

Chairperson and Community Board Members
PAEKĀKĀRIKI COMMUNITY BOARD

27 NOVEMBER 2012

Meeting Status: **Public**

Purpose of Report: For Decision

PAEKĀKĀRIKI HILL ROAD/BEACH ROAD / STATE HIGHWAY 1 INTERSECTION ACCESS RESTRICTIONS

PURPOSE OF REPORT

- 1 The New Zealand Transport Agency (NZTA) has submitted a proposal which if accepted places restrictions to the access off Paekākāriki Hill Road onto State Highway One (SH1). The purpose of this report is to assess whether the Community Board supports the proposal and if so then approval is sought for the banning of right turns off the Paekākāriki Hill Road.

SIGNIFICANCE OF DECISION

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

BACKGROUND

- 3 Since 2002, many alternative measures have been considered for improving the safety of the Paekākāriki Hill intersection with SH1, including: traffic management measures on Paekākāriki Hill Road ie. banning right turn out or introducing one way working, as well as different priority layout arrangements, signalisation and grade separated arrangements. All of these have been rejected for a combination of reasons including: costs, insufficient economic benefit, conflict with state highway policy, feasibility issues, misalignment with long term corridor planning or community opposition.
- 4 In 2002, consultants for Transit NZ (now NZTA) undertook the Paekākāriki Access Study. This provided the community with the opportunity to provide their views on proposed improvements for the intersection. The results of the study were released in 2003 and showed that a signalised intersection was the public's preferred option.
- 5 Transit NZ did not support traffic signals at that time and in subsequent years NZTA has also decided not to proceed with a signalised intersection upgrade on the basis of cost and potential delays. They have however continued to look at other various options for improving the intersection.
- 6 Recently the Paekākāriki Community Board requested that NZTA again review options associated with the intersection with specific reference to the introduction of a one way working Paekākāriki Hill Road or a left turn only option exiting Paekākāriki Hill Road. The current NZTA proposal is in response to the Board's request with regard to the left turn only option.

CONSIDERATIONS

- 7 The left-turn only option out of Paekākāriki Hill Road onto SH1, suggested by the Community Board is a modified version of the seagull option previously proposed by NZTA but rejected by the local community.
- 8 The previous seagull design forced north bound motorist coming off the Paekākāriki Hill Rd to drive south to the “Fisherman’s Table” and make a “u” turn. The current proposal however allows for traffic wanting to head north to enter into the forecourt of the now closed Paekākāriki BP petrol station (see Appendix 1 **attached**), where they would be able to exit the station heading north. This change was made on the basis that it would be extremely unlikely that vehicles would travel the additional distance to the “Fisherman’s Table” turn around site.
- 9 Although the left turn only option does not remove the risk of a serious harm accident it does reduce that risk. The option was supported by NZTA previously and this medium term low cost solution has now been adopted by NZTA as a viable option. Construction work is proposed to be included with resurfacing work and be undertaken at night during the 2012/2013 Christmas holiday period.
- 10 A number of concerns with the proposal have been raised in respect to road safety by Council officers including:

- The width of the proposed flush median on SH1 does not accommodate storage of vehicles exiting from the service station site heading north. The median width at this opening is 2m increasing to a width of 2.5m

State Highway Geometric Design Manual Section 6:

Cross Section 6-19 March 2002 refers:

“The use of painted, or flush, medians on urban roads has become a common practice and widths of 3.0 to 4.8m will usually provide an optimum design in these situations.”

