in the same lane – 80m.

- Carriageway width – 6m approx.
- No Stopping lines are:
  - installed on the inside of the bend.
  - not installed on the outside of the bend.
- Reported Crashes (2014 to date)

2015	<ul style="list-style-type: none"> <li>• Non-injury</li> <li>• Head-on south of #59 The Esplanade</li> </ul>
2016	<ul style="list-style-type: none"> <li>• Non-injury</li> <li>• Southbound vehicle lost control near #47 The Esplanade – hit van</li> </ul>

- Service requests
  - No Service requests have raised this issue previously.
- The vegetation on the inside of the bend outside the frontages of 54 and 56 The Esplanade restricts the forward visibility.

#### 4. Discussion

The minimum required sight distance for two vehicles travelling in opposite directions to observe and see each other, react and stop is 80m on the assumption that a southbound vehicle has to move into the northbound lane to negotiate a parked vehicle and both vehicles are travelling at 40km/h.

The actual sight distance is around 50m.

The vegetation on the inside of the bend outside the frontages of 54 and 56 The Esplanade restricts the forward visibility and if the vegetation is trimmed back to the boundary the fencing etc on the frontage of #56 The Esplanade restricts forward visibility.

No Stopping lines have been installed on the inside of the bend to maximise forward visibility around the bend in both directions.

The 6m width of the carriageway at this location is too narrow to accommodate on street parking given the lack of forward visibility.

It is unknown how often vehicles park at this location.

Figure 3 illustrates a proposed solution to address the issues outlined above noting that:

- the ability to park on street at these locations will be removed.
- parking at the locations where No Stopping lines are proposed to be installed creates a safety issue for other road users.
- under the Land Transport (Road User) Rule 2004:

*“A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority”.*

## 5. Summary and Conclusion

The two issues are:

Issue	Description
1a	Cars park on the corner and it is impossible to see what's coming the other way and several near misses have occurred when drivers have tried to pass the parked car - Painted yellow lines need to be added
1b	There are yellow lines painted on the other side of the road that serve no purpose - They need to go

Issue 1a - A solution exists, but it is recommended that consultation is undertaken with residents to gain feedback on:

- The magnitude/ frequency of the issue.
- The proposed solution.

Issue 1b - The No Stopping lines on the inside of the bend are to maximise forward sight distance between vehicles travelling in opposite directions and must stay. If removed, a vehicle parked on the western side of the road could result in Issue 1a being replicated.

## 6. Recommendations

It is recommended that Access and Transport:

- Consult with adjacent residents.
- Confirm whether or not No Stopping Lines should be installed in full or in part.
- Inform the Community Board of the decision.

Figure 1: Site Plan



**Figure 2: Looking south along The Esplanade**



Figure 3: Proposed Solution



**From:** section 7(2)(a)  
**Sent time:** 05/03/2024 10:53:15 AM  
**To:** Ron Minnema  
**Subject:** 2024-05-03 The esplanade section 7(2)(a) - RESPONSE

---

Hi Ron,

I would like to support the proposal to put no stopping lines outside 59 The Esplanade. I live at section 7(2)(a) so when a car is parked in that area section 7(2)(a) which is unsatisfactory and unsafe. I have witnessed many near misses section 7(2)(a) while cars negotiate a dangerous corner, due to a car parked outside 59 the Esplanade, which blocks their view and requires them to have to drive onto the other side of the road.

I hope this is a helpful submission to support this necessary change.

Thanks

section 7(2)(a)

Sent from my iPhone

**From:** section 7(2)(a)  
**Sent time:** 05/05/2024 06:55:17 PM  
**To:** Ron Minnema  
**Cc:** section 7(2)(a)  
**Subject:** 2024-05-05 The Esplanade - section 7(2)(a) - RESPONSE

---

Hi Ron,

As per our conversation last week re the above proposal, section 7(2)(a) I fully support this action. section 7(2)(a) and have witnessed many near miss incidents due to parked cars on the section of road indicated on Figure 1: Site Plan.

Cars park on this section regularly at least 4 times a week and often for several days at a time. This is also on a regular bus route and have witnessed vehicles having to take evasive action to avoid contact several times. The waste collection service operates on a Wednesday with several different large trucks having to manoeuvre around parked vehicles causing even greater difficulties for oncoming traffic.

As recorded in your letter at least two accidents have been recorded and to be honest we are very likely to be witness to others without this proposal being implemented.

section 7(2)(a) neighbours and all are in support of this proposal and I have asked them to contact you in writing so hope they will.

