

7. BROKEN RUN – “GIVE WAY” FORMALISATION

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PURPOSE OF REPORT

1. The purpose of this report is to request the Board to reconsider its decision of 14 March 2006 to install a “stop” sign against Broken Run at Wigram Road, and to formalise a “give way” sign as recommended in the “staff recommendation” and by the “Transport and Rooding Committee” (see **attached** plan).

EXECUTIVE SUMMARY

2. At its meeting of 14 March 2006 the Board resolved that a “stop” sign be placed against Broken Run, at its intersection with Wigram Road.
3. This resolution, which was contrary to the staff and the Transport and Rooding Committee’s recommendation, has not yet been implemented. A staff member was present at the Transport and Rooding Committee meeting but was not available at the Board meeting to explain the rationale behind the recommendation.
4. Broken Run is a new housing subdivision being developed on the south eastern side of Wigram Road north east of Awatea Road.
5. The subdivision’s consultant plan showed a “give way” sign on Broken Run at Wigram Road which complied with the national best practices and the Council’s requirements as part of the subdivision approval. However, the “give way” sign was installed by the developer prior to the appropriate approval being gained from the Board.
6. The Land Transport NZ (Road User) Rule 2004 part 4.1 provides the requirements for road users at “stop” and “give way” controls. The Land Transport Rule: Traffic Devices 2004 Sections 4.1, 4.2 and 10.1-4 provides the requirements for the installation of “stop” and “give way” controls. The Manual of Traffic Signs and Markings provides the national best practice for the placement of “stop” and “give way” signs, under the rules.
7. The Manual of Traffic Signs and Markings requires the following:
 - “Subject to formal authorization by the controlling authority RG -5 (Stop) signs should be erected: At blind intersections where the lack of visibility makes it unsafe to approach the intersection at a speed greater than 10 km/h.”
 - “Subject to formal authorization by the controlling authority RG -6 (Give Way) signs should be erected: At all crossroads that do not have visibility constraints requiring “stop” signs,” and “at intersections of an unusual layout or with an unusual traffic pattern, to clearly define the right of way.”
8. Because Broken Run is not a cross road nor does it have an unusual layout, there is no need to install any controls. Broken Run is quite obviously a “T” intersection where the right of way should be understood. However, Wigram Road is an 80 km/h collector road at this point and any uncertainty could result in traffic safety issues. Therefore, as directed by the Land Transport Rules the staff recommendation was to install a “give way” sign.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The “give way” sign and markings have been installed by the developer at the Council’s request. To change them to a “stop” sign would incur a cost of approximately \$300 to the Council.
10. The Land Transport NZ (Road User) Rule 2004 and the Land Transport Rule: Traffic Control Devices 2004, provide for the requirements of “stop” and “give way” signs.
11. The Manual of Traffic Signs and Markings provides the national best practices for the installation of “stop” and “give way” signs under the above rule.

STAFF RECOMMENDATION

It is recommended that the Board resolve:

- (a) To revoke its resolution of 14 March 2006 to install a “stop” sign against Broken Run at its intersection with Wigram Road.
- (b) To formally approve the “give way” sign against Broken Run at its intersection with Wigram Road.