

OIR: 2425/1043

20 August 2024

[REDACTED]
[REDACTED]

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 **29 July 2024** requesting the following information:

- 1. If a developer recommends a roundabout is installed onto existing local roading as part of their housing development to better service their site; who bares the cost of implementing this? Is this paid for by ratepayers/local council or by the developer themselves?***

Where the costs lie is considered on a case-by-case basis. For example:

- If the roundabout is installed solely to facilitate the safe entry/exit to a development the costs would be borne by the developer.
- If the roundabout is installed to address an existing safety/capacity issue identified by Council which is further accentuated by a developer whose development connects into the roundabout the costs are likely to be shared.

- 2. Please provide examples of local roundabouts that have been installed within the last 5 years to accommodate new housing and the total cost (including planning, consulting, safety and implementation) if they were paid for by ratepayers/local council.***

No roundabouts have been installed on Councils roading network on the Kāpiti Coast within the last five (5) years to accomodate new housing.

- 3. If point 2 has no examples, please provide cost for a similar roundabout installed on a 2-way road that services local new roads. Ignore this question if point 2 yields an example.***

The typical implementation cost in 2019 to construct a roundabout was \$700k.

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

Professional services costs covering planning, consulting and safety can vary between 20 – 30% of the implementation cost.

- 4. When considering placement of new roundabouts in residential areas does the council consider things such as hoon noise and the impact on local residents, i.e. noise generated from modified cars, motorcycles and trucks/lorries downshifting & engine breaking then exiting roundabouts? If so, what dynamic noise modelling is done and by whom?**

Noise emission levels from activities caused by vehicles on public roads, is excluded under section 326 of the RMA and is managed by the Police under the Land Transport Act 1998 and Rule 7.4 of the Land Transport (Road User) Rule 2004.

However, if the roundabout is proposed as part of a new subdivision development, the Council can consider the effects of traffic movements on the safety and efficiency of roading network and may propose design amendments where issues are identified at the design stage. For example, approach angles or roundabout diameter/location changes.

- 5. Has the council received any complaints regarding safety and traffic noise at any roundabouts in Kapiti in the last 5 years? Please include description of complaint, location of roundabout and any action taken by council (if any).**

Yes. These are listed in the table below.

No.	Roundabout Location	Complaint	Action taken
1	Raumati Rd/ Hillcrest Rd	Request was for vegetation to be removed to improve visibility between motorists about to enter the roundabout and motorists circulating within the roundabout.	Checked and no further action taken as no issue was identified.
2	Raumati Rd/ Rimu Rd	Request was for vegetation to be removed to improve visibility between motorists entering the roundabout from Rimu Road and pedestrians crossing the leg of the roundabout to their immediate left.	Vegetation overhanging from the adjacent property on the northeastern quadrant of the roundabout was trimmed to improved intervisibility between southbound motorists on Rimu Road and pedestrians crossing Raumati Road immediately east of the roundabout.

No.	Roundabout Location	Complaint	Action taken
3	Rimu Rd/ Ihakara St	Request was for vegetation to be removed to improve visibility between motorists about to enter the roundabout and motorists circulating within the roundabout.	Vegetation within the roundabout has been replaced so the maximum height from the road surface within the circulating section of the roundabout to the top of the vegetation is 900mm, sufficient to enable a motorist to see another motorist entering the roundabout from any of the other approaches.
4	Rimu Rd/ Ihakara St	Request to improve crossing facilities for pedestrians.	A project to address this issue has been included in the 2024-27 NLTP funding bid.
5	Kāpiti Rd/ Ocean Rd	Request to reduce the speed of vehicles travelling through the roundabout.	A project to address these issues has been included in the 2024-27 NLTP funding bid.
6	Mill Rd/ Aotaki St	Request to confirm that the stone sculpture in the middle of the roundabout was not restricting visibility between motorists about to enter the roundabout and motorists circulating within the roundabout.	Checked and no further action taken as no issue was identified.

6. What are the minimum design requirements for a roundabout in Kapiti district in a residential area to accommodate for wide loads, truck/trailer delivery vehicles and house movers.

Council refers to several publications and online guides. For example:

No.	Publication/ guide	Description
1	Guide	Guide to Road Design Part 4B – Roundabouts (Austroads, 2023).
2	Guide	Safe System Audit Guidelines - RTZ Edition (Waka Kotahi, 2022).
3	Guide	Road Design Specifications for Oversize loads (Heavy Haulage Association – Version 9).

No.	Publication/ guide	Description
4	Online	Cycling network guidance NZ Transport Agency Waka Kotahi (nzta.govt.nz)
5	Online	Pedestrian network guidance - All updates NZ Transport Agency Waka Kotahi (nzta.govt.nz)

In addition, we take into account site constraints and consider the feedback from key stakeholders.

Ngā mihi,



Sean Mallon

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Kaiwhakahaere Rōpū Anga me te Whakahaere Rawa