

HUTT CITY COUNCIL

TRAFFIC SUBCOMMITTEE

Meeting to be held in the Matiu Meeting Room, Hutt City Council,
531 High Street, Lower Hutt on
Thursday 25 February 2016 commencing at 4.00pm.

ORDER PAPER

PUBLIC BUSINESS

1. APOLOGIES

2. PUBLIC COMMENT

Generally up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

3. CONFLICT OF INTEREST DECLARATIONS

4. RECOMMENDATIONS TO COUNCIL - 15 March 2016

- a) Naenae Road/Rata Street Intersection - Proposed Roundabout
(15/1774)
- Report No. TRS2016/1/32 by the Senior Traffic Engineer 2
- b) Grenville Street - Proposed No Stopping at All Times (16/91)
- Report No. TRS2016/1/33 by the Traffic Engineer 6

5. QUESTIONS

With reference to section 43 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

Kate Glanville
SENIOR COMMITTEE ADVISOR

17 December 2015

File: (15/1774)

Report no: TRS2016/1/32

Naenae Road/Rata Street Intersection - Proposed Roundabout

Purpose of Report

1. The purpose of this report is to seek Council's approval of the construction of a roundabout at the Naenae Road/Rata Street intersection, the 'Give Way' controls, the associated broken yellow 'No Stopping At All Times' restrictions, and the pedestrian crossing.

Recommendations

That the Traffic Subcommittee recommend that Council:

- (i) rescinds all existing traffic controls at the intersection of Rata Street and Naenae Road;
- (ii) approves the construction of a roundabout at the Naenae Road/Rata Street intersection;
- (iii) approves the 'Give Way' roundabout controls on Rata Street and Naenae Road;
- (iv) approves the broken yellow 'No Stopping At All Times' restrictions; and
- (v) approves the provision of a pedestrian crossing in Naenae Road, all as shown in Appendix 1 attached to the report.

Background

2. The Naenae Road/Rata Street intersection has a relatively high crash record – 23 crashes in the last 10 years including three minor injuries and 20 non-injuries. The majority of crashes (15) are due to vehicles not stopping at the existing stop signs.
3. It is a four way cross intersection with stop controls on the Rata Street approaches. There is a pedestrian crossing on Naenae Road on the northern side of the intersection.

Discussion

4. It is proposed to upgrade the intersection to reduce the number of crashes as detailed in Appendix 1 attached to the report.
5. The installation of a roundabout will slow vehicle speeds through all areas of the intersection and simplify the decision making process for drivers (i.e. drivers only have to give way to their right).
6. Typically, installing a roundabout at a priority controlled intersection will reduce the number of crashes by around 35% and also reduce the severity of crashes.
7. The design makes provision for cyclists to either occupy the lane to travel through the roundabout or alternatively, for children and less confident riders, to avoid travelling through the roundabout by using the adjacent paths to cross each portion of the roundabout using the raised pedestrian crossing facilities and the central refuge islands.

Options

8. Two upgrade options were considered, either a roundabout or traffic signals.
9. Traffic signals are normally only considered for roads with traffic flows in excess of 10,000 vehicles per day (vpd). Traffic volumes on Naenae Road south of this intersection are around 4,400 vpd and on Rata Street to the east of the intersection are around 4,500 vpd, therefore this is not considered an appropriate treatment.
10. Consequently, a roundabout is considered the appropriate traffic control for this intersection.

Consultation

11. Consultation on constructing a roundabout has been carried out with the five directly affected adjacent properties. Two replies have been received, both in support.
12. Following consultation with a cycling representative, changes were made to the original proposal to improve safety for cyclists by the provision of raised pedestrian flat topped humps on the approaches to the roundabout. These will reduce traffic speeds approaching and through the roundabout and also provide an alternative for both children and less confident riders to use the adjacent path and flat topped humps to cross each portion of the roundabout using the central refuge islands.
13. Consultation has also been undertaken with Rata Street School and New Zealand Bus Limited, who are both in support of the proposal.
14. At its meeting on 9 February 2016, the Eastern Community Committee resolved to endorse the recommendations contained in the report.

Legal Considerations

15. This restriction is made pursuant to the provisions of the Hutt City Traffic Bylaw 2007 (amended 20 November 2014).

Financial Considerations

16. The estimated cost of the roundabout is \$285,000 and will be funded from Council's 2015/16 Traffic Safety Improvements budget.

