

10. SPRINGFIELD ROAD: PROPOSED SIGNALISED PEDESTRIAN FACILITY

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The purpose of this report is to inform the Council of progress on this project so as to enable it to make a decision on whether to proceed with the installation of pedestrian signals in Springfield Road.

BACKGROUND

This project started initially as a response by the Shirley/Papanui Community Board to a request by advocates for the partially sighted in the community for a safe pedestrian crossing facility over Springfield Road at the Edgware Road intersection. Both Springfield Road and Edgware Roads are collector roads carrying 7,400 and 5,900 vehicles per day respectively. An amount of \$149,464 has been budgeted for the work. During the consultation process two sites for a signalised crossing point have been considered, firstly the Edgware/Springfield intersection, then mid-block on Springfield Road between Ranfurly Street and Edgware Road.

A brief history of this project to date is as follows:

- August 2000

The Papanui/Shirley 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”*.
- October 2002

The publicity leaflet for signals on the Springfield/Edgware intersection as shown on concept plan TP 147901 (attached) was approved by the Community Board for distribution to affected 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 2002.
- December 2002

The Community Board at this special meeting responded to strong negative feedback to the concept plan/publicity pamphlet for a signalised pedestrian crossing facility at the Springfield/Edgware intersection by recommending that:

 1. *“A signalised midblock pedestrian crossing facility is installed on Springfield Road midblock between Edgware 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 concept plan TP 147903 (attached) for a proposed mid-block signalised pedestrian crossing facility for the partially sighted in Springfield Road between Ranfurly Street and Edgware 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 concept plan TP 147904 (attached) for the proposed rationalization of the bus stops in Springfield Road between Eversleigh Street and Kinloch Street be approved for distribution and consultation.*
2. *The residents are advised of the "No-Stopping" restrictions to be installed on both sides of Springfield Road north and south of the Edgeware Road intersection as shown on plan TP 147905 (attached).*

- June 2003

In response to feedback on the mid-block crossing proposal the Community Board resolved:

1. *To recommend to the Sustainable Transport and Utilities Committee that, subject to clarification by the Legal Services Manager, 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 plan TP 147901, not proceed.*
2. *That, subject to the construction of a signalised pedestrian facility/traffic lights for the partially sighted on the Springfield Road/Edgeware Road/Abberley Crescent intersection not proceeding, the funding allocation for the Springfield Road/Edgeware Road/Abberley Crescent intersection lights be used by way of substitution to fund the signalisation of the Hills Road/Innes Road intersection outside Mairehau High School.*

(Note: Councillor Graham Condon and Anne Carroll recorded their votes against this decision.)

NEED FOR A CROSSING

The initial request for a controlled pedestrian crossing point on Springfield Road came from the Community Board after they had been approached by the Foundation for the Blind. The request was supported by the City Streets Unit as the installation of signals met a number of the Unit's objectives and pedestrian policy objectives, ie:

"People are satisfied with the level of service for personal mobility and have freedom of choice of transport mode - by car, bus, cycle or foot."

"Christchurch is the most pedestrian friendly city anywhere especially for children, the elderly and the disabled".

Springfield Road is a collector road and carries 7,400 vehicles per day. The number of pedestrians crossing the road in the vicinity of the crossing point is of the order of 250 per day. The combination of these is insufficient to meet the current New Zealand guidelines for the provision of traffic signals for a pedestrian crossing (either vehicle or pedestrian numbers would need to double to meet these guidelines).

However other factors need to be considered at this site;

1. The number of partially sighted people in the area and the close proximity of the Foundation for the Blind headquarters. The New Zealand Royal Foundation for the Blind advises that nineteen of its members live in the area and others would benefit when using the Sherbourne/Cranford Streets bus service to attend their functions.
2. The large number of elderly residents living in the immediate area. Statistics New Zealand advises there are 315 people 65 years of age and over living within a 400 metre radius of the Springfield/Edgeware intersection. The percentage of elderly living in the area between Papanui Road, Bealey Avenue, Sherbourne Street and St Albans Street is normal for Christchurch.
3. The St Albans school catchment extends to the western side of Springfield Road.

In summary there are a number of vulnerable road users who find that Springfield Road is difficult to cross. (At peak times there is a vehicle an average of every five seconds and there are no crossing points anywhere on Springfield Road between Bealey Ave and St Albans Street.)

Given all these factors the City Streets Unit supports the introduction of a signalised pedestrian facility on Springfield Road in the vicinity of Edgeware Road.

SIGNAL LOCATION

The two options for siting a signalised pedestrian facility on Springfield Road are:

1. At the intersection of Springfield Road, Abberley Crescent and Edgeware Road as recommended by the City Streets Unit.
2. Mid-block on Springfield Road between Ranfurly and Edgeware Roads as recommended by the Shirley/Papanui Community Board.

