

13. SPRINGFIELD ROAD PEDESTRIAN CROSSING FACILITY

Officer responsible City Streets Manager	Author Lindsay Eagle, Area Engineer Michael Thomson, Pedestrian Advocate
Corporate Plan Output: Pedestrian Safety Initiatives	

The purpose of this report is to provide information for the Board and seek further input into options for assisting pedestrians to cross Springfield Road near Edgeware Road.

BACKGROUND

At the time that Springfield Road was reconstructed in 1997/98 a zebra pedestrian crossing was removed from in front of the 'Beulah' church. This crossing was located mid block between Ranfurly Street and Edgeware Road and was installed when a school operated from the church site. As part of the reconstruction the roadway was widened from 10 to 12 metres, which has been a disadvantage for pedestrians. The zebra crossing was removed because the school no longer operated at that location, and the crossing facility was seen to have very low usage (reconstruction finished 30 April 1998.)

Following reconstruction of Springfield Road, the Council has received requests from vision-impaired persons and from other pedestrians to provide safe crossing facilities in this area. Members of the Board will recall the previous recommendation that was to provide a pedestrian island facility to the south of the Edgeware Road intersection. Unfortunately this proposal conflicted with the on-street car parking expectations of some of the adjacent residents.

Following a public meeting with residents the Board resolved that alternative pedestrian crossing facilities be investigated.

FURTHER STUDY

An eight-hour videotape of the mid-week daytime traffic on this section of Springfield Road was taken.

- During the filming time approximately 218 pedestrians crossed Springfield Road.
- The established desire lines for pedestrian crossing locations were immediately to the north and south of Edgeware Road - about 70 crossed each side. About 30 crossed in the vicinity of the Ranfurly Street intersection and about 50 persons crossed randomly between the intersections.

Pedestrian Generators

- The dairy on the corner of Springfield Road and Abberley Crescent
- Children being taken to the child care centre at Abberley Park
- Bus patrons
- People walking to the Edgeware shopping centre

Crash records covering this stretch of Springfield Road show that since the reconstruction work was completed two years ago, two recorded vehicle collisions have occurred both of which resulted in minor injuries. Both were at the intersection Abberley/Edgeware/Springfield and involved drivers failing to give way.

Springfield Road is classified as a collector road and now carries approximately 6,000 vehicles per day in this area. The video confirmed that about a third of the vehicles travelling along Springfield Road turn into Edgeware Road

OBJECTIVES

Two groups of pedestrians have been identified as requiring special facilities and consideration.

- Providing an acceptable means for the **vision impaired people** to cross the road in relative safety so that they can access the Edgeware shopping centre at Colombo Street. A crossing point for them could be located anywhere along the length of the block between Ranfurly and Abberley/Edgeware.
- **Children** and **elderly people** who both have difficulties judging distances and speeds of approaching vehicles

OPTIONS

Five types of crossing facilities were considered in detail - see appendix [attached](#).

DISCUSSION AND CONCLUSIONS

This report has been directed toward only providing potential solutions to pedestrian issues in the area of Springfield Road from Ranfurly Street to Edgeware Road. Finding a crossing facility that would be practical and cost effective while meeting the needs of the major stake holders has proven difficult.

Discussions with members of vision impaired people in the community have been ongoing. New technical devices have been promoted and trialed.

On busy main roads, traffic signals with all the associated aids can best provide safe pedestrian facilities for visually impaired people. On Springfield Road the most useful overall pedestrian facility would be provided by signalling the Abberley/Edgeware/Springfield intersection. To deter through-traffic in Abberley Crescent it would be necessary to include a physical turning restraint within the intersection approach. This is however the most expensive solution.

Without the installation of traffic signals, growth in the volume of traffic on Springfield Road may in the future necessitate the formation of a right turning bay in Springfield Road for the 30% of turning vehicles. At that time the residents near the intersection would lose the use of on-street parking.

FUNDING

It would be appropriate that these pedestrian facilities, or a large portion of the costs, should be funded through the Pedestrian Initiatives output class in the Capital Works Programme. However, no provision has been made for this year. Viewed from a citywide traffic signalling perspective, installing a mid-block signalised crossing point or signalling the Abberley/Edgeware/Springfield intersection would have low priority and would not qualify for funding.

- Recommendation:**
1. That the intersection of Abberley/Edgeware/Springfield be signalised for the purpose of providing safe pedestrian facilities.
 2. That funding options for the provision of traffic signals at Abberley/Edgeware/Springfield be further investigated.
 3. That an information leaflet be circulated to the residents for comment and if necessary a further public meeting be held so that the views of the residents on these proposals can be heard in detail.
 4. As Springfield Road is a Collector Road, the recommendations of the Board will be forwarded to the City Services Committee for action.

Chairperson's

Recommendation: That the officer's recommendation be adopted and that in view of residents' safety concerns that City Streets Unit consider kerb build-outs at the Springfield/Ranfurly intersection.