

4. BISHOPDALE ROUNDABOUT - SAFETY IMPROVEMENTS

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The purpose of this report is to seek the approval of the Fendalton/Waimairi Community Board to proceed to final design, tender and construction of the Bishopdale Roundabout Safety Improvements. Approval is also required to modify no stopping restrictions in relation to the roundabout and to remove an existing bus stop on Harewood Road and to approve its reinstatement 18.3 metres east of its present location.

BACKGROUND

The Council is proposing to implement safety improvements at the Bishopdale roundabout.

The Bishopdale Roundabout controls the flow of vehicles intersecting from Harewood Road, Highsted Road and Farrington Avenue, and carries approximately 16,000 vehicles per day.

Residents in the area have raised traffic safety concerns about the roundabout and requested that the Council consider implementing changes to improve safety for residents, pedestrians, cyclists and motorists.

To this end the Council engaged an independent traffic engineering consultancy firm to review the layout of the roundabout and its functioning to determine what deficiencies it had and how these deficiencies could be remedied.

The review highlighted;

- The lack of pedestrian and cycle facilities at the roundabout;
- The lack of clarity for motorists on the approach to the roundabout and within the roundabout as to which lane they need to be in; and
- The lack of deflection on the west approach to the roundabout, along Harewood Road, encouraged higher speeds which then, at times, resulted in a number of 'loss of control' crashes within the roundabout.

To address the deficiencies highlighted by the independent report the Council is recommending that the safety improvements outlined below and detailed on the plan **attached**, be approved by the Board for implementation.

RECOMMENDED SAFETY IMPROVEMENTS

The Council is proposing to install a raised traffic island, with a pedestrian 'cut through', on the west approach to the roundabout. The island will encourage lower approach speeds to the roundabout by reducing the width of the carriageway and providing more deflection. The island will also ensure that motorists are in the correct lane to either circulate round the roundabout or to exit at Highsted Road, Harewood Road or Farrington Avenue.

Cycle lanes will be installed on the approaches to the roundabout and within the roundabout, and may also include a red asphalt surface at specific potential conflict points.

In conjunction, the proposed plan provides for additional and clearer road markings and signage on the approaches to the roundabout and within the roundabout. The new signage includes the installation of an overhead directional 'gantry' sign on the east approach to the roundabout along Harewood Road.

Currently, on the east approach to the roundabout along Harewood Road there are two lanes available to either circulate the roundabout and/or exit at Highsted Road. The lane configuration will be changed to provide only one right turn lane and a combination straight through and left turn lane. The combination lane will provide an exit into Farrington Avenue or the opportunity to travel through the roundabout and exit along Harewood Road to the west.

The current kerb alignment adjacent to the Bishopdale Mall carpark on Harewood Road will be built-out to encourage slower speeds through greater deflection, while also providing an opportunity to install a left turn slip lane into the mall carpark entry and exit road. The left turn slip lane will also enable motorists exiting the mall carpark to have an early indication of what direction approaching motorists are taking.

The existing bus stop on Harewood Road adjacent to the mall carpark will be relocated further to the east and accommodated within the left turn slip lane. A new bus shelter will be installed to service the bus stop.

CONSULTATION

An "inform" consultation process was followed for this project as the proposed work is safety remedial work and therefore fixed by engineering requirements to ensure that safety of the Bishopdale Roundabout is maintained and enhanced for all road users.

Firstly, those property owners who were likely to be affected by the extension of no stopping areas on Harewood Road and Highsted Road were visited and a draft plan left with them. Two to three weeks later the formal publicity leaflet was distributed to all residents/owners and business operators in and around the Bishopdale Mall to advise them of the proposed work.

Thirteen written submissions have been received on the project, some submitters suggested changes to the proposal, two submitters would prefer to see the roundabout removed and signals installed, however, generally the submissions supported the recommended safety improvements.

Staff

- Recommendations:**
1. That the Fendalton/Waimairi Community Board approve the Bishopdale Roundabout safety improvement work for final design, tender and construction.
 2. That the Fendalton/Waimairi Community Board revoke all existing no stopping restrictions relating to the Bishopdale Roundabout.
 3. That the Fendalton/Waimairi Community Board prohibit the parking of vehicles at any time in the following areas:
 - (i) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Farrington Avenue and extending in an easterly direction for 46 metres.
 - (ii) That the stopping of vehicles be prohibited at any time on the east side of Farrington Avenue commencing at its intersection with Harewood Road and extending in a southerly direction for 137 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the west side of Farrington Avenue commencing at its intersection with Harewood Road and extending in a southerly direction for 42.8 metres.
 - (iv) That the stopping of vehicles be prohibited at any time on the west side of Farrington Avenue commencing at a point 56.8 metres from its intersection with Harewood Road and extending in a southerly direction for 12.5 metres.
 - (v) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at its intersection with Farrington Avenue and extending in a westerly direction for 97.0 metres.
 - (vi) That the stopping of vehicles be prohibited at any time on the south side of Harewood Road commencing at a point 111 metres from its intersection with Farrington Avenue and extending in a westerly direction for 22.3 metres.
 - (vii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at its intersection with Highsted Road and extending in a westerly direction for 29.4 metres.
 - (vii) That the stopping of vehicles be prohibited at any time on the north side of Harewood Road commencing at a point 43.4 metres from its intersection with Highsted Road and extending in a westerly direction for 29.0 metres.
 - (viii) That the stopping of vehicles be prohibited at any time on the west side of Highsted Road commencing at its intersection with Harewood Road and extending in a northerly direction for 40.4 metres.

- (ix) That the stopping of vehicles be prohibited at any time on the east side of Highsted Road commencing at its intersection with Harewood Road and extending in a northerly direction for 44.0 metres.
 - (x) That the stopping of vehicles be prohibited at any time on the north side of Harewood road commencing at its intersection with Highsted Road and extending in an easterly direction for 71.7 metres.
4. That the bus stop on the south side of Harewood Road commencing at a point 4 metres east from the Penny Lane intersection (Bishopdale Mall access/exit road) and extending in an easterly direction for 14 metres, be removed.
 5. That a bus stop be installed on the south side of Harewood Road commencing at a point 22.3 metres from the Penny Lane intersection (Bishopdale Mall access/exit road) and extending in an easterly direction for 14 metres.

Chairman's

Recommendation:

That the above recommendations be adopted.