

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

**25 JANUARY 2011**

Meeting Status: Public

Purpose of Report: For Decision

## **NEW ZEALAND TRANSPORT AGENCY STATE HIGHWAY 1 CRASH REDUCTION STUDY KĀPITI COAST**

### **PURPOSE OF REPORT**

- 1 To inform the Paekākāriki Community Board of the recommendations of the New Zealand Transport Agency's (NZTA) Crash Reduction Study for State Highway 1 (SH1)/Beach Road intersection.

### **BACKGROUND**

- 2 During early 2010 the NZTA undertook an area-wide analysis of accidents that occurred between 2005-2009 along SH1 through the Kāpiti Coast area. This was followed by a crash reduction study which looked at three sites including SH1/Beach Road intersection.
- 3 In 2010, Safer Journeys the new national road safety strategic approach was introduced which called for a "safe system". The approach seeks to progressively achieve safer roads and roadsides, safer speeds, safer vehicles and safer road use. The safe system approach has been considered in the crash reduction study although the study also acknowledges that the safe system solution is not always practicable.
- 4 The crash reduction study commenced in June 2010 and involved a desk-top analysis and site visits to the three sites.
- 5 The accident history for the period 2005-2009 indicates there were 14 crashes at the SH1/Beach Road intersection, two causing minor injuries and the remaining 12 being all non-injury crashes. Seven crashes involved crossing/turning traffic, six crashes were rear end/obstruction and one was an overtaking crash.
- 6 Traffic volume surveys conducted in 2009 showed the following number of vehicles per day on each road:

• State Highway 1	24,700
• Beach Road	3,187
• Paekākāriki Hill Road	907
- 7 Changes to speed limits and signage were carried out on SH1 between 2007 and 2009. A comparison of speed survey results showed a drop in the mean speeds from over 80kph prior to the 2007 changes to approximately 65kph in September 2009.

## CONSIDERATIONS

### Findings

- 8 The study recommends a number of improvements to the SH1/Beach Road intersection. These comprise:
- minor changes to markings and better signage to reduce the likelihood of southbound motorists turning off SH1 entering Beach Road on the wrong side of the road;
  - increasing the central waiting area/acceleration lane on SH1 for motorists exiting from Beach Road and turning right to improve ability to merge with southbound traffic;
  - extending the SH1 northbound left-turn lane into Beach Road by 50m. This improves the ability of southbound vehicles to determine if a vehicle approaching from the opposite direction is turning into Beach Road or travelling straight through the intersection and allows for better judgment by motorists. This option requires the removal of some large pohutukawa trees between the state highway and the railway line; and
  - continuing to monitor crashes at the site.
- 9 Two further options were considered which included an elongated roundabout and a seagull intersection. Neither option was recommended as a solution in the crash reduction study. The “safe system” solution would be to install an elongated roundabout. The study identifies that this would not be economically viable given the reducing accident rate at the intersection following the 2007-2009 safety improvements.

### Issues

- 10 The Paekākāriki Local Outcomes specifically raise the access issues from the state highway into the village. The outcomes state:
- speed standards along the State Highway should be modified to allow for safe access, so that ‘at grade’ solutions can be found;
  - any structures built do not adversely affect the landscape and design qualities of the coastal escarpment and the significance of that to the character of the Village;
  - the nature and quality of Beach Road (main street) is protected; and
  - the visual qualities of any structures built merge as much as possible into the escarpment landscape.
- 11 The recommendations of the crash reduction study are consistent with this local outcome.
- 12 The Local Outcomes also seek to maintain the overall character elements of the Village including:
- large trees in parks and streets;
  - the backdrop of the coastal escarpment continues to dominate views from all streets lying behind the main dunes; and

- large sections with significant areas of open space, trees and natural areas.
- 13 The study recommendations if implemented would require the removal of some large pohutukawa trees between the State Highway and the railway line. These trees add to the character of the entrance to the Village as well as assisting in the reduction of the constant vehicular noise from the State Highway to residential properties on Ames Street. This recommendation is inconsistent with some of the local outcomes.

### Financial Considerations

- 14 There are no financial implications.

### Legal Considerations

- 15 There are no legal considerations.

### Delegation

- 16 The Community Board may consider this matter under para 6.2 of the Governance Structure: *'The scope of activity for the Community Boards is to [...] represent, and act as an advocate for the interests of its community...'*

### Consultation

- 17 Should the NZTA seek to implement any of the recommendations then consultation on any proposals would be carried out by the NZTA at a future date which has not yet been provided to Kāpiti Coast District Council.

### Policy Implications

- 18 There are no policy implications.

## CONCLUSION

- 19 The crash reduction study has been undertaken by transport safety experts including international (Australian) safety professionals. Low cost solutions have been proposed to address public concern over safety at the Beach Road intersection. These follow successful low cost measures introduced over the past 4 years.
- 20 The recommendations for the Beach Road intersection have some inconsistencies with the Community Outcome statements for the Paekākāriki area.

## RECOMMENDATIONS

- 21 That the Paekākāriki Community Board supports and asks Council to support the following NZTA recommendations for proposed changes to the intersection of SH1 and Beach Road:
- a) minor changes to markings and better signage to reduce the likelihood of southbound motorists turning off SH1 entering Beach Road on the wrong side of the road;
  - b) increase the central waiting area/acceleration lane on SH1 for motorists exiting from Beach Road and turning right to improve ability to merge with southbound traffic;

- c) continued monitoring of crashed at the site.
- 22 That the Paekākāriki Community Board does not support and asks Council not to support extending the SH1 northbound left-turn lane into Beach Road by 50m, as this option requires the removal of some large pohutukawa trees between the State Highway and the railway line.

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