

Chairperson and Community Board Members
ŌTAKI COMMUNITY BOARD

25 NOVEMBER 2014

Meeting Status: **Public**

Purpose of Report: For Decision

REPORT ON FINDINGS OF TE HORO BEACH ROAD SAFETY REVIEW

PURPOSE OF REPORT

- 1 This report seeks the Ōtaki Community Board's approval to adopt the recommendations contained in the report "Safety review of Te Horo Beach Road, Kāpiti Coast" by Wanty Transportation Consultancy 14 November 2014 and to proceed with the gateway/threshold treatments proposed in October 2012.

SIGNIFICANCE OF DECISION

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

BACKGROUND

- 3 Te Horo Beach Road is a Secondary Collector road with Annual Average Daily Traffic flow of 850 vehicles per day. It has a speed limit of 80 km/h from its junction with State Highway 1 westwards for approximately 3 km with the final 400m section through the Te Horo Beach settlement reduced to 50 km/h.
- 4 The community consultation was undertaken by council in 2012 culminating in the Te Horo Outcomes document adopted by the Kāpiti Coast District Council ("the Council") in March 2013. The Outcomes document asked that signage be kept to a minimum and that the low-key character of Te Horo Beach be retained with no footpaths, kerb & channel, and clear berms for the safe use by pedestrians, equestrians, and agricultural vehicles. Speed calming measures with an entrance way statement was asked for together with safety improvements at the corner of Te Horo Beach Road and Rodney Avenue.
- 5 As part of the community engagement during 2012, the Council employed Consultant Sinclair Knight Merz ("SKM") to provide a report and design (Appendix 1) for a Gateway Treatment which was used in consultation with the "Friends of Te Horo Beach". A report was drafted for the Ōtaki Community Board in December 2012 to recommend the installation of the SKM scheme but this was not taken forward due to the mixed response received during community consultation in November 2012.
- 6 In March 2013, following a serious accident on Te Horo Beach Road involving a local resident, the Ōtaki Community Board requested officers undertake a Safety Review of Te Horo Beach Road and in particular look at safety around culverts.
- 7 Roading staff undertook several local site inspections before commissioning an independent transport consultant. The consultant was tasked with reviewing the

site, assessing officer's observations, and preparing the report attached as Appendix 2 of this report. The report has raised 21 recommendation/suggestions for adoption or investigation. A summary of the recommendations have been split into the two following tables. Table 1 lists the recommendations that can be implemented immediately following Ōtaki Community Board approval and Table 2 lists the recommendations that require further investigation before being represented for approval.

Table 1. Safety Recommendations for Immediate Approval

No.	Recommendation/suggestion
1	Add hazard markers to the thin sighthail near the proposed gateway / threshold treatment
2	Add hazard markers to the sighthail by the cathodic protection cabinet
3	Keep grass low by the two low sighthails (south side)
4	Relocate the eastbound sighthail posts on the inside of the left hand bend approximately 0.6 km west of SH 1 and consider different edge of seal treatment and seal widening (see also 18)
5	Remind the Aorangi homestead owner (#60) to keep the glass-like fragments swept clear off the road
7	Install chevrons at Rodney Avenue (and/or linear delineation panels on the sighthail)
10	Trim vegetation / cut bank east of Dixie Street on south side
11	Optionally add a chevron opposite Dixie Street
12	Cut/remove young pine trees by #166 and the one lane bridge
13	Relocate or lower the wooden fence by #166 and the bridge
14	Remove the corner flax bush by Pukenuamu Road and the one lane bridge
17	Relocate the single lane sign (RG-19) obscuring the junction sign for the Pukenuamu Road intersection (eastbound direction)
19	Add a chevron with advisory speed for westbound traffic at the right hand bend approximately 0.6 km from SH 1
20	Add a chevron at the first tight right hand bend for the S bend for eastbound traffic (opposite #71) and optionally add a curve warning sign at the previous moderate right hand bend

Table 2. Safety Recommendations for Further Investigation

No.	Recommendation/suggestion
6	Suggest proceed with the proposed gateway treatment for Te Horo Beach township
8	Undertake road geometry improvements (consistent camber and seal

	widening) at Rodney Avenue (see also 9)
9	Undertake minor seal widening from Rodney Avenue to halfway between Dixie Street and Sims Road (align with any kerbs)
15	Install a RG-6 Give Way sign at the Pukenuamu Road intersection
16	Investigate lighting at the one lane bridge by Pukenuamu Road
18	Investigate curve improvements (consistent radius and widening) for the first westbound right hand bend approximately 0.6 km from SH 1
21	Consider improving the street lighting near SH 1

- 8 The recommendations contained in Table 2 above will require additional consultation, design work, and assessment against the appropriate budgets. Officers will need additional time to evaluate these 7 items.

CONSIDERATIONS

Issues

- 9 The SKM design for threshold and traffic calming was not unanimously accepted and there was disagreement on whether physical speed/traffic calming such as speed humps or chicanes should have been included. Any major intervention such as this goes against the desired “low key” character desired at Te Horo beach. The sign designs and colouring were also inconsistent with other signs used in the district such as those at Otaihangā and Peka Peka in terms of colour, size and layout.
- 10 There are two one way bridges on Te Horo Beach Road which have their inherent dangers with road geometry and sight distances. There are no recorded serious injury accidents at the bridges themselves. The bridges are still within their useful life span and not programmed for replacement. When they do need to be replaced in the future they, would be upgraded to two way bridges.
- 11 The culverts along Te Horo Beach Road are currently all marked out with “sight rails”, constructed of timber posts and lightweight timber railings. These are not “barriers” and not designed to stop vehicles, they have to be frangible so they will break up on impact rather than spear through a vehicle. The principle being that they are a visual barrier for people to steer away from rather than a solid physical barrier capable of restraining or deflecting a vehicle.
- 12 The ninety degree bend at the junction of Te Horo Beach Road and Rodney Avenue is a known conflict point and there is a lot of local feedback on near misses and incidents. The sharp bend also has restricted visibility and the complication of the beach access track joining it mid-bend.

Financial Considerations

- 13 The cost of the proposed works at Table 1 can be accommodated in the 2014/15 Minor Safety Improvement budget.

Legal Considerations

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

Delegation

- 15 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).”

Consultation

- 16 There was earlier consultation with community groups during the Local Outcomes process including discussion about the Gateway designs. The Safety Review was undertaken at the request of the Community Board.

Policy Implications

- 17 There are no policy implications in relation to the recommendations. The Kāpiti Coast 2012 Long Term Plan supports the provision of a safe road environment with a number of effectiveness measures and long-term measures of progress related to the number and cost of accidents.

RECOMMENDATIONS

- 18 That the Ōtaki Community Board approve the recommendations contained in **Table 1** above from the Warty Transportation Consultancy Report for immediate action.
- 19 That the Ōtaki Community Board approves the recommendations contained in **Table 2** for further investigation and that officers report back to the Board within the next 6 months. This includes revisiting the designs for the Gateway Threshold treatment and re-engagement with Friends of Te Horo Beach and any other interested parties on the Gateway Threshold treatment proposals.

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ATTACHMENTS:

Appendix 1: Safety Review of Te Horo Beach Road; Wanty Transport Consultancy

Appendix 2: Letter & Design Te Horo Gateway Treatment SKM Consultants.