

22. INNES/RUTLAND INTERSECTION TRAFFIC SIGNALS REPORT

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The purpose of this report is to report the results of traffic monitoring on the local roads in the vicinity of the Innes Rutland intersection and to advise that no adverse effects have been caused by the installation of traffic signals at the Innes/Rutland intersection in 2003

BACKGROUND

At the June 2002 meeting the Board resolved that “*the installation of traffic signals and kerb and channel as proposed on the pamphlet circulated proceed with budget priority given for traffic calming measures to mitigate any adverse effects caused by traffic signals*”.

This intersection used to form a capacity constraint on a significant route north of the city. Innes Road is a minor arterial east/west route between Burwood/Mairehau and Fendalton/Illam. Rutland Street is classified as a collector route and provides access between Papanui and the city centre. Traffic on Rutland Street crossing or turning at the intersection used to experience considerable delays especially during peak periods.

Safety issues were an important consideration at this intersection. 18 crashes were reported to the police at the intersection in the 5 years before the traffic lights were installed. These involved one fatal, one serious, seven minor and nine non-injury crashes. The most regular problem (11 incidences) involves vehicles going straight through the intersection at right angles to each other and (5 incidences) right turning vehicles.

The residents in East Papanui had strongly held views as to the merits (or otherwise) of installing traffic signals at the intersection. The installation of traffic signals was proposed to address the safety and capacity concerns at the intersection. Before the lights were installed the Community Board was advised more vehicles movements in the East Papanui area could be expected as a result of the improved access provided by the signals.

TRAFFIC MONITORING

The amount of short cutting traffic on unclassified local roads in the East Papanui area has been monitored before and after the traffic signals were installed in April 2003 to determine what effect the signals have had. Traffic counters have been used in 15 locations (**see table below**) with the following results. The figures represent the average number of vehicles per day using this section of a street rounded to the nearest ten. The percentages are calculated on the actual recorded figures.

<i>Location</i>	<i>Before Installation</i>	<i>After Installation</i>	<i>% + or -</i>
32 Rayburn Ave (L)	2180	2410	+ 10
96 Tomes Rd (L)	2290	2640	+ 15
106 Mays Rd (C)	1340	1490	+ 11
118 Chapter St (L)	310	350	+ 14
46 McFaddens Rd (C)	2110	2470	+ 17
118 Weston Rd (L)	730	700	- 4
174 Weston Rd (L)	550	670	+ 21
122 Knowles St (L)	560	500	- 11
178 Knowles St (L)	480	600	+ 27
10 Bretts Rd (L)	1470	1160	- 28
132 Rutland St (C)	2950	4890	+ 66
109 Innes Rd (MA)	14760	13970	- 6

189 Innes Rd (MA)	15310	14120	- 8
74 Browns Rd (L)	2570	2570	+ 1
77 Rutland St (C)	4100	6230	+ 52

L = Local Road C = Collector Road MA = Minor Arterial

The traffic flows were measured in April-May 2002 and June 2004, with the traffic lights being commissioned in April 2003.

DISCUSSION

From the above figures it can be seen that there have been increases in the volume of vehicles using the following three local roads that could be considered outside normal vehicle volume fluctuations. These are McFaddens Road, Weston Road east, and Knowles Street east. All volumes are however well within the 3,000 + vehicles per day capacity of these local roads. However Knowles Street west and Bretts Road have had a decrease outside normal fluctuations, in the number of vehicles using them.

As anticipated traffic volumes have significantly increased in Rutland Street on both sides of Innes Road with the freeing up of traffic flows through the intersection. These volumes reflect that there has been an increase of over 50% in the number of vehicles using this route to and from town. This traffic will have relieved to a small degree the traffic using Cranford Street and Papanui Road.

The year before the traffic lights began operation four accidents were reported on the intersection, since their installation no accidents have been reported.

The main objectives of the project to improve traffic safety and traffic capacity at the Innes/Rutland intersection have therefore been well met.

CONCLUSION

Traffic monitoring before and after the installation of the signals has determined that no adverse effects have resulted. No traffic calming work will, therefore, be required.

Staff

Recommendation: That the Board note that no adverse effects have resulted from the installation of traffic signals at the Innes/Rutland intersection and no further action is required.

Chairperson's

- Recommendation:**
1. That the information be received.
 2. That the report be submitted to the Innes May Residents Association, the East Papanui Resident's Association and the School Board of Trustees of Paparoa School.