

#### 4. GARREG ROAD/GLANDOVEY ROAD INTERSECTION - RIGHT TURN LANE

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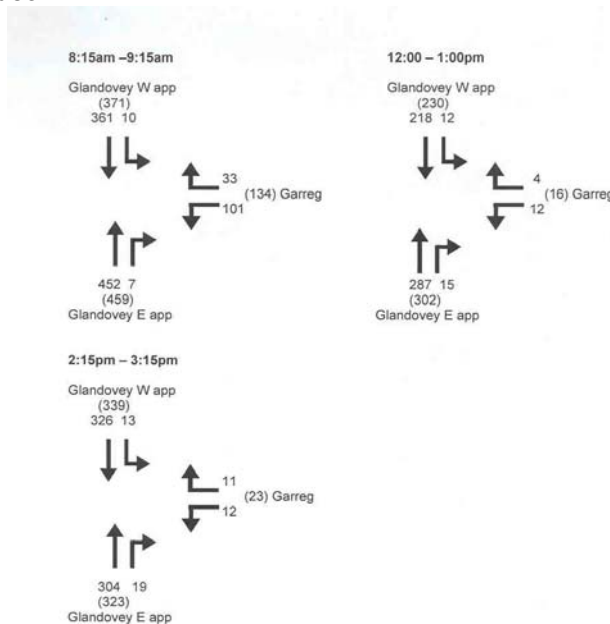
The purpose of this report is to present to the Board the investigation results of the request for a marked right turn lane into Garreg Road from Glandovey Road and to make related recommendations.

#### BACKGROUND

Concern has been raised by the Board during discussions on the street renewal for Garreg Road over the lack of a 'Dedicated Right Turn Lane' into Garreg Road from Glandovey Road.

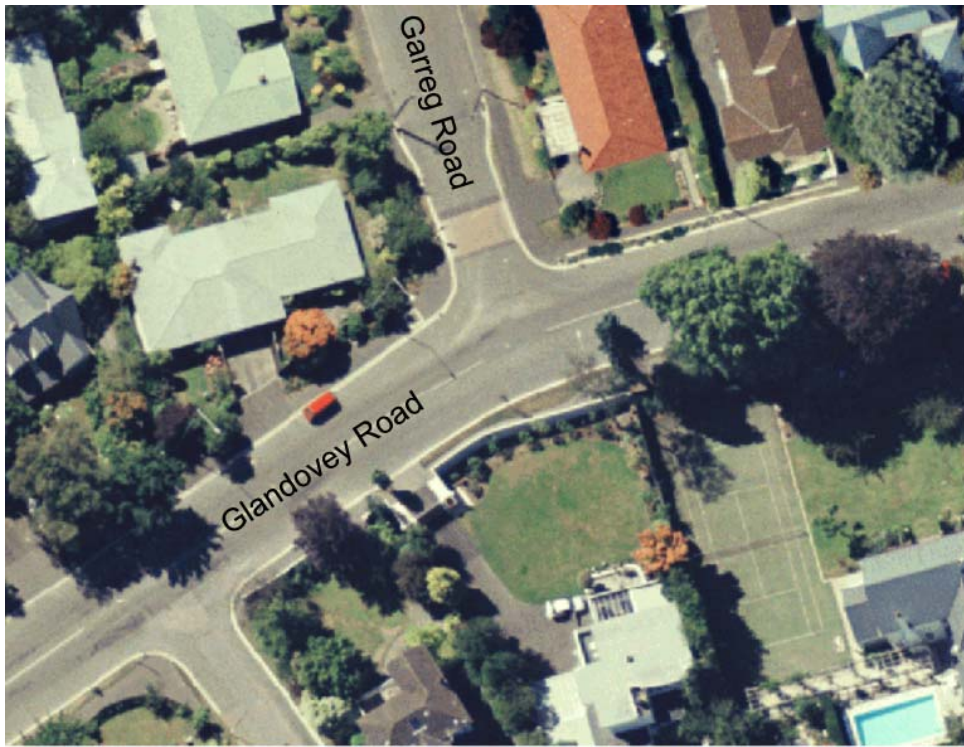
#### INVESTIGATION

To ascertain the need to install a marked right turn lane on Glandovey Road the intersection was filmed using the Transport and City Streets Unit's mobile video equipment. The camera was positioned on Glandovey Road immediately east of Garreg Road on Tuesday 11 May 2004. The intersection was filmed throughout the day. The diagrams below shows the traffic volume data observed from the video.



#### DISCUSSION

Glandovey Road is classified as a 'Collector' road and Garreg Road a 'Local' road within the roading hierarchy for the City. The intersection has been treated in the normal manner with a threshold on Garreg Road with centre line road markings on Glandovey Road. This is consistent with other local versus collector roads intersections. Glandovey Road was reconstructed in 1998 and has a kerb to kerb width of 12.0 metres. The threshold on Garreg Road was built with this reconstruction and has a width of 8.0 metres. The intersection layout is shown below.



### Garreg/Glandovey Roads Intersection

To establish the need for a marked right turn lane into any street, the criteria of at least 15% of the through movement in that direction should be met. For the three, one-hour volume counts at this intersection this criteria is not met. The percentages are in the table below.

| <i>Road and Time</i>            | <i>Through Volume</i> | <i>Right turn volume</i> | <i>Percentage of through</i> |
|---------------------------------|-----------------------|--------------------------|------------------------------|
| Glandovey W app 8:15am – 9:15am | 459                   | 7                        | 1.5%                         |
| Glandovey W app 12:00 – 1:00pm  | 302                   | 15                       | 5.0%                         |
| Glandovey W app 2:15pm – 3:15pm | 323                   | 19                       | 5.9%                         |
| Glandovey W app (All)           | 1084                  | 41                       | 3.8%                         |

The maximum percentage obtained (2:15pm – 3:15pm) was 5.9% with the total percentage over the three, one-hour periods of 3.8% both well short of the recommended minimum of 15%. It is also not recommended to install exclusive right turn facilities into local roads unless absolutely necessary. This is to avoid confusing the motorist that the side road is an arterial road.

Should a right turn bay be installed at this location, some 40-50 metres of parking would need to be banned from the south side of Glandovey Road at, and adjacent to, the intersection.

#### SUMMARY

A request was received to investigate the installation of a right turn lane from Glandovey Road into Garreg Road. A video survey was undertaken to determine the need. To install a right turn lane into any street, the criteria of a least 15% of the through movement in that direction should be met. In this case only 5.9% of vehicles turn right between 2:15pm and 3:15pm with an average over the three, one hour periods of 3.8%. The criteria in this case is not met and an exclusive right turn lane should not be installed.

#### Staff

**Recommendation:** That the information be received and no further action taken.

#### Chairman's

**Recommendation:** That the above recommendation be adopted.