Look forward to you being able to achieve a positive outcome.

Kind regards,

section 7(2)(a)  
Sent from my iPad

**From:** Hudson, Stephen [redacted]  
**Sent time:** 05/06/2024 02:25:34 PM  
**To:** Ron Minnema [redacted]  
**Subject:** 2024-05-06 The Esplanade - RESPONSE - FENZ  
**Attachments:** image001.png image002.png image003.png image005.png

---

Hi Ron,

FENZ would support the installation of No Stopping Lines in the area outlined on your document for The Esplanade, Raumati South.

If you require any further information feel free to contact me.

**Steve Hudson**

Assistant Commander / Group Manager, Wellington, Te Upoko.

IGC Radio SME.



[redacted]  
[steve.hudson@fireandemergency.nz](mailto:steve.hudson@fireandemergency.nz)  
[www.fireandemergency.nz](http://www.fireandemergency.nz)

---

**From:** Ron Minnema [redacted]  
**Sent:** Monday, May 6, 2024 1:40 PM  
**Cc:** Community Board Member Bede Laracy <Bede.Laracy@kapiticoast.govt.nz>; Vijay Soma [redacted]  
Ruchir Gaur <Ruchir.Gaur@kapiticoast.govt.nz>  
**Subject:** 2024-05-06 The Esplanade Consultation letter - REQUEST - FENZ/ Greater Wellington/ Wellington Free Ambulance

Good afternoon, everyone.

We in the process of consulting with several residents residing in The Esplanade Raumati re a proposal to install No Stopping lines for the reasons outlined above in the attached e-mail.

We have received some responses from residents and would appreciate (if you have time) any feedback from your organisation no later than Friday 24 May 2024.

Kind regards

**Ron Minnema**  
Transport Safety Lead



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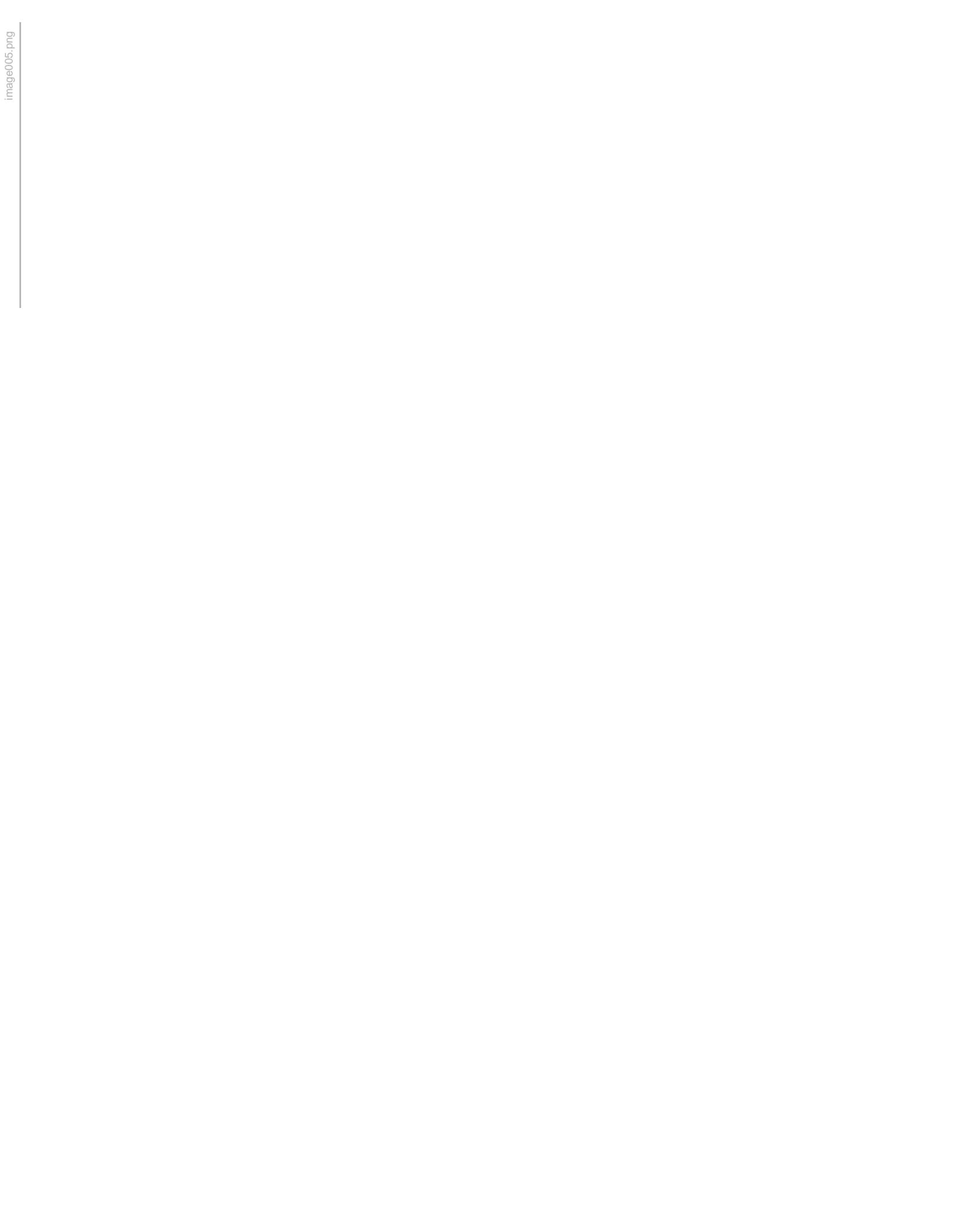


