

15. INTERSECTION CONTROLS

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Corporate Plan Output: Traffic Signs and Markings	

The purpose of this report is to inform the Committee of a proposal to place additional “Give Way” or “Stop” controls on side roads intersecting with city arterial routes and state highways.

BACKGROUND

Many road controlling authorities, including Transit NZ, have required that side road “Give Way” or “Stop” signs be placed on all intersecting side roads to the main road, arterial or state highway. The reason for this is so that traffic on the main road, when turning right into a side road, has right of way over traffic exiting from the side road. This practice brings about the following road improvements:

- Clear right of way priority for turning traffic.
- The easing of congestion on the main road.
- Providing for clearer visibility of approaching traffic for drivers on the side road due to the clearance of right turn queues on the main road.
- Limit lines provide guidance for side road traffic.

During road safety inspections and audits of roads in the city such as:

- Main North Road/Papanui Road
- The ring road route
- Pages Road/Buckleys Road/Aldwins Road/Ensors Road

the auditors have suggested that many of the side roads that are presently uncontrolled should, in fact, be provided with “Give Way” or “Stop” signs.

PROPOSAL

Elsewhere in this report the Committee will be considering the standards recently adopted by the City Streets Unit for installing road markings on roads in the city. It is intended that, as part of the process, heed be taken of the advice that consideration be given to providing for more side road controls at intersections with arterial and busy collector roads.

Under existing Council procedures, community boards are responsible for establishing side road controls (by resolution) on local roads that intersect with arterial or collector routes. For consistency along state highways, arterial and collector routes in the city, it is proposed that traffic management plans include side road controls where applicable. Community boards will be informed of the processes involved as plans for these routes are developed.

The scale of this undertaking could be quite large. For example, if all side roads along the routes listed above are to be controlled an additional 92 “Give Way” signs could be installed. However, some side roads (due to low traffic volumes) may not need to be controlled in this way, which will reduce the number of intersections involved.

CONCLUSION

Consistent standards of traffic management and control along arterial routes are becoming necessary as the city expands and traffic volumes rise along state highways and arterial roads. Benefits in clearing queues of right turning traffic from main roads is important to maintain road safety standards and to avoid unnecessary conflicts in congested areas.

It is intended that new side road controls be installed as part of traffic management plans for arterial and collector roads as highlighted in recent route safety audits and existing road inspections that have been recently completed for roads in the city.

- Recommendation:**
1. That the information be received.
 2. That, where required for traffic management purposes, side road “Give Way” or “Stop” controls be provided on the side roads that intersect with state highways and arterial roads in the city.

Chairman’s

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