

14. RESTELL STREET - HAREWOOD ROAD INTERSECTION SAFETY WORKS

RR 10195

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Corporate Plan Output: Road Network Safety Improvements 9.5.90	

The purpose of this report is to update the Board with the current status of development improvements to this intersection.

When last reported to the Board it was resolved *that further options to resolve the issue be investigated and, should a solution not be forthcoming, further consideration be given by the Board to the extension of the median island and the proposed improvements at the Harewood Road / Restell Street intersection, as illustrated in the information leaflet.*

The changes to the Harewood - Restell intersection were proposed as a safety improvement to eliminate the crashes which predominantly involved vehicles turning right from Restell Street into Harewood Road. It is evident from the crash data that the lack of clear visibility caused by the elevation of the railway lines was the main factor in all recorded crashes.

About that time three car parking spaces and all the landscape vegetation was removed from the northern side of the road. This with regular weeding has significantly improved visibility for drivers turning from Restell Street. In the 12 months since those measures were completed, no serious incidents have been registered with the crash records.

The visibility problem still exists but to a lesser degree. It can only be rectified by raising/re-profiling a length of Harewood Road either side of the railway lines or by lowering the railway embankment. This reconstruction work would be a major cost (est. \$120,000+) and is well outside of the parameters of the present minor safety works budget. The allocated funding was not sufficient to cover any of the reconstruction works that would address this issue.

Plans have been trialed which involved moving the Restell Street approach to the intersection further away from the railway crossing. These could not provide any measurable advantage, the visibility factor was not improved, and turning became more difficult for heavy vehicles because of the increased deflection.

The proposal to extend the median that would prevent right turning manoeuvres at the intersection is an effective simple solution to prevent the type of serious accidents from recurring. The resultant limitation on access however, particularly for service vehicles, was unacceptable to the local business people in the zone. Access through Winston Avenue is also difficult and only a partial alternative for heavy goods vehicles and requiring them to use the Main North Road.

Access to the Restell Street Business Zone will be affected by current plans for the development of a service road from Sawyers Arms Road through to Langdons Road passing between Northlands Mall and the Papanui High School. Restrictions at the Harewood Road intersection should not at this stage compromise development options for the Langdons Road intersection. The affects of the two intersection developments must not be considered in isolation.

- Recommendations:**
1. That any decision on the development of the Restell Street/Harewood Road intersection be deferred until the Northlands Mall service road construction has been finalised.
 2. That the Restell Street/Harewood Road intersection be entered into the next Annual Plan capital expenditure programme as a main roads safety project requiring substantial funding.

For discussion