

6. AYSLEY TERRACE – PEDESTRIAN CROSSING FACILITY

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Corporate Plan Output: Road Safety at Schools	

The purpose of this report is to obtain the Council’s approval to construct two pedestrian islands in Aynsley Terrace and to construct kerb extensions in Opawa Road for angle parking protection.

BACKGROUND

For some time, concerns have been raised about the safety of children crossing Aynsley Terrace, at the Garlands Road intersection. Children travel to and from the north of Garlands Road ie from the Richardson and Clarendon Terrace catchments, to and from the south of Garlands Road ie the Grange Street etc catchment, and from Garlands Road ie the Radley catchment.

I have met on site with Constable Mene, who is the Police Traffic Safety Training Officer for Opawa School. It was of concern to both of us that due to the differing traffic movements through the intersection, combined with the various road crossing requirements of the school children, that there is potential for an incident between a child and a vehicle.

Aynsley Terrace is a significant cycle route, being a direct access road to Rapaki Track (one of the most popular recreational cycle tracks in Christchurch). Buses turn left into Garlands Road from Aynsley Terrace requiring adequate road space for this manoeuvre. Traffic signals will soon be installed at the Garlands/Opawa intersection with signalised pedestrian facilities to assist children and all pedestrians walking through this intersection. The left turn into Opawa Road for city bound vehicles, from the expressway, will be ‘squared up’ to reduce high speed turns.

THE PROPOSAL

It is proposed to construct two central islands on Aynsley Terrace, either side of the Garlands Road intersection, construct a sealed footpath linking the footbridge and the path end at Opawa Road, construct a sealed cycleway at the footbridge kerb extension which will be an off-road facility and construct angle parking protection kerb extensions (refer attached plan).

This proposal will meet the following traffic safety and convenience objectives:

1. Provide a road crossing facility for children on either side of the Garlands Road intersection.
2. Provide adequate road space for left turning large vehicles, in and out of Garlands Road at Aynsley Terrace.
3. Provide adequate road space and off-road facilities for cyclists travelling along Aynsley Terrace.
4. Minimise effect on kerbside parking.
5. Provide for right turning traffic into Garlands Road from Aynsley Terrace south.

The project is estimated to cost \$25,000, being funded from the “Road Safety at Schools” and “Pedestrian and Cycle Initiatives” budget.

COMMUNITY FEEDBACK

I have contacted directly affected residents and the Opawa Church personally, prior to a general publicity leaflet being circulated. The residents affected have no problem with the required parking restriction, as they are corner properties, with parking on Garlands Road. The church has concerns about parking. While the minister has stated that he would not wish to compromise the safety of children, he would prefer to retain parking.

I have included in the scheme an option to provide angle parking on Opawa Road at the church frontage. This increase in parking would offset the parking loss in Aynsley Terrace, and not affect any resident in terms of privacy or windscreen glare. The church have indicated they would be happy with this scheme.

The Spreydon/Heathcote Community Board at its 30 January 2001 meeting supported the proposal.

- Recommendation:**
1. That two pedestrian islands, an off road cycle path and extended footpath be installed in Aynsley Terrace adjacent to the Garlands Road footbridge.
 2. The 90° angle parking be installed in Opawa Road, at the Opawa Church frontage.

3. That the parking of vehicles be restricted at all times, on the east side of Aynsley Terrace commencing at a point 33 metres north of Garlands Road, extending in a northerly direction for 26 metres.
4. That the parking of vehicles be restricted at all times, on the west side of Aynsley Terrace commencing at the Garlands Road intersection, extending in a northerly direction for 37 metres.
5. That the parking of vehicles be restricted at all times, on the east side of Aynsley Terrace commencing at Garlands Road intersection, extending in a southerly direction for a distance of 27 metres.