

## 12. COLERIDGE TERRACE – PROPOSED STOP CONTROL

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Acting Transport and Greenspace Manager
<b>Author:</b>	Mark Millar, Traffic Operations

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that a Stop Control be placed against Coleridge Terrace at its intersection with Hawkhurst Road and London Street.

### EXECUTIVE SUMMARY

2. Following a request from a resident, staff have investigated safety issues at this intersection. It is proposed that a Stop control be installed against Coleridge Terrace at the intersection and a 'Concealed Exit on Curve' warning sign be installed on Hawkhurst Road north of the intersection. Please refer to the **attached** plan.
3. The main thoroughfare is Hawkhurst Road/London Street running approximately north/south, with Coleridge Terrace intersecting from the east and Bridle Path and a continuation of Hawkhurst Road intersecting from the west. These are all local roads with a speed limit of 50km/h.
4. Coleridge Terrace is approximately 140 metres long and runs between Dublin Street and Hawkhurst Road. It is an unusual street as only approximately 30 metres at the western end is legal road. The remainder of Coleridge Terrace is private property owned by the Lyttelton Club and provides parking for members. This section of Coleridge Terrace operates as a one way street, with access at the eastern end from Dublin Street and exiting via the legal road at the western end out to Hawkhurst Road.
5. There are currently Give Way controls against Bridle Path and Coleridge Terrace, although the Coleridge Terrace Give Way sign is missing and the road marking is very faint. There is an existing length of No Stopping restriction on the eastern side of Hawkhurst Road north of its intersection with Coleridge Terrace to prevent parked vehicles from obstructing visibility at the intersection.
6. The Coleridge Terrace intersection with Hawkhurst Road is an acute angle and vehicles turning out of Coleridge Terrace have very limited visibility of traffic approaching from their right down Hawkhurst Road, which is a steep section of road.
7. The existing Give Way control against Coleridge Terrace does not meet the New Zealand Transport Agency (NZTA) Manual of Traffic Signs and Markings (MOTSAM) guidelines regarding visibility requirements at intersections and staff recommend that this be revoked and a Stop control against Coleridge Terrace be installed.
8. Whilst this will always be a difficult intersection for vehicles exiting Coleridge Terrace, the proposed Stop control will improve the safety at this intersection by requiring vehicles exiting Coleridge Terrace to stop and confirm it is safe before pulling out. As an additional safety measure, it is also proposed that signage warning 'Concealed Exit on Curve' be installed on Hawkhurst Road north of Coleridge Terrace.

### FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$900.

### Do the Recommendations of this Report Align with 2009-19 LTP budgets?

10. The installation of road markings and signs is within the LTP Streets and Transport Operational Budgets.

## **LEGAL CONSIDERATIONS**

11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
12. The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### **Have you considered the legal implications of the issue under consideration?**

13. As above.

## **ALIGNMENT WITH LTP AND ACTIVITY MANAGEMENT PLANS**

14. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

### **Do the recommendations of this report support a level of service or project in the 2009-19 LTP?**

15. As above.

## **ALIGNMENT WITH STRATEGIES**

16. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

### **Do the recommendations align with the Council's Strategies?**

17. As above.

## **CONSULTATION FULFILMENT**

18. The residents at the western end of Coleridge Terrace have been advised of the proposal to replace the existing Give Way control with a Stop control.
19. The Lyttelton Club, who own part of Coleridge Street, has been asked to advise their members of the proposed change.
20. The Lyttelton Community Association has been advised of the proposal to replace the existing Give Way control with a Stop control.

## **STAFF RECOMMENDATION**

It is recommended that the Lyttelton/Mt Herbert Board:

- (a) Revoke the existing Give Way control against Coleridge Terrace at its intersection with Hawkhurst Road/London Street be revoked.
- (b) Approve the placement of a Stop control against Coleridge Terrace at its intersection with Hawkhurst Road/London Street.