

## 12. COLOMBO STREET – TRAFFIC SIGNALS

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The purpose of this report is to inform the Board of the installation of traffic signals at the intersection of Colombo Street and Beaumont Street and ask for approval to consult on the proposed traffic management in Colombo Street from Milton/Huxley Street intersection to the Tennyson Street intersection (see attached).

### BACKGROUND

As a condition of the development of the old bakery site in Colombo Street into a supermarket, the Environment Court ruled that traffic signals be installed at the intersection of Beaumont Street and Colombo Street. This work includes the repositioning of the pedestrian refuge island in Colombo Street and the provision of cycle and pedestrian facilities.

### DISCUSSION

The installation of the traffic signals will include cycle and pedestrian facilities at the intersection as policy indicates. The cost of the installation of the traffic signals, the repositioning of the pedestrian refuge island, and the traffic management between Devon and Southampton Streets is estimated at \$80,000 and will be a 50/50 share between Council and the developer.

There is an issue of access to the business opposite Beaumont Street and two alternatives are being discussed with them at present. One is for the entrance to the property to be moved south and vehicles will access into the intersection. The second is to yellow hatch a 6 metre area to the north of the limit lines to allow vehicles to exit from the present entrance when Colombo Street traffic has a red signal. Both options will require care to be taken as traffic exiting Beaumont Street will have right of way. Whichever option is accepted by the business will not effect the traffic signal installation and make only slight amendments to the line marking.

A second condition of the Environment Court decision was that the pedestrian island between Beaumont and Devon Streets be repositioned to the south of its present position.

Three options for the position of the pedestrian refuge island have been considered.

- Option One - was to keep it between Devon and Beaumont Street but south of its present position. This position would have provided good pedestrian access for residents of the rest home and residents to the south of the supermarket but would have impeded traffic movements. There is a bus stop on the west side of Colombo street at this position and traffic travelling north could be blocked. It also would have restricted a large "B" train truck from pulling out of the traffic lane to turn right into Devon Street.
- Option Two - was to position it south of Devon Street. This position provides good pedestrian access for residents south of the supermarket but is not as convenient for the residents of the rest home. This position will not impede traffic flows and will provide space and protection for all vehicles travelling south to pull out of the traffic lane to turn right into Devon Street. It does result in all the on-street parking on the east side of Colombo Street being removed from Southampton Street to Roxburgh Street.
- Option Three – was to position it by the Roxburgh Street intersection. This position would provide a crossing point but is too far south of the supermarket for residents of the rest home and it would offer no protection for right turning vehicles into Devon Street.

The preferred option is Option Two, as this will provide a safe pedestrian crossing point for residents and will not impede traffic flows on Colombo Street. This is the position shown on the plan (to be tabled).

This work with its associated cycle and pedestrian facilities offers an opportunity to complete the traffic management for Colombo Street. At present there are two traffic lanes, cycle lanes, and pedestrian facilities from Brougham Street to Milton/Huxley Street and from Tennyson Street to Dyers Road, and the section from Milton Street to Tennyson Street is the missing link. The estimated cost of this work is \$43,000.

To implement this work will result in a loss of on-street parking on the western side on Colombo Street between Huxley Street and King Street and either side of King Street on the eastern side of Colombo Street so the flush median can be widened to allow right turning traffic to pull out of the traffic lane. Between Roxburgh Street and Tennyson Street three on-street parking spaces will be lost on the eastern side.

## **CONCLUSION**

The installation of the traffic signals and the repositioning of the pedestrian refuge island to between Devon Street and Roxburgh Street is a condition of the resource consent for the supermarket. The position of the pedestrian refuge island creates a safe traffic environment for all road users.

The proposed work creates an opportunity to continue and complete the traffic management for Colombo Street. On-street parking will need to be removed and there is a need for consultation to be undertaken on this proposal.

### **Staff**

- Recommendation:**
1. That the information be received
  2. That public consultation take place.
  3. That costs of the project be included in the consultation document.

### **Chairperson's**

- Recommendation:** That the above recommendations be supported.