

## 12. BEALEY AVENUE / FITZGERALD AVENUE / WHITMORE STREET – DESIGN CONSTRUCTION

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The purpose of this report is to inform the Board of the result of consultation and seek approval to proceed with design, construction and remarking of the intersection. (Refer attached plan).

### BACKGROUND

Bealey Avenue and Fitzgerald Avenue are both major roads forming part of an extended ring road system to bypass the City centre. Bealey Avenue currently carries around 22,300 vehicles per day and Fitzgerald Avenue carries around 21,500 vehicles per day

Together with Whitmore Street they also link the north and eastern parts of the City with the CBD. Whitmore Street is a minor arterial route while London Street is a local road. Whitmore Street carries around 21,600 vehicles per day.

The proposal is to remark the lanes at the intersection to include cycle lanes and dedicate right turn lanes from Whitmore Street and alter the phasing of the traffic signals to improve safety and capacity.

A publicity leaflet was distributed with a letter to the residents and the owners of properties who are most effected by the proposed loss of parking due to the lane changes at the intersection. Other properties in the immediate area received a copy of the publicity leaflet.

### DISCUSSION

Fifteen replies were received to the publicity plan, including three phone calls. The main issues raised were the loss parking, exiting of London Street, and right turning at the intersection. All have been replied to.

The amount of no stopping has been reduced to a minimum in Fitzgerald Avenue and results from having to reduce the number of lanes in Fitzgerald Avenue from Cambridge Terrace to Bealey Avenue to provide cycle facilities. To keep the capacity through the intersection the third (left turning) lane has been reintroduced from No 271/273.

The reduction in parking in Whitmore Street is to enable the two right turn lanes to be marked. There is a need for the two right turn lanes to keep the capacity at the intersection with the dedicated right turn phase. The dedicated right turn phase will be a short phase but with two lanes the number of vehicles turning will not be reduced. If the phase is lengthened the cycle time for the intersection is lengthened and this is a time delay for all vehicles.

Unlike the other approach roads to the intersection, London Street is a local road. The narrowing at the London Street intersection indicates to motorists that they are entering a different traffic environment. If the entrance was widened and a left and right turning lane was marked, then more traffic would use London Street as a short cut which is an issue that would not be acceptable to the Richmond community.

Several replies requested that the dedicated right turn arrow also apply to traffic turning east from Fitzgerald Avenue into London Street. This is part of the dedicated right turn phase for Whitmore Street, so the requests are being met. There will not be a right turn (filter) on the straight through green as at present. The turning traffic will be held with a red arrow.

### CONCLUSION

As the concerns raised in the replies to the publicity can be addressed, Council Officers seek approval to proceed with the final design plans and construction. For the work to progress there is also a need for alterations to be made to the parking restrictions on the approach roads to the intersection.

**Staff****Recommendation:**

1. That the Board recommends to the Sustainable Transport and Utilities Committee that the Bealey Avenue/Fitzgerald Avenue/Whitmore Street intersection project proceed to design and construction.

**Parking restrictions, Fitzgerald Avenue**

2. That the no stopping parking restriction on the west side of Fitzgerald Avenue commencing at the intersection with Bealey Avenue and extending in a southerly direction for a distance of 35 metres be revoked.
3. That the parking of vehicles be prohibited on the west side of Fitzgerald Avenue commencing at the intersection of Bealey Avenue and extending in a southerly direction for a distance of 115 metres.
4. That the no stopping parking restriction on the east side of Fitzgerald Avenue commencing at the intersection with London Street and extending in a southerly direction for a distance of 20 metres be revoked.
5. That the parking of vehicles be prohibited on the east side of Fitzgerald Avenue commencing at the intersection of London Street and extending in a southerly direction for a distance of 37 metres.
6. That the bus stop on the east side of Fitzgerald Avenue commencing at a point 20 metres from the intersection of London Street and extending in a southerly direction for a distance of 26 metres be revoked.
7. That a bus stop on the east side of Fitzgerald Avenue commencing at a point 37 metres from the intersection with London Street and extending in a southerly direction for a distance of 20 metres be installed.

**Whitmore Street**

8. That the no stopping parking restriction on the east side of Whitmore Street commencing at the intersection with London Street and extending in a northerly direction for a distance of 55 metres be revoked.
9. That the parking of vehicles be prohibited on the east side of Whitmore Street commencing at the intersection of London Street and extending in a northerly direction for a distance of 105 metres.

**Bealey Avenue**

10. That the no stopping parking restriction on the south side of Bealey Avenue commencing at the intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 33 metres be revoked.
11. That the parking of vehicles be prohibited on the south side of Bealey Avenue commencing at the intersection with Fitzgerald Avenue and extending in a westerly direction for a distance of 27 metres.

**Chairperson's****Recommendation:**

- That the recommendations be adopted.