

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

16 FEBRUARY 2016

Meeting Status: **Public**

Purpose of Report: For Information

REALM DRIVE UPDATE

PURPOSE OF REPORT

- 1 This report provides the Paraparaumu/Raumati Community Board with an update in respect of the physical works installed to mitigate traffic speeds and manage through traffic movements on Realm Drive, as resolved by the Board on 18 February 2014.

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 At the Kāpiti Coast District Council (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 Council a fatality was inevitable.
- 4 At the Paraparaumu/Raumati Community Board meeting on 18 February 2014 residents of Realm Drive again raised their concerns in Public Speaking after which a report was presented by Council officers. The following resolution was then passed:

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;**
 - a) **install right turn bays for the side roads along Realm Drive;**
 - b) **install traffic islands at key locations. These islands may also include kerb extensions and median islands;**
 - c) **gateway treatments, including additional signage to warn motorists to slow down;**
 - d) **request that the Police undertake an increased level of monitoring and enforcement along Realm Drive;**

- (ii) that the above works be carried out before the end of the current financial year; and
- (iii) that six months after completion of the works, a review of the traffic issues in Realm Drive be carried out and reported back to the Board.

ACTIONS

- 5 Before any new markings, ramps or traffic islands were installed the full length of Realm Drive was resealed in Asphalt Concrete (AC) resulting in a quiet smooth bitumen surface. This was completed in April 2014.
- 6 Following the resurfacing the following civil works were undertaken:
 - a) A traffic island/pedestrian refuge, pedestrian ramps and bollards installed at the junction with Mazengarb Road;
 - b) An enlarged pedestrian refuge was created together with pedestrian ramps and tactile pavers at the crossing point between the car park to the Mazengarb Reserve and the Crown Hill Reserve (E Ngatoto A3DC Trig Station Reserve);
 - c) New signs were erected on Guildford Drive and Mazengarb Road stating that it is a residential area and not suitable for Heavy Vehicles.
- 7 Right turn bays were not installed because there was not enough road space to accommodate the extra lane and still maintain a satisfactory road margin for parking and cyclists.
- 8 The Police monitored Realm Drive but as speed surveys show, traffic is not travelling above the speed limit. The Police personally visited one of the complainants and explained this result and that it is a public collector road and all traffic, trucks included, are entitled to drive on it.
- 9 The planned kerb extensions and pedestrian islands (as per the resolution) were marked out onsite but due to the road width (too narrow) and opposition from cycle groups, these proposals had to be modified. These works were delayed until July 2015 when the pedestrian crossing ramps were finally installed near numbers 34 and 111 Realm Drive, and rather than kerb extensions, which would have reduced the road width for cyclists, cross-hatching and cats-eyes were applied to the road surface.

REVIEW

Issues

- 10 An updated report from the NZTA Crash Analysis System (CAS) covering the period from 2005 to the end of 2015 has identified no further crashes on Realm Drive. The last recorded crash was in June 2013 at the junction of Mazengarb Road and Realm Drive and for the whole 10 year period there were only 11 crashes. Six at the junction with Mazengarb Road, four at the junction with Guildford Drive and one at the junction with Glen Loch Place. There was only one serious crash between a car and cyclist on Mazengarb Road; all of the other ten were non-injury crashes.
- 11 A review of traffic surveys between 2013 and 2015 shows that the volume of traffic has increased by 22% and the ratio of heavy commercial vehicles (HCV) has increased by 8%. Speeds increased from 2012 to 2013 by 3km/h but

following Council interventions the average speed has decreased by 2 km/h to 48km/h and the 85 percentile speed decreased by 3km/h to 53 km/h. The following table(s) summarise the results.

12 **Table 1: Traffic Volumes 2012-2013-2015:**

Month/Year	Average Daily Traffic Volumes		
	Northbound	Southbound	Both Direction
June 2012	1337	1319	2656
July 2013	1477	1419	2896
July 2015	1719	1721	3441

13 **Table 2: Heavy Commercial Vehicles 2012-2013-2015.**

2 way 7 day average Heavy Commercial Vehicles		
Month/Year	Number of HCV	Percentage
June 2012	13	0.5 %
July 2013	11	0.4 %
July 2015	293	8.5 %

14 **Table 3 Vehicle Speeds 2012-2013-2015:**

2 way 7 day Vehicle speeds km/h		
Month/Year	Median speed km/h	85th percentile speed
June 2012	47	53
July 2013	50	56
July 2015	48	53

15 This shows that despite the large increase in traffic and in particular the volume of heavy traffic (probably associated with the Expressway) speeds have still reduced between 2013 and 2015 following the physical works on Realm Drive.

Conclusions

- 16 The speed mitigation improvements have successfully been put in place.
- 17 The full range of measures recommended by the board were not able to be implemented due to road width constraints.
- 18 The volume of traffic has continued to increase and speeds have decreased since the measures were put in place.
- 19 The road is operating as expected for a secondary collector on our strategic road network that is required to carry through traffic.

CONSIDERATIONS

Policy considerations

20 There are no policy implications in relation to this report.

Legal considerations

21 There are no legal implications in relation to this report.

Financial considerations

22 There are no financial implications in relation to this report.

Tāngata whenua considerations

23 There are no recognised issues for consideration relating to Iwi.

SIGNIFICANCE AND ENGAGEMENT

Degree of significance

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

Consultation already undertaken

25 Council officers have spoken to various residents and residents' representatives concerned about traffic on Realm Drive.

26 The Community Board has been consulted in this matter and it has remained on the matters under action on the Board meeting agendas.

Engagement planning

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

Publicity

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

RECOMMENDATIONS

29 That the Paraparaumu/Raumati Community Board notes the findings of this report.

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