

Chairperson and Community Board Members
ŌTAKI COMMUNITY BOARD

13 OCTOBER 2015

Meeting Status: **Public**

Purpose of Report: For Decision

KIRK STREET AOTAKI STREET GIVE WAY CONTROL AND INTERSECTION TREATMENT

PURPOSE OF REPORT

- 1 This report seeks the Ōtaki Community Board's (OCB) approval for the installation of Give Way traffic control at the intersection of Kirk Street and Aotaki Street, Ōtaki.

DELEGATION

- 2 Section 10.17 of the Governance Structure and Delegations 2013-2016 Triennium gives the Community Board the:

“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)”.

BACKGROUND

- 3 Aotaki Street is a Primary Collector route and carries over 2500 vehicles per day (vpd). Kirk Street is an access road and carries 700 vpd.
- 4 The intersection is currently uncontrolled with standard centreline markings on each approach on Kirk and Aotaki Streets. Standard Road Code rules apply:

“At a T-intersection or driveway, traffic on a terminating road or driveway (bottom of the T) must give way to all traffic on a continuing road (top of the T).”

- 5 There have been a number of accidents at this intersection over recent years including vehicles crashing through the front boundary fencing of an adjoining property. The most recent crash happened in August this year, which prompted the call for an investigation into possible mitigation. The local resident fears for his family and property and feels that the cause of the problem is excessive speed through the intersection and has requested a localised speed hump across the road

ISSUES AND OPTIONS

Issues

- 6 Crash statistics have been obtained from the New Zealand Transport Agency's (NZTA) Crash Analysis System (CAS) for the period 2009 to mid 2015. This is a database that records and allows analysis of crash information recorded by the

New Zealand Police. There are three recorded crashes at this intersection all of which were non-injury. One was a nose to tail crash attributed to inattention and following too close and the other two were vehicles losing control turning out of Kirk Street onto Aotaki Street. One of these was an alcohol impaired driver and the other was an inexperienced driver losing control under heavy acceleration. These accidents occurred in 2012 and 2013 and there have been no other official records since that time.

- 7 A proven technique employed in crash reduction is adding on or enhancing other existing traffic control devices. Countermeasures may take the form of raising driver awareness on approaches to reduce through speeds with:
 - enhanced or enlarged signage.
 - enhanced line marking.
 - electronic warning signs.
- 8 As there are no control lines or signage at this intersection, this type of intervention is appropriate. The installation of a single speed hump at this site would not be appropriate as the majority of the accidents are not speed related.
- 9 Further monitoring will be undertaken after the proposed improvement works are completed to determine if any further traffic calming is warranted.

Option

- 10 Install a Give Way sign and markings at Kirk Street together with a black/yellow double headed chevron on Aotaki Street opposite the Give Way sign as per the Manual of Traffic Signs and Markings (MOTSAM). Install a pedestrian refuge island on Kirk Street where it meets Aotaki Street to better delineate the intersection and maintain and improve pedestrian crossing facilities, and install a new street light to better illuminate the intersection (location yet to be determined).

CONSIDERATIONS

Policy considerations

- 11 There are no policy implications in relation to the recommendations.

Legal considerations

- 12 There are no legal considerations other than ensuring any new signs or road-markings are manufactured and installed in accordance with NZTA guidelines and New Zealand parking standards.

Financial considerations

- 13 The cost of the proposed line marking, signage and any civil works can be accommodated in the 2015/2016 maintenance and Minor Safety Improvement budgets.

Tāngata whenua considerations

- 14 There are no recognised issues for consideration relating to Iwi.

SIGNIFICANCE AND ENGAGEMENT

Degree of significance

15 This matter has a low level of significance under Council policy.

Consultation already undertaken

16 Council officers have spoken to the resident impacted on by the previous accidents but no further consultation has been undertaken. If approved notice will be provided to residents within the immediate area of the proposed works.

Engagement planning

17 An engagement plan is not needed to implement this decision.

Publicity

18 There are no publicity considerations in relation to these recommendations.

RECOMMENDATIONS

19 That the Ōtaki Community Board approves the following:

- a) The installation of a package of improvements which include Give Way traffic controls in accordance with the *Land Transport Rule – Traffic Control Devices 2004*, a pedestrian refuge, new street light, and warning chevron sign at the intersection of Kirk Street and Aotaki Street. A plan of this is included in Appendix 1 of report IS-15-1720.

Report prepared by	Approved for submission	Approved for submission
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ATTACHMENT

Appendix 1 Kirk Street / Aotaki Street Intersection Scheme Plan