

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

16 JULY 2013

Meeting Status: **Public**

Purpose of Report: For Decision

## **OPTIONS FOR ROAD SAFETY IMPROVEMENTS TILLEY ROAD AND AMES STREET, PAKĀKĀRIKI**

### **PURPOSE OF REPORT**

- 1 This report seeks approval from Pāekākāriki Community Board to introduce parking restrictions (broken yellow lines) at the northern-end of Tilley Road; and to provide a scheme to improve speed limit signage and road safety at the southern-end of Ames Street.

### **SIGNIFICANCE OF DECISION**

- 2 This report does not trigger the Council's Significance Policy.

### **BACKGROUND**

#### *Tilley Road*

- 3 A new sports field and parking area have been created in unused land at the northern-end of Tilley Road. This will provide two playing fields, a warm-up/training area, and a chip-sealed car park for approximately 30 vehicles.
- 4 In a memo to the Board dated 11 March 2013 it was reported that, until the sports field becomes operational, the full impacts on the local network are hard to determine and will need to be monitored once it is open.

#### *Ames Street*

- 5 Ames Street branches off State Highway 1 at the southern-most extent of Paekākāriki. Traffic is leaving the highway at relatively high speed (an 80kph limit) to the urban limit of 50kph. The 50 kph speed limit on Ames Street is signposted approximately 40 metres north from its junction with SH1 and currently only has minimal signage on the left-hand-side.
- 6 With the construction of the Paekākāriki Escarpment Walkway, there are increasing numbers of visitors parking at the southern-end of Ames Street. Consultation is already underway by our Cycleways, Walkways & Bridleways Planner for a car parking area in the Ames Street Reserve but this is likely to require a resource consent and take some time to implement.

### **CONSIDERATIONS**

#### Issues – Tilley Road

- 7 Initial verbal consultation with local residents has been undertaken and there are concerns about the width of the road and vehicles already using resident's driveways to turn around in.
- 8 It is therefore proposed to introduce parking restrictions (broken yellow lines) at the end of Tilley Road to protect access to the sports field, weaver's hall, and

residents at 160 Tilley Road. The approximate measurements for this will be: 4 metres on the eastern-side (across the driveway of No. 160), 7 metres across the end of the road, and 10 metres on the western-side (in front of No.143). This will protect the access to the sports field and weaver's hall but still leave room for resident's on-street parking at each property. [refer appendix 2]

#### Issues – Ames Street

- 9 Parking restrictions have been suggested as part of the car park proposals but due to the expected delay or possible rejection of the car park the existing road safety concerns need to be addressed. High speed vehicles exiting SH1 are encountering parked or manoeuvring vehicles so there is need to remove or reduce the point of conflict.
- 10 It is therefore proposed to install new gateway signs to reinforce the speed limit. There is limited space on the left-hand-side next to the footpath but there is a wider space on the right-hand-side suitable to erect a large "threshold" sign displaying the speed limit and name "Paekākāriki". A sign design proposal is included at Appendix 5.
- 11 Broken yellow lines on both sides of Ames Street between SH1 and No.75 are proposed as part of the car park but in the interim, to remove the worst conflict but still retain some parking capacity, it is proposed to install approximately 140 metres of broken yellow lines on the left-hand (western) side of Ames Street only. This protects the footpath and removes the possibility of a high speed vehicle leaving SH1 running straight into the rear of a parked car. [refer to appendix 4]
- 12 When/if the car park goes ahead, then Council would seek approval for broken yellow lines on the right-hand-side of Ames Street, together with an extension of the speed hump treatments already employed in Ames Street.

#### Financial Considerations

- 13 There are no financial considerations.

#### Delegation

- 14 The Community Board has: *"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)"*.

#### Publicity Considerations

- 15 There are no publicity considerations.
- 16 The two affected residents on Tilley Road have been approached and the original design amended to protect access while still allowing residential parking outside their properties.
- 17 Initial public consultation has been undertaken with Ames Street residents, however further consultation is required regarding the car park and any implications, before a final decision can be made on its construction.

**RECOMMENDATIONS**

- 18 That the Paekākāriki Community Board approves the installation of broken yellow lines at the northern-end of Tilley Road (as per Appendix 2 of report IS-13-928).
- 19 That the Paekākāriki Community Board approves the installation of broken yellow lines on the western-side of Ames Street (as per Appendix 4 of report IS-13-928).

**Report prepared by:**

**Approved for submission by:**

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ROADING TRAFFIC ENGINEER**

**Sean Mallon  
GROUP MANAGER,  
INFRASTRUCTURE SERVICES**

**ATTACHMENTS:**

- Appendix 1: Site Photos Tilley Road
- Appendix 2: Proposed Road Marking Plan Tilley Road
- Appendix 3: Site Photos Ames Street
- Appendix 4: Proposed Road Marking and Sign Location Plan Ames Street.
- Appendix 5: Sign Design