- It is unusual to have a left in left out treatment which includes a one directional cross movement. The associated problems of this arrangement are compounded since vehicles travelling from Beach Road to Paekākāriki Hill Road cross three lanes with no provision for storage in central median;
- The proposed Paekākāriki Hill Road pavement widening has a very steep gradient (15.5%) (**attached** Appendix 2). There is a possibility vehicles will over shoot the limit line and end up in the south bound lane on SH1. A grade change from 15.5% to 3% normal cross fall at that point could also result in trucks bottoming out at the tail end;
- Traffic wanting to head north from Paekākāriki Hill Road enter onto the State Highway 1 southbound lane for a distance of 10m before exiting into the service station site. There is a potential risk associated with this

manoeuvre which includes vehicles not waiting for an adequate gap in the south bound lane and with a speed difference of 60km/h this could result in a crash;

- There is a potential problem associated with ‘u’ turns on Beach Road. Some traffic may decide to undertake ‘u’ turns in the area of the railway lines on Beach Road putting them at risk of being hit or getting stuck on the railway tracks.
- 11 Several of these concerns were also raised through NZTA’s own safety review process but due to the low number of vehicles potentially undertaking these manoeuvres and the level of improvement from the current intersection layout, no changes have been made to the proposal.
 - 12 No traffic counts have been undertaken at this site since 2006. As there have been a number of changes on the highway since 2006 the traffic data cannot be used. The predicted traffic movements affected by the restrictions are however considered to be very low.
 - 13 The speed limit thresholds are being reviewed by NZTA at the moment and they plan to consult on this matter separately along with extending the 70kph zone. They do not however propose to reduce the speed through the intersection as part of the current proposal but will continue to monitor the site after the proposed changes have been made.

Future Considerations

- 14 Transmission Gully is likely to be implemented within the next 10 years and as a condition of NZTA’s consent the intersection must be modified so that it is “fit for purpose”. This work could include the construction of traffic lights and the current NZTA proposal would be an interim measure until further upgrade works are undertaken.
- 15 If the Board support the proposed upgrade then approval of the no right turn signage off Paekākāriki Hill Road would be required. If the Board does not support the proposal then it is likely that no works would be undertaken by NZTA until such time as Transmission Gully construction is completed.

Financial Considerations

- 16 Council has no budget allocation within the current Long Term Council Community Plan for any future major improvements to the intersection.
- 17 If the NZTA proposal is supported then the cost of any signage associated with the left turn only off Paekākāriki Hill Road would be met within existing budgets. NZTA would fund all the other associated improvement costs.

Legal Considerations

- 18 There are no legal consideration.

Delegation

- 19 The Paekākāriki Community Board is delegated: *“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).”* However as the proposed changes impact on the State Highway, which is not a local road, authority rests with Council to approve the proposed changes.

Consultation

- 20 The proposed layout has been displayed in the local papers and was presented by NZTA at the Community Board meeting on 16 October 2012. NZTA also presented their proposal at an Emergency Services Committee meeting on the 15 November 2012 where the concerns raised by members of the emergency services group were consistent with those raised by Council officers.
- 21 If the proposal is accepted NZTA will give written notification to the residents on Paekākāriki Hill Road of the access changes. There is also an extensive advertising campaign planned for the road layout changes.

Policy Implications

- 22 There are no policy implications.

Tāngata Whenua Considerations

- 23 There were no Iwi considerations identified.

Publicity Considerations

- 24 All publicity on changes to SH1 is the responsibility of the NZTA.

RECOMMENDATIONS

- 25 That the Paekākāriki Community Board recommends to Council the approval of the NZTA proposal to restrict traffic access for Paekākāriki Hill Road (as shown in Appendix 1 of report IS-12-743) which:
- prohibits the right turn movement from Paekākāriki Hill Road onto State Highway No1

- prohibits the right turn movement into Paekākāriki Hill from State Highway No1.
- 26 The Community Board recommends to Council that, subject to NZTA deciding to proceed with the proposal, a public notification is issued for the access restrictions on Paekākāriki Hill Road as required by KCDC Traffic Bylaw 2010.
- 27 That the Community Board continue dialogue with the NZTA on the options for traffic signals at the intersection as the optimum long term solution.

Report prepared by:

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APPENDICES:

Appendix 1: Intersection Safety Improvements – Layout Plan Option 2

Appendix 2: Paekakariki Hill Road – Safety Improvements Civil Works Plan and Longitudinal Section

Appendix 3: Paekakariki Hill Road – Safety Improvements Pavement Marking and Signage Plan