

26. GLOUCESTER STREET TRAFFIC ISLAND

RR 8604

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Corporate Plan Output: Transportation Planning	

The purpose of this report is to inform the City Services Committee about a traffic island proposed to be installed on Gloucester Street at its intersection with Barbadoes Street and seek permission from the Council to install the traffic island.

BACKGROUND

A resource consent application has been received by the Environmental Services Unit for the relocation of a house to a section on the corner of Barbadoes Street and Gloucester Street. The section at 267 Gloucester Street currently has one house on the site which is used as four flats. Car access to parking at the rear of the house is currently from Gressons Lane, which is a right of way running from Barbadoes Street to Madras Street.

The application proposes to provide access to parking for each of the houses from two new accesses, neither of which comply with the requirements of the City Plan with regard to set back distances from intersections.

The proposed access onto Barbadoes Street is to be located approximately 35 metres from the intersection. Barbadoes Street where the City Plan requirement is for a 55 metre separation. Barbadoes Street forms part of State Highway 74 and therefore Transit NZ have been approached regarding this non compliance. They are satisfied that the non compliance will have minimal impact on the safety and efficiency of the road and have given their permission for the access.

The second access is proposed to be sited on Gloucester Street, only 12 metres from its intersection with Barbadoes Street. Gloucester Street is a minor arterial road requiring a minimum of 55 metres separation of an access from an intersection. Due to the proximity of this proposed access to the intersection it was seen as potentially unsafe, particularly for vehicles turning right into or out of the access. It was therefore determined that unless the right turn manoeuvre could be banned an access should not be allowed to be constructed in the proposed location.

PROPOSED TRAFFIC ISLAND

The only means to ban a right turn manoeuvre is to physically prevent the movement. It was therefore recommended that a traffic island be constructed on Gloucester Street, at its intersection with Barbadoes Street, at the position shown on the attached diagram. This would be a condition of any resource consent issued to the developer of this site and would require the construction of the island, to Council design and construction standards, at the cost of the applicant. The construction of this island would also require the removal of the kerb extension on the southern side of Gloucester Street to provide for buses and trucks turning right into Gloucester Street from Barbadoes Street. The position of the proposed island complies with the requirements of City Streets and is consistent with the traffic function of the road.

CONCLUSIONS

To provide for a safe access onto Gloucester Street at the position shown on the resource consent application the banning of the right turn manoeuvre onto and off the property needs to be ensured. The only means this movement can be totally banned is to physically prevent motorists from making the turn through the construction of a traffic island. The construction of an island at the intersection will also require the removal of the kerb extension on the south side of Gloucester Street.

Recommendation: That the Council approve the construction of a central traffic island on the Gloucester Street at the western approach to Barbadoes Street and that the consequent removal of the kerb extension on the southern side of Gloucester Street also Be approved. The construction of both these works to be at the cost of the developer of 267 Gloucester Street.

**Chairman's
Recommendation:** That the above recommendation be adopted.