

## 16. SPRINGFIELD/EDGEWARE INTERSECTION : PROPOSED TRAFFIC LIGHTS

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Brian Boddy, Project Consultation Leader, DDI 941-8013.
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The purpose of this report is to provide the Community Board with a plan of a proposed mid-block signalised pedestrian crossing facility for the partially sighted in Springfield Road between Ranfurly Street and Edgware Road, as it requested.

### 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/Edgware/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.

#### 20 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.

#### 4 December 2002

The Community Board at this special meeting recommended that: -

- "A signalised mid-block pedestrian crossing facility is installed on Springfield Road midblock between Edgware Road and Ranfurly Street.
- 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.
- The safety realignment and yellow no-stopping lines proceed subject to part 2 above".

#### 12 February 2003

The Shirley/Papanui Community Board Seminar considered the appended plans.

In response to the Shirley/Papanui Board's above recommendations on the 4 December regarding:

#### 1. A Signalised Mid-Block Pedestrian Facility

Concept Plan TP 147903 has been drawn up showing the proposed layout of the signalised pedestrian facility for the partially sighted in Springfield Road midblock between Edgware Road and Ranfurly Street as requested by the Community Board. The facility is located to minimise its affect on neighbouring property vehicle entrances, to minimise loss of on street parking, and to provide a safe crossing point for pedestrians (including the partially sighted) over Springfield Road.

#### 2. On Street Parking Losses adjacent to Heritage Properties

The proposed on street parking situation was investigated. There is no legal off-street parking (due to road widening) for two properties, in addition there will also be on-street parking losses in Springfield Road between Ranfurly Street and Edgware Road with the new proposed no-stopping restrictions. These no-stopping restrictions are required for the proposed mid-block pedestrian crossing traffic lights, and to provide adequate sight lines for drivers at the Springfield/Edgware/Abberley intersection if traffic signals are not installed. The on street parking outside five Springfield Road properties will be reduced/removed by the midblock crossing, and that of seven Springfield Road properties on both sides of the Abberley/Edgware intersection will be reduced/removed to provide adequate drivers' sight lines. It is possible for a one vehicle parking bay, as shown on plan TP 147907, to be installed outside No. 139 Springfield Road which would have no legal off street parking or on street parking (outside the property). This would involve the removal of two silver birch trees and the relocation of the footpath. As the single vehicle parking bay is not part of the proposed mid-block pedestrian facility it will have to be funded separately. There is no funding available in the City Streets Unit budget for the parking bay (estimated cost \$20,000).

### **3. Intersection Sight Lines**

It is proposed to prohibit the stopping of vehicles (using yellow no stopping lines) on both sides of Springfield Road of the Abberley Crescent/Edgeware Road intersection. This will be done in both the north and south directions as shown on plan TP 147905 to provide adequate sight lines for drivers exiting the side roads from the compulsory stops. It is recommended that the residents be advised that they are required for safety reasons. If traffic signals were to be installed at the intersection these would not be required.

### **BUS STOP RELOCATIONS**

In conjunction with the mid-block pedestrian signal facility detailed above, the Board advised that the existing bus stops between Pitt Place and Ranfurly Street be relocated closer to the proposed facility. The City Streets Unit's City Transportation Assistant Planner also advises that to conform with Council guidelines the number of Bus Stops in Springfield Road between Eversleigh Street and Kinloch Street need to be rationalised (relocated and appropriately spaced) to provide better spacing of stops and efficiencies for the bus service. At present there is an average of 130 metres between these stops. The recommended distance between stops is between 250 and 350 metres for local roads, and 400 metres for main roads. Plan TP 147904 (appended) shows the proposed new bus stops and those to be deleted. This proposal will need to be consulted on separately with the residents. It will mean the loss of a bus stop outside/next to their property for some (significant for those without a driving licence), and for those getting a new bus stop outside their property, the loss of some on street parking.

### **SUMMARY**

The proposed mid-block pedestrian lights will involve on-street parking losses for the residents from 129 - 133, and 136 - 140, a loss of five on street parking spaces. The total loss of on-street parking for the proposed mid-block signalised pedestrian facility and the improvement to the intersection sight distances is sixteen parking spaces. The total loss of on-street parking for the proposed Edgeware/Abberley intersection signalisation is nineteen parking spaces.

Traffic counts taken over a week in November/December 2002 shows that traffic flows have increased in Edgeware Road to 5,900 vehicles per day, while those in Springfield Road are 7,400 vehicles per day. These latest figures confirm that the signalisation of the Springfield/Edgeware intersection would have the greatest benefit for vehicles, cyclists, and all pedestrians, by providing signalised pedestrian facilities for both the Springfield and Edgeware Roads at a location that has been identified by two pedestrian surveys as the most popular pedestrian crossing point.

The Board is reminded that, as this is a collector road, the project will be referred to STU for final approval. As the Board has been advised, the traffic engineers recommend the option of installing traffic signals at the Springfield/Edgeware Road intersection. If the Community Board wishes to proceed with the proposed mid-block pedestrian traffic lights, it is necessary that the Board approve the appended plans for consultation with affected property owners and residents to gain their feedback on the proposals.

### **Staff**

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

**Chairperson's  
Recommendation:**

1. That, following consultation with the affected residents, the Board approve for distribution and consultation Concept Plan TP147903 for the proposed:
  - (a) Signalised pedestrian facility for partially sighted people in Springfield Road between Ranfurly Street and Edgeware Road.
  - (b) Rationalisation of the bus stops in Springfield Road between Eversleigh Street and Kinloch Street.
2. That 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.