

6. BISHOPDALE ROUNDABOUT – SAFETY IMPROVEMENTS

Officer responsible City Streets Manager	Author Brian Neill (Network Operations Team Leader), DDI 941-8616
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The purpose of this report is for the Board to consider a number of safety improvements that can be undertaken at the Bishopdale roundabout to reduce traffic conflicts at the Farrington Avenue/Harewood Road and Highsted Road intersections. A project has been identified that addresses community concerns about the speed of traffic entering the roundabout and the safety of pedestrians crossing Harewood Road to the Bishopdale Shopping Centre.

BACKGROUND

Over a period of time, residents have been reporting a number of “out of control” crashes that have occurred within the roundabout which can be attributed to the speed of traffic entering the Highsted Road intersection from the north. Many residents also find it difficult to cross the four lane section of Harewood Road and have questioned the safety of the existing crossing facility north of the roundabout adjacent to the entrance to the Bishopdale Shopping Centre.

Concerned residents have approached the Council and MP Clayton Cosgrove for assistance. Some minor improvements were made to the signage on the Harewood Road north approach to the roundabout. According to residents living in the area the signs have failed to slow drivers entering the roundabout and have reported that out of control crashes have continued to occur.

HAREWOOD ROAD SAFETY ASSESSMENT

Beca Carter Hollings and Ferner Ltd were commissioned by the Council to review the safety of the four lane section of Harewood Road between Greers Road and the Breens Road/Gardiniers Road intersection. The assessment report that covers traffic and pedestrian safety issues was presented to the Board's Works, Traffic and Environment Committee on 12 September 2002. Paul Durdin and Shane Turner from Beca's commented on the approach they used to address the problems along this four lane section of Harewood Road and the preliminary findings of their investigations. Since the presentation, more work has been done on the proposed short to medium term improvements for traffic flow at the Bishopdale roundabout. The City Streets Unit agrees with the scope of this project.

Board members will have received a copy of the Harewood Road safety assessment report undertaken by Beca Carter Hollings and Ferner Ltd. The report is to be commended and will form the basis for future improvements to traffic flow and safety along this four lane section of Harewood Road including the comments on future traffic controls at the Greers Road traffic signals, the Bishopdale roundabout and the Breens Road/Gardiniers Road intersection.

DISCUSSION

The Council is planning on making improvements to the Greers Road approaches to the traffic signals at the Harewood Road intersection. This work is scheduled to be undertaken next financial year. However, a certain amount of reassessment is being undertaken on this project as costs involved in relocating underground services will be expensive and will impact on the amount of funding available. Beca's report endorsed the proposals agreeing with the need to carry out the work for safety and capacity reasons.

Traffic flows along Harewood Road north of the Bishopdale roundabout are low for a four lane major arterial road. Beca's report refers to the road as operating “*efficiently and despite well founded safety concerns from the community, has a good safety record for the most part*”. Crash prediction modelling and how the technique was used to compare Harewood Road with standard models are commented on. There was a caution however, that if traffic volumes increase, pedestrian movements across Harewood Road would become more difficult and may become critical in the future if the Council does not look to making accumulative improvements to this arterial route.

The Council will need to consider the Breens Road/Gardiniers Road intersection from the point of view of improving access for cyclists and pedestrians. However, the most urgent work identified was the proposals for the Bishopdale roundabout – the subject of greatest concern to the community.

FARRINGTON AVENUE/HAREWOOD ROAD/HIGHSTED ROAD ROUNDABOUT

The City Streets Unit has worked through the proposals for the roundabout with Beca's and is looking to including this as a project in the "safety improvements" budget for 2004/05. The short to medium term improvements will satisfy safety requirements for many years to come and, although traffic signals have been identified as the ultimate control for the Farrington Avenue/Harewood Road and Harewood Road/Highsted Road intersections, it is doubtful if this project could be funded in the foreseeable future. Other problems would be introduced with the reconfigured "Staggered T" layout described in the report. Capacity wise the roundabout will serve the community for many years provided safety issues are addressed and traffic volumes continue to grow at the current rate.

A copy of a plan showing the proposed changes to the roundabout is **attached** to this report.

HAREWOOD ROAD: HIGHSTED ROAD TO THE GARDINERS ROAD/BREENS ROAD INTERSECTION

Beca's report referred to the possibility of reducing this four lane section of Harewood Road to two lanes. This idea has been discussed at officer level for some time and would enable the Council to better control the speed of traffic and provide for improved pedestrian and cycle facilities. This section of roadway carries less than half the volume of traffic normally expected of a four lane median divided roadway. More research needs to be carried out. However, operating speeds tend to be on the high side with standard deviations that would suggest the current 50 km/h speed limit could be raised to 60 km/h with a predicted improvement in traffic behaviour and the possibility of actually reducing the operating speed.

CONCLUSION

The Beca Carter Hollings and Ferner report "*Harewood Road Safety Assessment*" is commended. The report highlights the need to make safety improvements to the four lane section of Harewood Road between Greers Road and the Breens Road/Gardiners Road intersection.

Capacity and safety improvements are to be carried out in 2003/04 on the Greers Road approaches to the Harewood Road traffic signals. Funding for the short to medium term improvements proposed to the Bishopdale roundabout are to be sought and included for budget consideration for the 2004/05 financial year.

Further investigations will be made into the possibility of reducing the four lane section of Harewood Road (between Highsted Road and the Breens Road/Gardiners Road intersection) to two lanes with cycle and improved pedestrian facilities both along the road and at the Breens Road/Gardiners Road intersection. In the light of possible improvements to the laning of this section of roadway, a review will be made of the current 50 km/h speed limit and its relationship to the 70 km/h limit north of Crofton Road.

Staff

- Recommendation:**
1. That the Board adopt the Beca Carter Hollings and Ferner Ltd report "*Harewood Road Safety Assessment*" as a planning document for safety improvements along the four lane section of Harewood Road between Greers Road and the Breens Road/Gardiners Road section.
 2. That the Board support the proposed short to medium term improvements for the Bishopdale roundabout.

Chairman's

- Recommendation:**
1. That the foregoing recommendations be adopted.
 2. That the Officers keep the Board informed of the success through the funding round, and that appropriate reports be received on progress in the further investigations referred to.