

17. INNES ROAD/RUTLAND STREET INTERSECTION PROBLEMS

RR 7638

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Corporate Plan Output: Traffic Management	

The purpose of this report is to provide information for the Community Board and residents, concerning traffic and accidents at the Innes Road / Rutland Street intersection.

Introduction

The Shirley/Papanui Community Board at its February meeting received a petition from some residents in this area seeking the installation of a roundabout at the intersection.

The Board decided that a public meeting involving residents, Board members and Council staff be arranged and a report prepared for the further consideration of the Board. The residents' primary concern was traffic safety and the number of accidents which have occurred at this location.

Information and Discussion

At present, drivers from outside the area are dissuaded from short cutting via this intersection because of the time delay in directly crossing Innes Road.

The crash history of this intersection has been monitored over a long period with the objective of providing the best layout for the required traffic function. The existing configuration has been developed to provide safe intersection manoeuvring while retaining the priority of the roads hierarchy function and traffic flow.

The Land Transport Safety Authority crash records show 18 reported crashes over the past five years with seven of these being injury related. Most of the crashes involve motorists crossing Innes Road failing to give way at the 'Stop' signs. While it would be ideal to eliminate all these crashes, it must be emphasised that the frequency and severity of the reported crashes is similar to that which would be expected to occur with this intersection if it were controlled by a roundabout or traffic signals and with the same traffic volumes.

[Innes Road carries 14000 veh/day; Rutland Street south 9,000; Rutland Street north 3,500].

The installation of either a roundabout or traffic signals, while reducing the expected level of service on Innes Road, would give undesirable priority for traffic to use the northern leg of Rutland Street and could double the traffic volume on this approach.

The residents of the area to the north of Innes Road have, in the past, consistently expressed opposition to any traffic management option which would increase the volume of through traffic. The traffic control section of the East Papanui Neighbourhood Improvement Plan clearly reflects the balance of the desire of the residents in this respect. An increase in traffic filtering through this residential area would also cause an increase in conflict situations and crashes at the many cross intersections throughout the area. This would be seen to be simply relocating the problem. Crash records for similar situations also show that roundabouts are not a safe option for cyclists or pedestrians and increasing the potential for injury to these more vulnerable road users is not a choice to be considered lightly. Excessive vehicle speed, which is a factor in a few of the crash records, is a matter for Police enforcement and driver education. The Council does not have power to control this element.

By encouraging through traffic to use arterial corridors and by providing traffic calming where appropriate in residential zones, the Council's long term management plan has effectively continued to reduce the overall number of crashes and particularly those which result in severe injury.

The area within the road boundaries may not be sufficient to construct the current minimum standard roundabout and the Council has not designated any of the adjoining properties' land for future road purposes. The Council is budgeting to replace the old deep dished channel and renew the footpath on Innes Road between Rutland Street and Cranford Street in four years' time. This work will incorporate improvements to the kerb level and alignment on the north-eastern corner of this intersection but there are no current plans or budgeted finance for further development of the Innes/Rutland intersection.

Some of the problems arise from the desire line for vehicle movements through the area in the north - south direction. There is a growing problem caused by the lack of peak time capacity on the arterial network in this direction. With the present growth rate to the north, the situation is unlikely to improve in the foreseeable future. The Government decision not to provide funding or retain designated land for the proposed Northern Outlet, which was planned to carry most of this volume, has forced the consideration of alternatives. A computer model of traffic generation and desired travel routes is currently being trialed and some options should be produced for public consideration later this year.

A meeting with residents was held on 28 April. A report of the meeting will be circulated.

Chairperson's

Recommendation: That options for intersection safety works be investigated and that the costs of these works be provided for the Board's consideration.