Other Considerations

17. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it improves safety at this intersection. It does this in a way that is cost-effective because it uses a standard traffic management intervention (a roundabout) and also uses standard signs and markings.

Appendices

No.	Title	Page
1	Naenae Road & Rata Street Intersection Proposed Roundabout 15/1774	5

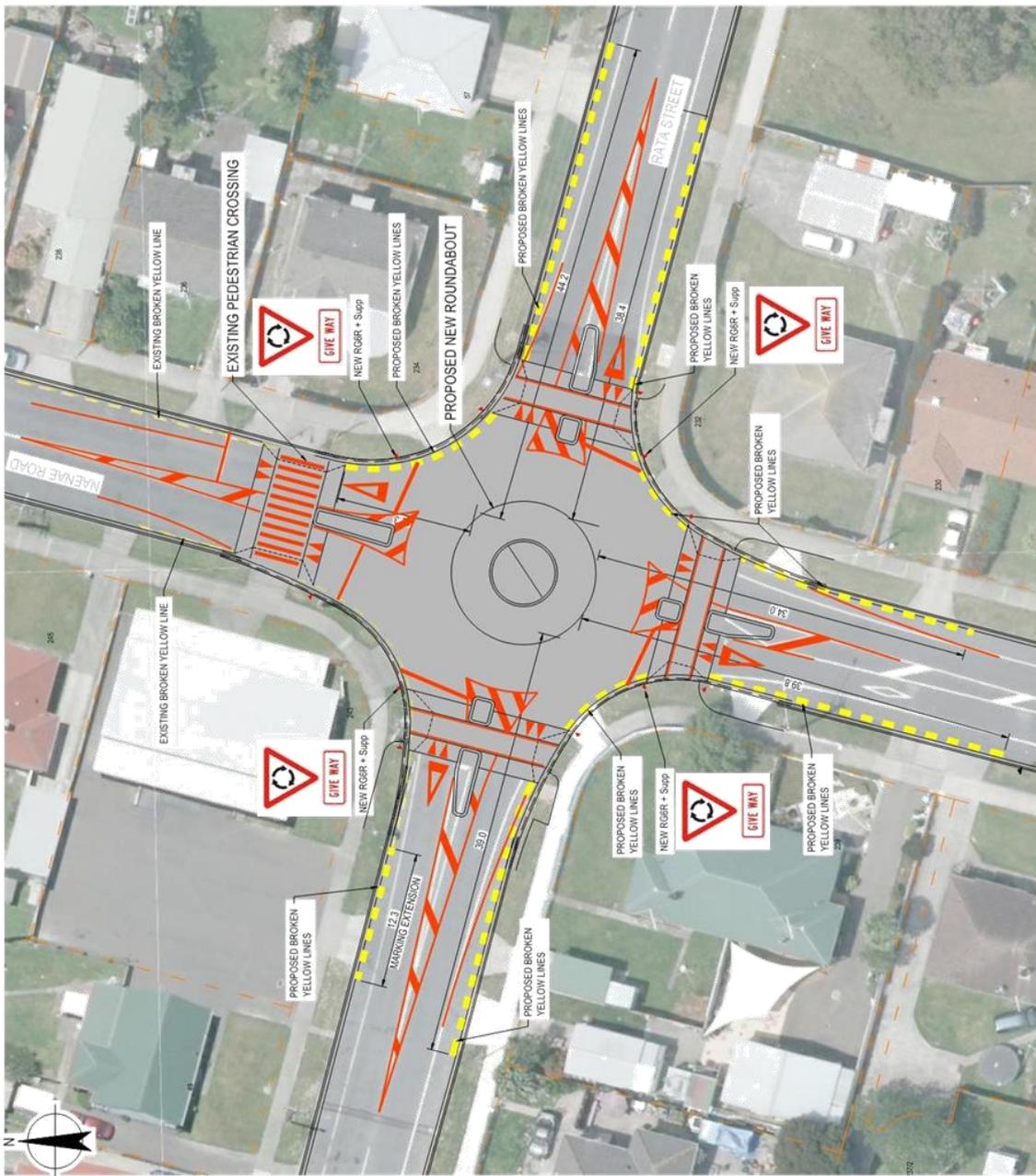
Author: Alan Hopkinson
Senior Traffic Engineer

