

11. OSBORNE STREET - GIVE WAY CONTROLS

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Transport Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of four way "Give Way" controls on Osborne Street at the Laurence Street and Charles Street intersections.

EXECUTIVE SUMMARY

2. The Charleston Neighbourhood Plan was published in September 2001 and since that time the focus has been putting it into action. Osborne Street is a local road within the Charleston area and due to the age and condition of the kerbs, channels and footpaths it is scheduled for renewal in the 2005/06 financial year.
3. A concept plan was prepared in November 2004 and distributed for consultation in January 2005 with a public meeting on 2 February 2005. The project team considered the feedback from the community and a number of amendments were made to the concept plan. The amended concept plan and the parking (no stopping) restrictions were presented to the Board in July 2005. The concept plan and parking restrictions as presented were approved by the Board for design, tender and construction in July 2005.
4. For the concept plan to be fully implemented, it is recommended that the four way "Give Way" controls at the intersections of Osborne Street and Laurence Street, and Osborne Street and Charles Street, be approved for installation.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total costs for decision required by this report is nil. The overall kerb and channel project is expected to cost \$971,000 inclusive of all consultation, design and project management. Approval for the kerb and channel project has already been received.
6. Without the approval of the resolutions for give way traffic controls, the traffic controls at the intersections will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

That the Board approve the installation of the following "Give Way" controls:

- (a) That the "stop" traffic control against both the east and west approaches of Laurence Street at Osborne Street be revoked.
- (b) That the "Stop" traffic control against both the east and west approaches of Charles Street at Osborne Street be revoked.
- (c) That a "Give Way" traffic control be installed on all four approaches to the Laurence Street/Osborne street intersection.
- (d) That a "Give Way" traffic control be installed on all four approaches to the Charles Street/Osborne Street intersection.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND

7. Following consultation with the community on the overall Charleston project, and Osborne Street in particular, the concept plan was amended to reflect the issues that the community had raised. It should be noted that both the original, and the amended concept both included the four way "Give Way" controls at the intersection of Osborne Street and Laurence Street, and Osborne Street and Charles Street.
8. At present the traffic from the industrial area south of the intersection has the right of way. The community, during consultation, were given an understanding that the priority could be altered at the intersection, to change the movement patterns of heavy vehicles in particular. The proposal was four way "Give Ways" and the local community agreed to it. Direction was sought from LTNZ as to whether the four way "Give Way" was an appropriate intersection treatment for traffic calming in a residential area and advised that it is an acceptable treatment.
9. Other intersections throughout the Charleston area, in particular Charles/Barbour and Charles/Grafton have had the four "Give Way" controls installed. Anecdotal evidence from the community (gathered during this project's consultation phase) indicated that the intersection layouts are working well.

OPTIONS

10. Two options were considered in the overall project development process. These are outlined as follows:

Option A - Status Quo

At present there is a "stop" traffic control on both approaches of Laurence Street at Osborne Street and also on both approaches of Charles Street at Osborne Street. This gives the right of way to traffic travelling the length of Osborne Street from the railway end to Ferry Road. Part of the Neighbourhood Improvement Plan for Charleston was to traffic calm the residential streets.

To leave the traffic controls at the intersections of Osborne and Laurence Streets and Osborne and Charles Streets as they are at present would not traffic calm the residential area as has been proposed.

Option B

To revoke the "stop" traffic controls and replace with a four way "Give Way" control at the Osborne Street and Laurence Street and the Osborne Street and Charles Street intersections.

The revoking of the "stop" traffic control removes the priority for the Osborne Street traffic and gives equal status to all the local road. Give way to the right rule now applies and, experience has shown in the area, that the effects are positive and contribute to changed vehicle behaviours.

PREFERRED OPTION

11. Option B is the preferred option as it provides for a better traffic calmed environment, and a consistency for traffic throughout the Charleston area. All the intersections throughout the length of Osborne Street from the railway end to the Ferry Road have a paved surface the same as in Charles Street. To keep the local road status for all the streets and consistency throughout the Charleston area, there is a need to install four way "Give Way" traffic controls.