

## 12. SPRINGFIELD ROAD : PROPOSED SIGNALISED PEDESTRIAN FACILITY

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The purpose of this report is to request the Community Board recommend for tendering to the Sustainable Transport and Utilities Committee, a signalised pedestrian crossing facility for the partially sighted in Springfield Road at its intersection with Edgeware Road.

### BACKGROUND

The history of this project to date is summarised as follows: -

#### August 2000

The Community Board recommended to the City Services Committee "that the intersection of Abberley/Edgeware/Springfield be signalised for the purpose of providing safe pedestrian facilities."

#### April 2002

The Draft Annual Plan was distributed by the Council advising of the proposed works.

#### October 2002

The publicity leaflet was approved by the Community Board for distribution to effected residents, landlords, businesses and the media.

#### November 2002

The Community Board considered public feedback and resolved that the report recommending the signalisation of the intersection be deferred to a special Board meeting on the 4 December.

#### December 2002

The Community Board at this special meeting recommended that: -

1. *A signalised midblock pedestrian crossing facility is installed on Springfield Road midblock between Edgeware Road and Ranfurly Street.*
2. *The loss of on street parking adjacent to the heritage properties be revisited, where off street parking was removed by road widening on Springfield Road.*
3. *The safety realignment and yellow no-stopping lines proceed subject to part 2 above.*

#### March 2003

The Board considered a report on a proposed mid-block signalised pedestrian crossing facility for the partially sighted in Springfield Road between Ranfurly Street and Edgeware Road.

The Board **resolved** that:

1. *Concept Plan TP 147903 of the proposed signalised pedestrian facility for partially sighted people in Springfield Road between Ranfurly Street and Edgeware Road and the rationalization of the bus stops in Springfield Road between Eversleigh Street and Kinloch Street be approved for distribution and consultation.*
2. *The residents be advised of the No-Stopping restrictions to be installed on both sides of Springfield Road north and south of the Edgeware Road intersection.*

One hundred and eighty publicity pamphlets were distributed in the area surrounding the proposed signalised pedestrian facility. Nineteen responses have been received from the property owners, businesses, residents and interested parties in this area. Those responses relevant to the concept plan (appended plan TP 147903) are summarised below.

#### Mid-Block Signalised Pedestrian Facility

- The proposal is better than traffic lights at the intersection.
- It is a long way down to the mid-block crossing and back if you just want to go down Edgeware Road (from a pensioner in Harold Denton Place).
- A tactile surfaced pedestrian crossing with a centre island would suit the site better than lights and the money saved should be put towards a crossing in St Albans Street outside the medical centre.
- The warning tactile pavers need to line up with the sensor pad tactile pavers. If there are no sensor pads the warning pavers should point to the pedestrian button.
- Blind and deaf people need a button to push that vibrates when it is time to cross.

- We question the wisdom of placing a crossing in the mid block position, when there are more advantages for sight impaired with the original intersection proposal.
- Limit lines at the proposed mid-block crossing can be moved up to a metre from the edge of the crossing.
- It is a good idea but should not disadvantage others too much. If it does disadvantage others it would not have my support.
- I am ok with the proposed mid-block crossing.
- I am in favour of the mid-block pedestrian crossing.

#### **Springfield/Edgeware/Abberly Intersection**

- We need lights at the Abberly/Edgeware/Springfield intersection to get out of Abberly Crescent. The proposed mid block crossing is useless.
- The original location at the intersection of Springfield Road and Edgeware Road is preferred.
- The kerb lines might be extended at the Edgeware/Springfield/Abberly intersection and the limit lines moved forward. This would enable the no-stopping restrictions to be reduced.
- The proposed pedestrian facility should be installed at the Edgeware/Springfield/Abberly intersection as originally proposed because the mid-block crossing does nothing for those trying to cross Edgeware Road.

#### **No-Stopping Restrictions**

- Cars stop too near Abberly Crescent at the shop to see cars coming down Springfield Road. I support the proposed Abberly/Edgeware/Springfield intersection stopping restrictions to improve the ability of drivers to see approaching traffic.
- I am opposed to the proposed parking restrictions (see appended plan TP 147905).

#### **Bus Stop Relocation**

- I support the proposal but not the shifting of the bus stops.
- It would be better to keep the bus stops where they are than relocating them to a narrow portion of the road.
- I totally oppose this bus stop shunting idea.
- Please reconsider the siting of the bus stop outside 75 Ranfurly Street so close to the corner of a busy road.
- I am opposed to the proposed shifting of the bus stops.
- I do not want a bus stop located outside my house.
- I am strongly opposed to the installation of a bus stop over my driveway.
- The bus stop should stay in its current position.

#### **General comments**

- I would prefer the narrowing of the street, diminution of parking, change of bus stops, and a wide hump where the street narrows to carry the zebra crossing rather than crossing lights.
- Winding footpaths can pose a hazard to sight impaired pedestrians; we suggest that the footpath be straight from the crossing to Ranfurly Street and outside No.s 137 to 139 (2).
- The proposed pedestrian crossing should be sited south of the Ranfurly Street/Springfield Road intersection, nearer the existing bus stop if it is so necessary.
- The proposed sensorised crossing should go near the next bus stop to the south.

The City Streets Unit's project team considered the above feedback and a revised crash assessment study of the Abberly/Edgeware/Springfield intersection (see appended report for details). The project team recommends that the following responses be made.

- The bus stops remain in their present positions.
- That a signalised pedestrian facility/traffic lights be installed at the Springfield Road/Edgeware Road/Abberly Crescent intersection as shown on appended plan TP 147901.

The amount of \$149,464 is budgeted for this project. The estimated cost of signalising the intersection option is \$174,000, while that for the mid-block option is \$120,000. As Springfield Road is a collector road any proposal altering the level of service for drivers, cyclists or pedestrians must go to the Sustainable Transport and Utilities Committee for approval to tender the work.

Should the Board resolve to proceed with neither the mid-block or intersection facility options the monies will be reallocated to other capital works on a citywide basis.

**Staff**

**Recommendation:** That the Community Board recommends to the Sustainable Transport and Utilities Committee the construction of a signalised pedestrian facility/traffic lights for the partially sighted on the Springfield Road/Edgeware Road/Abberley Crescent intersection as shown on the appended plan (TP 147901).

**Chairperson's**

**Recommendation:** For discussion.