# Kāpiti Coast

**DISTRICT COUNCIL**  
Me Huri Whakamuri, Ka Titiro Whakamua







**From:** Luke Benner [redacted]  
**Sent time:** 05/08/2024 01:03:58 PM  
**To:** Ron Minnema [redacted]  
**Cc:** Charlie Fairbairn <[redacted]>  
**Subject:** 2024-05-06 The Esplanade - RESPONSE - Greater Wellington  
**Attachments:** image003.png image004.png image005.png

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Hi Ron, thanks for sharing this with Metlink.

We are fully supportive of further no stopping lines being introduced on The Esplanade, particularly in this location where forward visibility is limited much of the time. This part of the network can be tight at times and so opportunities such as this to improve access and safety for buses can only be a good thing.

Kind Regards,  
Luke.

**Luke Benner**

Project Manager | Bus and Ferry Assets – Metlink Assets & Infrastructure  
Metlink

I currently work 4 days a week (with every Tuesday off)

100 Cuba Street, Te Aro, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142

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**From:** Ron Minnema [redacted]  
**Sent:** Monday, May 6, 2024 1:40 PM  
**Cc:** Community Board Member Bede Laracy <Bede.Laracy@kapiticoast.govt.nz>; Vijay Soma [redacted]  
Ruchir Gaur <Ruchir.Gaur@kapiticoast.govt.nz>  
**Subject:** 2024-05-06 The Esplanade Consultation letter - REQUEST - FENZ/ Greater Wellington/ Wellington Free Ambulance

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Kind regards

**Ron Minnema**  
Transport Safety Lead



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# Kāpiti Coast

**DISTRICT COUNCIL**  
Me Huri Whakamuri, Ka Titiro Whakamua



**From:** Katie Wilson [REDACTED]  
**Sent time:** 05/06/2024 03:28:19 PM  
**To:** Ron Minnema [REDACTED]  
**Subject:** 2024-05-06 The Esplanade - RESPONSE - Wellington Free Ambulance  
**Attachments:** image001.png image002.png

---

Hi Ron,

There are no issues for Wellington Free with this proposal.

Thanks  
Katie

---

**From:** Ron Minnema [REDACTED] >  
**Sent:** Monday, May 6, 2024 1:40 PM  
**Cc:** Community Board Member Bede Laracy <Bede.Laracy@kapiticoast.govt.nz>; [REDACTED]  
Ruchir Gaur <Ruchir.Gaur@kapiticoast.govt.nz>  
**Subject:** 2024-05-06 The Esplanade Consultation letter - REQUEST - FENZ/ Greater Wellington/ Wellington Free Ambulance

Good afternoon, everyone.

We in the process of consulting with several residents residing in The Esplanade Raumati re a proposal to install No Stopping lines for the reasons outlined above in the attached e-mail.

We have received some responses from residents and would appreciate (if you have time) any feedback from your organisation no later than Friday 24 May 2024.