Reviewed By: Zackary Moodie
Traffic Engineer

Approved By: Lyle Earl
Traffic Assets Manager

LEGEND

- NEW BROKEN YELLOW LINES
- EXISTING BROKEN YELLOW LINES
- NEW WHITE ROADMARKING
- NEW SIGN LOCATION



PLAN
SCALE 1:200 @ A1

SCALE 1:200 AT ORIGINAL SIZE

<p>Level 1, Green Thurston House Te Awa Kairangi T 64 4 722 009 F 64 4 722 003 E greg@ghd.com W www.ghd.com</p>		<p>HUTT CITY TE AWA KAIRANGI</p>	
<p>DO NOT SCALE</p> <p>GHD Location: [] Confirmation of Use: [] Date: [] (Account Director) Date: []</p> <p>This document may only be used by the Client for the project and site identified above. GHD has agreed to use the documents and marked for use for any other purposes only for the other projects.</p>		<p>Client: HUTT CITY COUNCIL Project: NAENAE ROAD & RATA STREET INTERSECTION PROPOSED ROUNDABOUT Title: REPORT NO. 15/1774</p>	
<p>Drawn: [] Design Check: [] Date: []</p>	<p>Design: [] Design Check: [] Date: []</p>	<p>Scale: A1 AS SHOWN</p>	<p>Drawing No: 51-336646-C500 Rev: 1</p>

28 January 2016

File: (16/91)

Report no: TRS2016/1/33

Grenville Street - Proposed No Stopping at All Times

Purpose of Report

1. The purpose of this report is to seek Council's approval for the installation of No Stopping At All Times Restrictions in Grenville Street, Waiwhetu, as shown in Appendix 1 attached to the report.

Recommendations

That the Traffic Subcommittee recommends that Council approves the installation of No Stopping At All Times Restrictions on both sides of Grenville Street, Waiwhetu, as shown in Appendix 1 attached to the report.

Background

2. Council has received a request from the residents of 4 Grenville Street to improve traffic safety on the bend between 1 to 5 Grenville Street near the intersection with Cambridge Terrace. The resident notes that cars parked on this bend narrow the road into a one-way street obstructing adequate visibility to oncoming cars compromising safety.
3. Residents advise they have witnessed many "close calls" in which cars are approaching from both directions and are required to stop, reverse, and give way in order to pass through safely.

Discussion

4. The installation of No Stopping At All Times Restrictions, as proposed in the plan attached as Appendix 1 to the report, will eliminate this visibility hazard and ensure that there is enough space for vehicles to safely travel in both directions.

Options

5. The options are:
 - (a) to leave the area as it is and accept that the safety hazard will remain;
 - (b) to install No Stopping At All Times Restrictions in one side of the street only and accept that some safety hazard will remain; or
 - (c) to install No Stopping At All times Restrictions on both sides of the street as proposed to eliminate the visibility hazard.

Consultation

6. The residents of 4 Grenville Street have consulted the residents of 1, 3, 5 & 6 Grenville Street and 2 MacDiarmid Place who all support the proposal.
7. The resident of 37 Cambridge Terrace has been away for some time and has not been consulted. The residents will endeavour to contact them when they return.
8. As this is considered to be a safety issue, no further consultation has been undertaken.
9. At its meeting on 9 February 2016, the Eastern Community Committee resolved to endorse the recommendation contained in the report.
10. Following the Eastern Community Committee meeting on 9 February 2016, an objection has been received opposing the installation of No Stopping At All Times Restrictions on both sides of Grenville Street. Officers have been working to reach a compromise and will provide a verbal update at the meeting.

Legal Considerations

11. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2007 (amended 20 November 2014).

Financial Considerations

12. The improvements can be funded from Council's 2015/2016 road markings budget.

Other Considerations

13. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of local government in that it improves safety for the benefit of all road users. It does this in a way that is cost-effective because it utilises standard road marking to minimise the likelihood of crashes.

Appendices

No.	Title	Page
1	Grenville Street - Proposed No Stopping At All Times 16/91	9

Author: Sylvio Leal
Traffic Engineer

Reviewed By: Zackary Moodie
Traffic Engineer

Approved By: Lyle Earl
Traffic Assets Manager

