

3. RAVENSDALE RISE/SEDGWICK WAY – PROPOSED “GIVE WAY” CONTROL

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Michael Aitken, Transport and Greenspace 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 a “Give Way” control against Ravensdale Rise on the south bound (uphill) approach to the Sedgwick Way intersection.

EXECUTIVE SUMMARY

2. The Council has received complaints from road users regarding the level of safety at the intersection of Ravensdale Rise and Sedgwick Way in the suburb of Westmoreland. The intersection is currently an uncontrolled “T” junction with the normal *“giveaway to the right”* rule applying. Ravensdale Rise south (uphill) of the Sedgwick Way intersection is fully developed and currently carries the majority of the traffic flow. Ravensdale Rise north (downhill) of the Sedgwick Way intersection is a cul-de-sac that until recently had been undeveloped. As development takes place more traffic has begun using this short section. The fundamental problem is that the route taken by the predominant traffic flow, for quite a few years when travelling up and down hill, is to turn from Sedgwick Way into Ravensdale Drive. Observations of the behaviour of motorists at the intersection reveal only a cursory observation and low expectation of having to yield to any vehicles approaching from the left (due to the otherwise undeveloped section of Ravensdale Rise). In some instances vehicles turning left (uphill) from Sedgwick Way into Ravensdale Rise made no attempt to check for traffic approaching from the left. Since development has taken place the likelihood of vehicle conflicts at the intersection have substantially increased.
3. Both Sedgwick Way and Ravensdale Rise are classified *“local”* roads, in the City Plan. Both roads have a 50kph speed limit.
4. A search of reported crashes at or within 60 metres of the intersection over the last five years has shown there has been only one crash involving a vehicle losing control on Ravensdale Rise prior to the Sedgwick Way intersection. This crash is not attributed to the current intersection configuration.
5. The route to and from Sedgwick Way, via the uphill (northern) section of Ravensdale Rise, forms part of the Westmoreland bus route.
6. Two options have been considered to improve the level of road safety at the intersection. Option One places a “Give Way” control against the Ravensdale Rise uphill approach and favours the predominant traffic flow (refer **Attachment One**). Option Two places a “Give Way” control on the Sedgwick Way approach to the intersection and against the predominant traffic flow (refer **Attachment Two**). Option One is the preferred option as it controls the minor traffic stream and reinforces the predominant route up the hill as well as supporting the bus route.
7. There is adequate visibility such that this method of control is considered appropriate. However, due to the road contours and best practice design Option One requires a slight “squaring up” of the minor Ravensdale Rise leg of the intersection. This can be achieved through road markings. The visibility available through this design will allow for the safe operation of the intersection resulting in only the minimum number of stops necessary. This will produce a safer and more efficient intersection.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Sign and markings are provided for within existing budgets.
9. The Land Transport Rules provide for the installation of Give Way controls.

STAFF RECOMMENDATION

That the Board approves the installation of a "Give Way" control against Ravensdale Rise on the south bound (uphill) approach to the Sedgwick Way intersection.