

4. SPRINGFIELD/EDGEWARE INTERSECTION : PROPOSED TRAFFIC LIGHTS

Officer responsible City Streets Manager	Author Brian Boddy, Project Consultation Leader, DDI 941-8013.
--	--

The purpose of this report is to request that the Community Board recommend to the Sustainable Transport and Utilities Committee the construction of the proposed traffic light installation shown on the plan attached, as principally a pedestrian facility for the partially sighted. Further information that was requested at the 20 November Board meeting will be tabled at the meeting.

BACKGROUND

The history for this project to date is contained in the appended August 2000 report to the Community Board and the Board's following recommendation to the City Services Committee "that the intersection of Abberley/Edgeware/Springfield be signalised for the purpose of providing safe pedestrian facilities."

The following is the project's progress this year.

April 2002	Draft Annual Plan distributed by the Council advising of the proposed works on Page 117.
15 – 18 October 2002	Publicity leaflet distributed to affected residents, landlords, businesses, community notice boards, and the media.
5 November 2002	Press release given to the media advising the closing date for consultation has been extended to the 14 November.

This project is a response by the Shirley/Papanui Community Board to the needs and requests of advocates for the partially sighted, the elderly, and the children in this community for a safe pedestrian crossing facility across Springfield Road between Ranfurly Street and Edgeware Road.

The Community Board Committee Seminar meeting on the 14 August 2002 requested that the City Streets Unit proceed with the design of traffic signals on the intersection of Springfield and Edgeware Roads. A publicity plan was then drawn up as a response to requests for pedestrian facilities for the partially sighted travelling from the area around the Blind Foundation to and from Edgeware Village. The proposed signals shall have tactile approaches to the pedestrian crossing points and audio tactile buttons to advise when to and when not to cross. To provide adequate lane widths it is necessary to install no stopping restrictions on the approaches and departures from the intersection as shown on the plan.

Relevant feedback to the proposal, which had been received up to Monday 11 November, is summarised as follows: -

- I am in favour of the proposal and would like it installed as soon as possible.
- The alignment of the kerb in front of the dairy should be taken back.
- The no-parking restrictions are excessive in front of the residences with a high percentage of tenancies.
- I have no off street parking and the proposal will remove all on-street parking in front of my property.
- There is no kerbside parking for fifteen (*sic*) houses.
- There will be no on street parking within sixty metres of 150 Springfield Road.
- As it stands the proposal will severely reduce on-street parking.
- There will be no off street or on street parking available to the residents of No. 135 Springfield Road if this proposal goes ahead.
- There will be no parking available for the dairy (*sic*).
- Traffic lights will adversely affect business for the dairy by removing the parking opposite the dairy on the east side of Springfield Road.
- The traffic lights are desperately needed.
- Install a pedestrian crossing, not traffic lights.
- Install a roundabout similar to the one on St Albans Street/Rutland Street intersection with a pedestrian crossing mid block, not traffic lights.
- Traffic lights are not needed on this intersection, what is needed is a pedestrian island or light controlled pedestrian crossing midway between Ranfurly Street and Edgeware Road.

- The proposed traffic lights should be relocated to the Colombo/Edgware intersection.
- A pedestrian facility near Kinloch Street would get more use.
- Traffic lights will interrupt and slow down the flow of vehicles along Springfield Road.
- Traffic lights will create vehicle queues at the lights with associated pollution from fumes, and engine noise.
- Traffic lights will increase noise levels with the braking and acceleration of vehicles.
- The increase in vehicle noise and pollution will be a health hazard for local residents.
- The glare from the traffic lights will adversely affect residents living on the corners.
- The effect of the proposed traffic lights will destroy the character of this quaint and historic part of St Albans.
- There are worse intersections than this that need traffic lights in the city.
- Traffic queuing for the lights will block access to some residents' driveways.
- This proposal will devalue properties in the area of the intersection.
- The intersection is not busy enough for traffic lights.
- Traffic lights would make it harder to get out of Pitt Place.
- The installation and maintenance costs are excessively high.
- It is likely to create through vehicle pressure on Abberley Crescent.
- Fast turning vehicles will be a danger for crossing pedestrians at the lights.
- There are 174 blind/partially sighted people plus the elderly and children living in this area who could use the proposed facility.
- If the traffic lights go in please make sure the sensors respond to bicycles.
- It will improve access to the Edgware shops.

A total of 102 pamphlets were distributed, plus others were left on the counters of two local dairies and two local medical centres. Twenty-eight responses had been received by the 7 November, thirteen supporting the proposal and fifteen against the proposal. Where more than one submission has been received from a property/organisation (eg the Royal New Zealand Foundation for the Blind) it has only been recorded as being one response.

An eight-hour video was taken of midweek daytime traffic movements across Springfield Road in the year 2000. This revealed pedestrians crossed the road in the following numbers: -

- 70 on the north side of the Edgware Road intersection.
- 70 on the south side of the Edgware Road intersection.
- 50 randomly between the intersections.
- 30 at the Ranfurly Street intersection.

This survey identified that the best location for a crossing facility for pedestrians is at the Edgware/Springfield intersection.

Since the road was reconstructed in 1997/98 there have been seven accidents at the intersection of Edgware and Springfield Roads. Four of these accidents involved cars turning right failing to give way to the straight through traffic on Springfield Road, and three occurred at peak traffic times. At peak times it is difficult to make a right turn at this intersection leading to driver frustration. It is suggested that traffic lights would help this situation.

It should be noted that there is: -

1. Strong opposition among those residents losing their on-street parking. A total of 21 parking spaces would be lost in the original proposal. The properties at No. 137 and 139 Springfield Road have no off-street parking and with this proposal, will have no on-street parking within twenty-four metres of the nearest property. This is a result of three metres of road widening taken by the Council in 1997, the proposed no-stopping restrictions, and the way the residences are situated on their sections. All other properties have off-street parking, some only in the form of garages i.e. the driveways on these properties are too short for a vehicle to park on.
2. There is a significant right turn demand from Springfield Road into Edgware Road and from Edgware Road into Springfield Road. As both roads are collector roads it is likely that provision will have to be made for this movement some time in the future if this proposal does not go ahead.

3. Adequate lane widths are needed for all road users. The no stopping restrictions are required to improve the usability and safety at the intersection.

In response to the above feedback it is proposed that the: -

1. No stopping outside No. 164 Springfield Road be deleted from the proposal.
2. No stopping outside No. 10 Edgeware Road be deleted from the proposal.
3. Traffic lights are programmed to give the green light to Springfield Road whenever there is no traffic on the side streets i.e. Springfield Road traffic will have first priority.
4. The traffic sensors to be installed in the road will respond to metal cycles.

It is estimated this work will cost \$150,000 with construction proposed to start in April 2003.

Staff

Recommendation: That the Community Board recommend to the Sustainable Transport and Utilities Committee that the Work as shown on the attached plan, subject to the above amendments, be approved for construction.

Chairperson's

Recommendation: For discussion.