

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

18 FEBRUARY 2014

Meeting Stat us: **Public**

Purpose of Report: For Information

REALM DRIVE TRAFFIC IMPLICATIONS

PURPOSE OF REPORT

1. This report provides the Paraparaumu/Raumati Community Board with information in respect of the physical works necessary to mitigate traffic speeds and manage through traffic movements on Realm Drive.

SIGNIFICANCE OF DECISION

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

BACKGROUND

3. At the Council meeting of 28 November 2013, a petition was presented to Council by the residents of Realm Drive expressing their concerns regarding the speed and increased volume of traffic using Realm Drive. Residents were concerned that without some form of intervention by the Kāpiti Coast District Council ('the Council') a fatality was inevitable.
4. This report follows on from a previous report (Risk & Road Safety Report) prepared in 2005 (Appendix 4) after Realm Drive residents raised a number similar issues associated with:
 - speed of vehicles using Realm Drive;
 - increasing levels of traffic using the road;
 - increasing number of heavy vehicles travelling through the corridor;
 - noise associated with heavy vehicles using the road;
 - safety of road users.
5. The contents of this report review the findings and recommendations contained in the 2005 report (Appendix 4) with particular reference to the proposed remedial measures recommended to address the speed and safety issues raised by residents. Although no compelling safety and traffic issues were identified in 2005, physical works were recommended to be implemented in two phases. The Phase 1 remedial works have been successfully implemented.
6. This report provides an outline of Phase 2 remedial proposals from the 2005 report, and provides further analysis, comment and recommendations for Community Board consideration based on more recent traffic data.

CONSIDERATIONS

Issues

7. Fresh traffic data for 2013 has been collected to determine the baseline scenario of this analysis. The Council also carried out a detailed search of the crash database for the last five year period 2008 to 2012. Copies of the traffic data and the crash history are presented in Appendices 1 and 3 respectively.
8. In reviewing the detailed 2005 report, it was noted that average daily traffic flows in 2005 were around 2700 vehicles. This is comparable with the 2013 daily traffic flow of 2714 vehicles.
9. It was also reported in 2005 that flows during the working week were slightly higher at around 3000 vehicles per day. This was recorded in the morning and evening periods between 8.00am and 5.00pm during the working week. This is also very comparable with the 2013 daily traffic flow of 2961 vehicles per day.
10. Analysis based on the Mackays to Peka Peka Expressway modelling results indicates that traffic flow on Realm Drive is expected to reduce once the Expressway is completed and becomes operational.
11. In terms of the speed of vehicles using Realm Drive, the 85th percentile speed reported in 2005 was around 58 km/h in 2013 the 85th percentile speed was slightly lower at 56 km/h. On the basis of this analysis, it is reasonable to conclude that the Phase 1 mitigation measures implemented as a result of the 2005 report have helped to reduce traffic speed to some extent.
12. The proportion of heavy vehicles using Realm Drive in 2005 was reported to be 3 percent but it is unclear which types of classification were used in the analysis.
13. The breakdown of 2013 traffic data describes heavy vehicles in classes as described in NZTA vehicle classification scheme. From this data, only 0.4% of traffic using Realm Drive can be classified as heavy vehicles with three or more axles.
14. With crash analysis, we noted that no injury or non-injury crashes were reported along the entire corridor of Realm Drive for the period 2000 to 2004. According to the 2005 report, there were three crashes all of which occurred at the intersections at the ends of Realm Drive.
15. Our safety analysis for 2013 also showed a similar pattern with no injury or non-injury crashes reported for the five year period 2008 to 2012 on Realm Drive except five non-injury crashes which occurred at the intersections. This would suggest that Phase 1 traffic calming measures implemented on Realm Drive have successfully achieved the core objective of maintaining road safety.

Options

16. In considering the best approach to adopt we have reviewed the physical work undertaken previously, the recent data on traffic volumes and speed and the overall road geometry of Realm Drive.

Vertical deflection (Speed humps)

17. The use of 'vertical deflection' (speed humps) is not considered to be an appropriate solution to the current issues on Realm Drive. The use of speed humps can be very successful in reducing speed where you have a high number

of speeding motorists and a road alignment (straight) that lends itself to speeding. They are also very successful where you have a need to reduce speed at pedestrian crossings with limited stopping distance or sight lines and where the primary focus is on reducing speed.

Horizontal deflection (Narrowing)

18. The primary issue on Realm Drive would appear to be the volume and type of vehicles using the road. This issue is potentially going to get worse during the construction phase of the expressway.
19. Limiting road width through the use of traffic islands or build outs is both effective in reducing speed and deterring heavy commercial vehicles from travelling along a particular route.
20. It is therefore recommended that the phase two recommendations from the 2005 report are implemented:
 - install right turn bays for the side roads along Realm Drive;
 - install traffic islands at key locations. These islands may also include kerb extensions and median islands;
 - gateway treatments, including additional signage to warn motorists to slow down.
21. Final location of these improvements will be based on further investigation as to the most effective location, can be accommodated from existing minor improvements budget and could be completed prior to the end of June 2014.
22. It is also considered that a greater emphasis on enforcement by the Police would complement the proposed physical works and further reduce the incidents of speeding.

Financial Considerations

23. There are no financial implications associated with the recommendations in this report.

Legal Considerations

24. No legal issues have been identified at this stage.

Delegation

25. The Community Board may make a decision on this matter under Section D of the Governance Structure and Delegations document (7 November 2013 version), clause 10.17:

"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..."

Consultation

26. The Council will undertake public notification prior to the commencement of any mitigation works.

Policy Implications

27. The mitigation works proposed are consistent with the Council's Sustainable Transport Strategy and District Plan policies.

Tāngata Whenua Considerations

28. There are no tāngata whenua considerations.

RECOMMENDATIONS

29. That the Paraparaumu-Raumati Community Board:

- (i) support the implementation of further mitigation works identified in report IS-14-1124 to reduce vehicle speeds along Realm Drive, specifically;
- (ii) install right turn bays for the side roads along Realm Drive;
- (iii) install traffic islands at key locations. These islands may also include kerb extensions and median islands;
- (iv) gateway treatments, including additional signage to warn motorists to slow down;
- (v) request that the Police undertake an increased level of monitoring and enforcement along Realm Drive.

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ATTACHMENTS:

Appendix 1: 2013 Traffic Data

Appendix 2: 2013 Traffic Speed Data

Appendix 3: 2008-2012 Crash History

Appendix 4: 2005 Risk & Road Safety Report