

9. **OAKRIDGE STREET/NICHOLLS ROAD AND OAKRIDGE STREET/WALES STREET PROPOSED “GIVE WAY” CONTROLS AND “NO STOPPING” RESTRICTIONS**

General Manager responsible:	General Manager City Environment, DDI 941 8656
Officer responsible:	Transport and Greenspace Manager
Author:	Paul Burden/Jeff Owen, Traffic Engineers

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval for the installation of two “Give Way” controls, one against Oakridge Street at the Nicholls Road intersection and the other against Oakridge Street at the Wales Street intersection and associated broken yellow “no stopping” lines (refer to **attached** plan).

EXECUTIVE SUMMARY

2. The Council has received complaints from motorists concerning traffic behaviour associated with confusion as to priority and the subsequent conflicts that result at two intersections involving Oakridge Street in the suburb of Halswell. The intersections of Oakridge Street/Nicholls Road and Oakridge Street/Wales Street are currently uncontrolled “T” junctions and the normal “give way to right” rule applies.
3. These roads form part of two bus routes (#7 – Halswell and #13 – Redwood/Hoon Hay), and buses on both of these routes are required to make right turns into Oakridge Street from both Nicholls Road and Wales Street. This situation has put pressure on both intersections. Buses giving way to the right in these situations block through traffic on Wales Street and cause confusion over priority at the Nicholls Road intersection. Observations of bus driver behaviour at both intersections reveal that some buses turning right into Oakridge Street from either Nicholls Road or Wales Street assume priority over vehicles waiting to turn right out of these streets. Controlling both ends of Oakridge Street would improve the flow of through traffic on Wales Street and Nicholls Road and avoid confusion over priority. Also, many right turning motorists have been observed cutting the corner at both locations, adding to a general concern regarding the level of safety at these intersections.
4. In conjunction with the “Give Way” controls it is proposed that lengths of broken yellow “no stopping” line be installed on the corners of the two intersections and on Nicholls Road directly opposite the Oakridge Street intersection. Prohibiting parking in these locations will improve visibility and safety and will allow for more efficient use of the intersections.
5. A search of the Land Transport database revealed there have been two reported crashes at the Oakridge Street/Nicholls Road intersection within the last five years. One involved corner cutting at the intersection resulting in a head on collision and the other involved a car west bound on Nicholls Road hitting the rear of a vehicle waiting to turn right into Oakridge Street. There has been one reported crash at the Oakridge Street/Wales Street intersection within the last five years, involving a vehicle turning right into Oakridge Street failing to give way to through traffic resulting in minor injuries.
6. The preferred option to address these issues and improve road safety is the installation of “Give Way” signs and markings against Oakridge Street at the Nicholls Road and Wales Street intersections, and the installation of broken yellow “no stopping” lines on the corners of these intersections and on Nicholls Road opposite the Oakridge Street intersection.
7. The proposed broken yellow “no stopping” lines will ensure that there is adequate visibility such that the installation of “Give Way” controls will allow for the safe operation of the intersections resulting in only the minimum number of stops necessary. This option will resolve the priority issues, mitigate corner cutting, will be cost effective and will produce safer intersections.
8. Consultation has been carried out with all affected property owners and support has been forthcoming.

FINANCIAL AND LEGAL CONSIDERATIONS

9. Signs and markings are provided for within existing budgets.
10. The land Transport Rules provide for the installation of Give Way and Stop controls

STAFF RECOMMENDATIONS

That the Board approves:

- (a) A "Give Way" control against Oakridge Street at the Nicholls Road intersection.
- (b) A "Give Way" control against Oakridge Street at the Wales Street intersection.
- (c) That the stopping of vehicles be prohibited at any time on the south east side of Wales Street commencing at the Oakridge Street intersection and extending in an north easterly direction for a distance of 12.0 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south west side of Wales Street commencing at the Oakridge Street intersection and extending in a south westerly direction for a distance of 12.0 metres.
- (e) That the stopping of vehicles be prohibited at any time on the east side of Oakridge Street commencing at the Wales Street intersection and extending in a southerly direction for a distance of 12.0 metres.
- (f) That the stopping of vehicles be prohibited at any time on the west side of Oakridge Street commencing at the Wales Street intersection and extending in a southerly direction for a distance of 12.0 metres.
- (g) That the stopping of vehicles be prohibited at any time on the north east side of Nicholls Road commencing at the Oakridge Street intersection and extending in a north easterly direction for a distance of 12.0 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north west side of Nicholls Road commencing at the Oakridge Street intersection and extending in a south westerly direction for a distance of 12.0 metres.
- (i) That the stopping of vehicles be prohibited at any time on the east side of Oakridge Street commencing at the Nicholls Road intersection and extending in a northerly direction for a distance of 12.0 metres.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Oakridge Street commencing at the Nicholls Road intersection and extending in a northerly direction for a distance of 12.0 metres.
- (k) That the stopping of vehicles be prohibited at any time on the south side of Nicholls Road commencing at a point 242 metres west of the Halswell Road intersection and extending in a south westerly direction for a distance of 22 metres.