

Chairperson and Community Board Members
WAIKANAĒ COMMUNITY BOARD

22 MARCH 2016

Meeting Status: **Public**

Purpose of Report: For Decision

PARATA STREET GIVE WAY CONTROLS

PURPOSE OF REPORT

- 1 This report seeks the Waikanae Community Board's (WCB) approval for the formalisation of Give Way traffic controls at the following intersections:
 - Parata Street and Martin Street;
 - Parata Street and Sylvan Avenue;
 - Parata Street and Hemi Street;
 - Parata Street and Balmerino Grove; and
 - Parata Street and Cranbrook Grove.

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 Parata Street is a north south collector road which runs from Ngaio Road in the south to the “Waikanae North” development in the north. There are currently six T-junction intersections on Parata Street with only one of these having any form of traffic control. That being Kapanui Road which has a Give Way sign and road markings. The sites are shown on Figures 1 and 2 together with photographs in Appendix 3 of this report. There are also two cross road intersections within the Waikanae North development which will be looked at in a later report to the Board.
- 4 The Charles Fleming Retirement Village within the Waikanae North development area is now almost fully occupied and as such there has been an increase in traffic using Parata Street and the side roads between State Highway 1 and Parata Street. This has led to an increasing need for motorists to be more vigilant when entering Parata Street from these side roads and more often than not they are having to yield to traffic. Council has also been receiving a number of service requests asking for Give Way signs and markings to be installed on these side roads.

- 5 The Waikanae North development will continue to grow in the future with further residential lots, a school, and light commercial elements all proposed. A number of the current residential lots are now being built on and the link to David Street completed which is drawing traffic through and around the development. The increase in traffic will continue and so the need for road controls on the side roads should be provided now in anticipation of future traffic flows.

ISSUES AND OPTIONS

Issues

- 6 Parata Street is classified as a Primary Collector road between Ngaio Road and Kapanui Road, and from Kapanui Road north it is a Secondary Collector Road. But as further development occurs at Waikanae North the full length of Parata Street may ultimately be classified a Primary Collector. The most recent traffic count from July 2015 shows that there are 4450 vehicles per day (vpd) between Ngaio Road and Kapanui Road and 2551 between Sylvan Avenue and Martin Street. Traffic levels have increased since 2013 by 520 vpd and 810 vpd respectively, but significantly the vehicle numbers from the northern most count are proportionately much higher – almost a 50% increase (from 1700 to 2551).
- 7 With the increase in traffic and more vehicles making right turns onto Parata Street the current situation with uncontrolled intersections is becoming more of a road safety concern. And while the New Zealand Road code says “*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)*”, traffic is still blindly driving through these intersections without giving way.
- 8 There is no road centreline on Parata Street north of Martin Street and only short centreline markings at the junctions with Sylvan Avenue and Cranbrook Grove. The other three side roads have no markings at all. The lack of limit lines at any of these intersections means car drivers are often stopping in the wrong place or not stopping at all. Drivers turning right off Parata Street are also cutting corners and raising the potential for head on collisions.

Options

- 9 The NZTA Manual of Traffic Signs and Markings (MOTSAM) specifies that: “*it is recommended that all 'T'-intersections on state highways, and arterial or principal roads, are controlled by a Give Way sign (Section 3.09) or a Stop sign (Section 3.10), unless some other form of priority control is warranted.*”
- 10 In this case, Parata Street can be considered a principal road and Give Way sign and markings are the appropriate form of priority control. Stop Signs are only appropriate at the following:
 - blind intersections where lack of visibility makes it unsafe to approach the intersection at a speed greater than 10 km/h.
 - at intersections of an unusual layout or unusual traffic pattern where it is essential to give one approach priority over another controlled approach.
- 11 None of the intersections being considered fall into these categories

CONSIDERATIONS

Policy considerations

12 There are no policy implications in relation to the recommendation.

Legal considerations

13 There are no legal considerations other than ensuring any new signs or road-markings are manufactured and installed in accordance with New Zealand Transport Agency (NZTA) guidelines.

Financial considerations

14 The cost of the proposed line marking and signage works can be accommodated in the 2015/2016 maintenance and Minor Safety Improvement budgets.

Tāngata whenua considerations

15 There are no issues relating to Tāngata Whenua for consideration.

SIGNIFICANCE AND ENGAGEMENT

Degree of significance

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

Consultation already undertaken

17 The Waikanae Community Board have been verbally advised of these proposals at the previous Board meeting. The proposals are straightforward traffic management and road safety improvements that do not require extensive consultation.

Engagement planning

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

Publicity

19 A media release will developed to inform the community of these planned improvements.

RECOMMENDATIONS

20 That the Waikanae Community Board approves the installation of Give Way traffic controls on the following streets where they intersect with Parata Street:

- Martin Street;
- Sylvan Avenue;
- Hemi Street;
- Balmerino Grove; and
- Cranbrook Grove.

Report prepared by Approved for submission Approved for submission

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ATTACHMENTS

- 1 Figure 1 Parata Street intersections (south)
- 2 Figure 2 Parata Street intersections (north)
- 3 Appendix 3 Site Photos