

OIR: 2425/1174

6 November 2024

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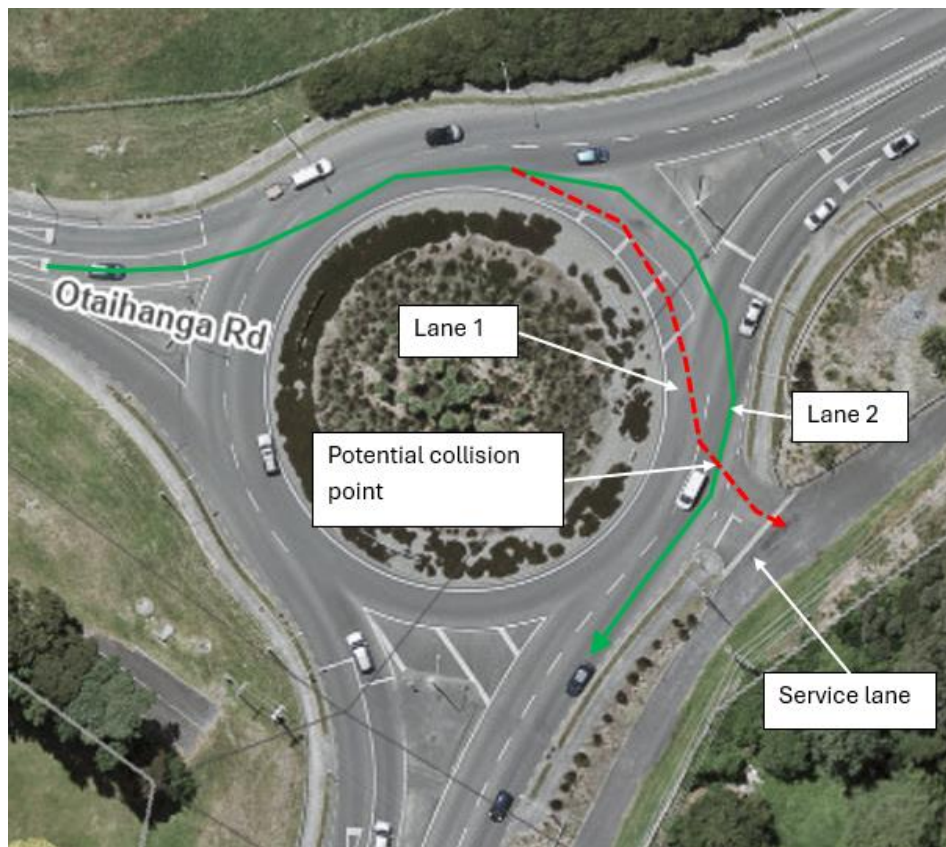
Tēnā koe [REDACTED],

Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)

Thank you for your email of **26 October 2024** requesting the following information:

- 1. What is the correct way to use the Otaihanga roundabout if you're coming from Otaihanga and going to Paraparaumu?***

As illustrated by the green line in the image below.



Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.

2. What is the point of the road markings..cars would end up in the outside lane with cars coming from Waikanae expecting cars to be in the inside lane hence possible crashes.

Several residents living adjacent to Old SH1 gain access to their properties from the service lane illustrated in the above image. Two options exist to provide safe access into the service lane, i.e. from:

- Lane 1 where a southbound vehicle could collide with the left-hand side of a vehicle entering the service lane at 90 degrees.
- Lane 2 where a southbound vehicle could 'rear end' a vehicle entering the service lane.

A collision with a vehicle entering the service lane from lane 2 is safer and would occur at a lower impact speed than with a vehicle entering the service lane from lane 1 minimising the extent of any injuries incurred by both parties.

This is the reason for the current layout.

3. Who designed and implemented this road design and when?

The roundabout was constructed we understand in 2014 for the NZTA.

4. I couldn't find a single example of this type of roundabout road marking in New Zealand, please provide any data held about this road design within Council and/or NZTA - separate request will be made directly to them too.

We suggest that you contact the NZTA as they were the client for the roundabout before it was handed over to Kāpiti Coast District Council.

5. Has there been any concerns raised with Council about this road design in the last 5 years?

It was not identified in the top 13 high risk intersections in the annual Road Safety Review and as a result has not been prioritised for further investigation. With respect to its performance, none of the reported crashes (2019 – 2023) involved southbound vehicles on Old SH1 colliding with vehicles turning right from Otaihanga Road.

Ngā mihi,



Sean Mallon

Group Manager Infrastructure and Asset Management
Kaiwhakahaere Rōpū Anga me te Whakahaere Rawa