

8. **ALDWINS ROAD AND HARROW STREET SIGNALISED INTERSECTION AND THE EXTENSION TO THE SHARED PEDESTRIAN/CYCLE PATHWAY**

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| General Manager responsible: | General Manager, City Environment DDI 941 8608 |
| Officer responsible: | Transport and Greenspace Unit Manager |
| Author: | Anne Cosson, Capital Development Unit, Consultation Leader |

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Hagley/Ferrymead Community Board to the Council to seek approval for the Aldwins Road crossing signals at Harrow Street and the extension to the shared pedestrian/cycle pathway on Aldwins Road (refer **Attachment 1 and Attachment 2**).

EXECUTIVE SUMMARY

2. The Linwood College Cycle Bubble project is being carried out as part of the Christchurch City Council's road safety programme for cyclists. As part of the project, a travel survey was carried out with the students and staff of Linwood College in 2008. From the survey six areas of concern were identified; problems crossing Aldwins Road, a request to extend the median barrier fence on Aldwins Road, extension to the shared pedestrian/cycle pathway on the east side of Aldwins Road and the installation of cycle lanes on Aldwins Road and Harrow Street.
3. Based on the identified areas of concern from the survey, the objectives for this stage of the project were set, as follows:
- (a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection.
 - (b) Extension of the northern section of the median barrier fence between the existing Aldwins Road signalised pedestrian crossing facility and the signals at Aldwins/Harrow intersection.
 - (c) Installing a zebra crossing at the Harrow Street Island, to allow pedestrians to access or exit from the island across the Harrow Street left turn slip lane into Aldwins Road.
 - (d) Installing a shared pedestrian/cycle pathway on the East side of Aldwins Road from Linwood Park to Marcroft Street and the upgrading of existing shared pedestrian/cycle pathway from Marcroft Street to Bass Street.
 - (e) To stay within the available budget for the project.

FINANCIAL IMPLICATIONS

4. The funding for the proposed works in Aldwins Road is provided in the 2009-19 LTCCP as Pedestrian Safety Initiatives page 247 and Cycleways Improvements Programme page 243. Pricing information is included in the public excluded section of this agenda.

LEGAL CONSIDERATIONS

5. Cycleways are established by the authority of the Council under section 332 of the Local Government Act 1974. Under Section 332 a cycle track is also a cycle path, defined as:
- (a) means part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and
 - (b) includes a cycle track formed under section 332 of the Local Government Act 1974
6. Signage will be provided as required in the Traffic Control Devices Rule under Schedule 1.

7. The Council has the delegated authority to approve the installation of additional signalised pedestrian crossing facilities on Aldwins Road and the extension to the shared pedestrian/cycle pathway on Aldwins Road.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This project aligns with the Transport and Greenspace Unit's Asset Activity Management Plan. The funding for the proposed works in Aldwins Road is provided in the 2009-19 LTCCP as Pedestrian Safety Initiatives page 247 and Cycleways Improvements Programme page 243.

ALIGNMENT WITH STRATEGIES

9. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

10. A seminar was held with the Hagley/Ferrymead Community Board on Wednesday 4 November 2009 to advise the Board of the proposed consultation plan. Community consultation was undertaken in December 2009.
11. Approximately 510 Project information leaflets were distributed to stakeholder groups, residents and landowners in the community in hard copy or in email form. Sixteen responses were received, of which fourteen (88 per cent) were in support of the project, one (six per cent) did not support the project, and one (six per cent) did not specify a preference.
12. The key issues raised related to request for extra seating; removing the bus stop outside 116 Aldwins Road; the control of traffic turning left into Aldwins Road; synchronised traffic signals; maintenance issues; the need for pedestrian signals; request for bus lanes and cycle lanes on Aldwins Road and Harrow Street.
13. Responses to community consultation and changes to the proposed plan are as follows:
 - (a) The seat from outside Linwood Park (opposite 159A Aldwins Road) will be removed and placed into the entrance of Linwood Park. A new seat for Bass Street has been requested, this will be installed if funds are available.
 - (b) Widening the pedestrian crossing area at the signals to incorporate a larger space for cyclist and pedestrians.
 - (c) The signal lanterns will include a cycle and pedestrian symbols for crossing.
 - (d) The bus stop will remain outside 116 Aldwins Road. The next bus stop in a southerly direction is 335 metres away. The next stop in a northerly direction is 294 metres away. To take the bus stop away would create an unacceptable distance between stops and would disadvantage some passengers, especially those with mobility impairments.
 - (e) Traffic lights controlling the left turn out of Harrow Street into Aldwins Road are not recommended. The installation of lights at this point would cause traffic to build up and cause delays. The Give Way controls for the left turn out of Harrow Street allow traffic to "filter" into the traffic heading north on Aldwins Road.

