

## 8. KING STREET/COLOMBO STREET INTERSECTION – PROPOSED “GIVE WAY” CONTROL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Paul Burden/Patricia Su, Traffic Engineers

### PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Community Board for the installation of a “Give Way” control against King Street at the Colombo Street intersection (refer to **attached** plan).

### EXECUTIVE SUMMARY

2. The Council has received complaints from local residents and road users regarding the level of safety at the intersection of King Street and Colombo Street. The intersection is currently an uncontrolled “T” junction with the normal *“give way to the right”* rule applying. There are several factors that are causing concern at this intersection. Motorists waiting to turn right into King Street from Colombo Street have a perception of being vulnerable and exposed to through traffic travelling along Colombo Street, even with the presence of a flush median on Colombo Street. Adding to this is the delay associated with being required to give way to vehicles turning right out of King Street. Observations of the behaviour of motorists at the intersection reveal some confusion as to priority; often motorists on Colombo Street turn across the path of a vehicle turning right out of King Street presuming the intersection is controlled by a “Give Way” against King Street. There is a general concern regarding the level of safety at the intersection.
3. King Street is classified a *“local”* road, and Colombo Street is classified a *“minor arterial”* road in the City Plan. Both roads have a 50kph speed limit. *“Mitre 10”* is located on the north east corner and *“Kentucky Fried Chicken”* (KFC) is located on the south east corner of King Street. The entrance/exit to the *“Mitre 10”* car park and the entrance to the KFC Drive Thru and car park are both located on King Street, resulting in increased pressure on this intersection. The remainder of the street is predominantly residential with a number of high density dwellings. Observations have shown that the highest number of movements into and out of King Street are *“left turns in”* and *“right turns out”* of King Street. A “Give Way” control against King Street would allow vehicles turning right into King Street to do so more efficiently thereby reducing the time spent waiting on Colombo Street while giving way to vehicles exiting King Street to the north. A “Give Way” control is performing effectively at the next comparable intersection along Colombo Street; Southampton Street.
4. A search of reported crashes at or within 30 metres of the intersection over the last five years has shown there have been no crashes that could have been prevented with the installation of a “Give Way” control, however, the intersection is still perceived as unsafe.
5. The preferred option to address the issues of concern is the installation of a “Give Way” sign and markings against King Street at the Colombo Street intersection.
6. There is adequate visibility such that this method of control is considered appropriate. This option would resolve the priority and confusion issues being experienced at the intersection as well as reduce the waiting time for vehicles turning right into King Street from Colombo Street, and will be cost effective. This option will produce a safer and more efficient intersection.

### FINANCIAL AND LEGAL CONSIDERATIONS

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

### STAFF RECOMMENDATIONS

It is recommended that the Community Board agree that a “Give Way” control is placed against King Street at the Colombo Street intersection.

### CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be supported.