

## 5. HILLS ROAD/WESTMINSTER STREET - GIVE WAY CONTROL

<b>General Manager responsible:</b>	General Manager of City Environment
<b>Officer responsible:</b>	Transport & City Streets Manager
<b>Author:</b>	Jeff Owen / Paul Burden, Senior Traffic Engineer, DDI 941-8971

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a "Give Way" control against Westminster Street at the Hills Road intersection.

### EXECUTIVE SUMMARY

2. The Council has received complaints from motorists concerning traffic movement priority and the inconspicuous nature of the Westminster Street/Hills Road intersection. The intersection is currently "uncontrolled" and as such the normal "Give Way" rules apply.
3. The complaints have been investigated and a number of issues have been identified. Both Roads are classified as "Collector" roads in the City Plan and carry significant volumes of traffic. The intersection is an acute angle "T" attachment
5. The preferred option is the installation of "Give Way" signage and markings against Westminster Street at the Hills Road intersection.

### FINANCIAL AND LEGAL CONSIDERATIONS

#### 6. Cost

Cost is low and provided for in the operational budget. .

#### 7. Legal Considerations

Land Transport Rule, Road User 2004 Rule & Traffic Control Devices 2004 Rule provides for the control of an intersection by give way and / or stop signs.

### STAFF RECOMMENDATION

It is recommended that the Board agree:

- (a) That a "Give Way" control be placed against Westminster Street at the Hills Road intersection.

### CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

### BACKGROUND ON ISSUES

8. Local residents and businesses (there is a small block of shops on the north western corner) have expressed concerns at the level of safety at the intersection of Hills Road and Westminster Street This intersection currently forms an uncontrolled acute angle "T" junction. There is a slight rise in elevation on the Westminster Street approach to the intersection. The combination of these factors results in the intersection being reasonably inconspicuous from the Westminster Street approach.

## DISCUSSION

9. Hills Road is classified a "Collector Road" and carries approximately 3,500 vehicles on average per day. The speed limit along this section of Hills Road is 50kph. Westminster Street is also classified a "Collector Road" and carries a similar volume of approximately 3,500 vehicles per day. It also has a speed limit of 50 kph. In theory, as the status of each road is equal, then this should be reflected in the intersection control. However, "T" junctions are difficult to treat in this manner without introducing a roundabout, traffic signals or other traffic control device. The fact that the intersection is not currently priority controlled may be attributed, in part to this consideration.
10. There have been two reported crashes at the intersection within the last five years (refer attachment 3). Both of these can be attributed, at least in part, to a failure (by traffic on the Westminster Street approach) to appropriately give way at the intersection. One of these involved the complete failure to observe the presence of the intersection when approaching from Westminster Street.
12. Observations of behaviour at the intersection reveals a significant number of motorists turn right into Westminster Street, from Hills Road, cutting across the corner and failing to give way to those vehicles turning right out of Westminster Street. This turn is conducted at some reasonably high speeds due to the angular nature of the intersection. As a result there is potential for conflicts to arise.

## CONSIDERATION OF OPTIONS

Three options were considered to address the problem. These are outlined as follows;

(a) Status Quo:

Leaving the intersection uncontrolled would satisfy the issue of equal priority but would do nothing to address the problems being experienced.

(b) Stop Control against Westminster Street:

In giving consideration to an option that introduces a control to a leg or legs of the intersection, it is more logical to introduce such a control on the side road rather than on the through road. Therefore this option would involve the installation of a "stop" control against Westminster Street. While this would resolve both the priority and delineation issues and is cost effective, a "stop" control is not recommended due to the amount of visibility available on the Westminster Street approach and the increased number of stops this would cause.

(c) Give Way Control against Westminster Street:

This option would involve the installation of a "Give Way" control against Westminster Street at the Hills Road intersection. There is adequate visibility such that this method of control is considered appropriate. This option would resolve both the priority and delineation issues and is cost effective and the visibility available will allow for the safe operation of the intersection resulting in only the minimum number of stops necessary. Thereby producing a more efficient intersection.

13. **Option C** is the preferred solution to this problem.

## CONSULTATION

14. The attached plan illustrating this proposal has been developed. No consultation with road users is considered necessary as there are no adverse effects.

## CONCLUSION

15. The uncontrolled and angular alignment of the Hills Road/Westminster Street intersection is contributing to concerns with respect to the level of safety at the intersection. This is reflected to a degree in the crash history. Although both roads are of equal status in the road hierarchy, controlling the Westminster Street approach will provide a simple, cost effective method of improving safety.