- (f) The new signals will not be synchronised with the existing pedestrian crossing outside Linwood College. They, as with the ones outside the College will be on call demand signals. The person must stand on the signal calling pad for the signals to activate. This is to stop people walking past and pushing the calling button and then not waiting to cross, resulting in a needless interruption to traffic along the major arterial roadway of Aldwins Road.
- (g) On road bus lanes are outside the scope of this project.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommend that the Council:

- (a) Approve the concept plan as shown in **Attachment 1** TP318102.
- (b) Approve the concept plan as shown in **Attachment 2** TP318101.
- (c) Approve the following:

Install new signalised pedestrian crossing:

- (i) That a pedestrian crossing, controlled by traffic signals be installed across Aldwins Road on the north side of the Harrow Street intersection.

Install new zebra pedestrian crossing:

- (ii) That a zebra pedestrian crossing be installed between the north west corner of Aldwins Road and Harrow Street and the pedestrian refuge island.

Install new shared pedestrian/cycle path:

- (iii) That the pathway on the east side of Aldwins Road between Marcroft Street and the first entrance to Linwood Park be resolved as a shared pedestrian/cycle pathway.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

- 14. Aldwins Road is a major arterial road and Harrow Street is a minor arterial road. The area is zoned L2 with a school zone and a business zone. The main entrances to Linwood College are located on Aldwins Road.
- 15. The Land Transport Safety Crash Analysis System shows there have been in excess of 121 crashes recorded for the five year period between 2003 and 2008, for the full length of Aldwins Road. However, in the area close to the intersection with Harrow Street 19 accidents were recorded between 2004 and 2009. The cause of these crashes varies greatly, although rear end/obstruction represents the largest proportion of incidents. Twelve pedestrian related crashes occurred in this time, with two at the location of the proposed extension to the Aldwins Road barrier fence site.
- 16. A traffic count undertaken in June 2007 shows Aldwins Road carries on average 25,679 vehicles per day. This count was taken midblock of the intersection of Aldwins Road and Marlborough Street. The speed survey revealed that the 85th percentile speed was 59.8 kilometres per hour. There is a 60 kilometres per hour speed limit on this section of road.

THE OBJECTIVES

17. The aims and objectives of this project are met by:
 - (a) Upgrading and installation of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection;
 - (b) Installation of a fence extension of the northern section of the median barrier fence between the Aldwins Road school traffic signal and the proposed signal at Aldwins Road and Harrow Street intersection;
 - (c) Installation of a zebra pedestrian crossing at Harrow Street Island, East;
 - (d) Installation of a shared pedestrian/cycle pathway on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street;
 - (e) Work to be completed within budget.

THE OPTIONS

18. Two options were developed for comparison. Option One has been selected as the preferred option and was circulated to the community for consultation.

Option One

19. Option One includes:
 - a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection. The upgraded signals would operate in two phases with pedestrians and cyclists crossing from Harrow Street to the island in conjunction with the right turning phase from Harrow. The pedestrians can proceed with an on-call from the island across the southbound lanes of Aldwins Road.
 - (b) A fence extension of the northern section of the median barrier fence between the Aldwins Road Linwood College traffic signal and the proposed signal at Aldwins/Harrow intersection.
 - (c) Zebra crossing at Harrow Street Island, east.
 - (d) A shared cycle/walk path on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street
20. Option one is the preferred option it meets all the project key objectives and meets the current budget for the projects.

Option Two

21. Option Two includes the following:
 - a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection. The upgraded signals would operate in two phases with pedestrians and cyclists crossing from Harrow Street to the island in conjunction with the right turning phase from Harrow Street. The pedestrians can proceed with an on-call from the island across the southbound lanes of Aldwins Road.

- (b) A fence extension of the northern section of the median barrier fence between the Aldwins Road school traffic signal and the proposed signal at Aldwins/Harrow Streets intersection.
 - (c) Zebra crossing at Harrow Street Island, east.
 - (d) A shared cycle/walk path on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street.
 - (e) On road cycle lanes for Harrow Street from Tuam Street to Aldwins Road.
 - (f) On-road cycle lanes for Aldwins Road from Linwood Avenue to Ferry Road.
22. Option two has not been selected as the preferred option because there was insufficient funding to fund the on-road cycle lanes.