Kind regards

**Ron Minnema**  
Transport Safety Lead



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# Kāpiti Coast

**DISTRICT COUNCIL**

Me Huri Whakamuri, Ka Titiro Whakamua

**From:** section 7(2)(a)  
**Sent time:** 05/07/2024 11:58:02 AM  
**To:** Ron Minnema >  
**Subject:** 2024-05-07 The Esplanade - RESPONSE - section 7(2)(a)

---

I have your letter to the neighbours and agree to no parking on the curve.

Something has to be done urgently because ;

Sightlines non existant, trim trees.

Amount of traffic to the south/park entry

Near misses unrecorded

Cars trucks vans now wider

Danger for access section 7(2)(a)

Western kerb could be lower,tighter

It is a no Brainer!

section 7(2)(a)

**From:** section 7(2)(a)  
**Sent time:** 05/07/2024 04:56:13 PM  
**To:** Ron Minnema  
**Subject:** 2024-05-07 The Esplanade - RESPONSE - section 7(2)(a)

---

Hi Ron

I live at section 7(2)(a). Frequently, especially on the weekends I have to be very careful passing parked cars to access my driveway.

I suggest you consider The Esplanade is a busy road especially in the mornings and evenings as lots of the dog walkers drive to the park for the lead free beach access. On weekends this gets added to with the kayakers and families and walking groups.

There are multiple driveways off the sharp bend and visitors to these properties park on the left in front of number 59 and also mount the footpath between section 7(2)(a). This causes those walking on the footpath to have to go around the cars onto the road area.

Cutting back vegetation on the opposite side will not help as cars are travelling quite fast when they hit the bend from the south. Quite a few cars also pull into the driveways to turn and go back and park at the beach access points.

I strongly support having a yellow line painted on the left hand side heading south between number 59 and 67.

Regards  
section 7(2)(a)

section 7(2)(a)

**From:** section 7(2)(a) >  
**Sent time:** 05/07/2024 05:57:10 PM  
**To:** Ron Minnema  
**Subject:** 2024-05-07 The Esplanade - RESPONSE -section 7(2)(a)

---

Yes we support the proposed remedy for the dangerous parking problem at the Esplanade. We have had numerous close calls because of this problem and this proposal will certainly go a long way to reducing the danger.

As we live at section 7(2)(a), this is an issue that does affect us.

section 7(2)(a)

Sent from my iPad

**From:** section 7(2)(a)  
**Sent time:** 05/08/2024 07:53:28 PM  
**To:** Ron Minnema < >  
**Subject:** 2024-05-08 The Esplanade - RESPONSE -section 7(2)(a)

---

Dear Ron,

I support installing no stopping lines on the corner due to the nature of the fact that many poor drivers speed and cross the centre line.

When cars park on the corner (mainly visitors on weekends)and you are forced to swerve out with limited visibilty ,it creates a Russian roulette on whether you meet an idiot in the middle or not.

It seems only a matter of time before there is a serious accident.

section 7(2)(a) , but I believe these lines should be enforced due to public safety.

Thankyou for considering my feedback

section 7(2)(a)

section 7(2)(a)

**From:** section 7(2)(a)  
**Sent time:** 05/09/2024 03:49:14 PM  
**To:** Ron Minnema  
**Subject:** 2024-05-09 The Esplanade - RESPONSE - section 7(2)(a)  
**Attachments:** map-9.pdf

---

Good afternoon Ron

Being a resident of section 7(2)(a) I have seen many near misses when cars are parked outside 59 the Esplanade. At other times there are cars parked outside 63- 65 part on the footpath trying to be safe but in fact forcing pedestrians out on the road especially those with prams or wheelchairs.

I wonder if the grassed area on *both sides* of the pump station outside 59 The Esplanade could be created into a parking area. I have attached a map with my proposal showing 4 parking spaces. Just a thought!!

I also believe a speed limit of 40 km per hour should be introduced along the Esplanade. There are always people, young and old crossing to go to the beach and often cars driving at a dangerous speed especially being a seaside location.

Kind regards

section 7(2)(a)



Parking spaces??



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Subject Property  Sold Properties  Listed Properties  Other Selected Properties 

**From:** section 7(2)(a)  
**Sent time:** 05/09/2024 03:25:41 PM  
**To:** Ron Minnema  
**Subject:** 2024-05-09 The Esplanade - RESPONSE - section 7(2)(a)

---

Hi Ron

As the writer of this submission, I certainly support the proposal. I was nearly "wiped out" again yesterday when a car speeding around the corner from the south!

Kind regards

section 7(2)(a)

section 7(2)(a)

Raumati South

section 7(2)(a)