A brief comparison of these two options is:

	<i>Edgeware Intersection</i>	<i>Mid-block</i>
Aids all pedestrians crossing Springfield Road.	yes	yes
Aids all pedestrians crossing Edgeware Road.	yes	no
Pedestrian count for one day in November 2002.	199	43
On-street parking spaces lost by proposal.	9*	5
Delays to through traffic on Springfield Road.	minor	virtually nil
Aids traffic exiting Abberley and Edgeware Roads.	yes	no
Number of respondents supporting the proposal	13	8
Number of respondents against the proposal	207(includes a petition)	7
Safety benefits for pedestrians	positive	positive**
Safety benefits for vehicles***	negative	nil
Estimated cost	\$174,000	\$120,000

* This leaves the heritage property at No 139 Springfield Road with no parking for a vehicle as there is no room to park a vehicle on the property and there is a proposed no stopping restriction on the street in front of this and the neighbouring property on each side. The possibility of constructing a one vehicle parking bay in front of their property has been discussed with the owners. This would involve the removal of two silver birch street trees and the relocation of the footpath. The present owners of the property would prefer to keep the silver birch trees at the present time.

** At other frequently used facilities mid block pedestrian signals work well, however, at infrequently used facilities, as this one is expected to be, motorists who regularly pass through the facility tend to develop an expectation that it will not be used and when it is used they may fail to see the pedestrian/red traffic signals. As staff are not aware of any facilities located in similar situations there is no historical data to help make an informed prediction.

*** See attached crash report.

It is necessary to install no stopping restrictions on the approaches and departures from the intersection as shown on the plan to provide adequate lane widths for queuing vehicles at the proposed signals. The signals shall have tactile approaches to the pedestrian crossing points and audio tactile buttons to advise when to and when not to cross at whichever location they are installed.

Both of the sites would provide an adequate pedestrian crossing facility. However, the Springfield/Edgeware intersection is the better because;

- It is the site where the majority of pedestrians cross (ie it is on the desire line).
- It also assists pedestrians crossing Edgeware Road.
- It provides vehicle control at the intersection.

The major issue with the Springfield/Edgeware site is the loss of on street parking, particularly from the property at 139 Springfield Road which has no off-street parking. The Parking Strategy guidelines for the use of roadside space on a collector road are (page 16);

1. *In applying the kerbspace priorities, the allocation will be determined for parking types only in general accordance with the orders listed.*

2. *The following uses of kerbside roadspace have priority before any allocation of these areas for parking. They are:*

- *Safety measures;*
- *Traffic flow;*
- *Landscaping; and*
- *Pedestrian or cycle facilities.*

Therefore the kerbspace tables do not relate to the allocation of road space for such uses as bus lanes, cycle lanes, clearways but rather to the allocation of parking priority.

The order of priority for the above elements will generally be applied as in the following table:

<i>Network Roads*</i>	<i>Local Roads</i>
<i>Safety</i>	<i>Safety</i>
<i>Traffic flow</i>	<i>Landscaping</i>
<i>Pedestrian or cycle facilities</i>	<i>Traffic flow</i>
<i>Landscaping</i>	<i>Pedestrian or cycle facilities</i>

**Major Arterials, Minor Arterials, Collector Roads as defined by the City Plan.*

3. *The order for Arterial Roads in Section 5 has precedence over the other tables in Section 6-10 ie if the frontage road is an Arterial the Arterial order is the one used for allocating priority;*

4. *Decisions on the allocation of kerbspace will still be undertaken by the relevant Community Board or Council Committee in consultation with the affected property owners/occupiers and community.*

- Recommendation:**
1. That a pedestrian crossing facility be provided on Springfield Road.
 2. That the crossing be signalised.
 3. That it be located on Springfield Road mid block between Edgeware Road and Ranfurly Street.

Recommendation No 2 upon being put to the meeting was **carried** by division No 1 by 6 votes to 2, the voting being as follows:

For (6): Councillors Broughton, Buck, Condon, Corbett, Carole Evans and Williams.

Against (2): Councillors O'Rourke and Wright.

Abstained (2): Councillors Megan Evans and Stonhill.

Recommendation No 3 upon being put to the meeting was declared **carried** by division No 2 by 6 votes to 3, the voting being as follows:

For (6): Councillors Broughton, Condon, Carole Evans, Megan Evans, Stonhill and Wright.

Against (3): Councillors Buck, O'Rourke and Williams.

Abstained (1): Councillor Corbett.

Note: Recommendation No 1 as above was resubmitted to the Committee pursuant to Standing Order 2.18.16, and was then declared **carried**.