

11. HAGLEY AVENUE PROPOSED CYCLE AND PEDESTRIAN FACILITIES PROVISION

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Corporate Plan Output: 9.5.4.and 9.5 funding.text 13	

PURPOSE

The purpose of this report is to allow an opportunity for the Board to make comment to the Sustainable Transport and Utilities Committee when it considers the Hagley Avenue proposal towards proceeding to public consultation.

BACKGROUND

This proposal (plan attached) affects the service levels of a minor and major arterial road and is therefore subject to the delegated authority of the Sustainable Transport and Utilities Committee.

Hagley Avenue is located within the Hagley Ward. The intersection with Moorhouse Avenue and Lincoln Rd is within the Spreydon Ward. The proposed changes described in this report are therefore presented to both Hagley Ferrymead and Spreydon Heathcote Community Boards for their input to the Sustainable Transport Standing Committee.

This proposal has been developed by City Streets staff towards improving the cycle and pedestrian environment but will also lend itself to improving traffic flows and safety. The project will be funded from the Cycle and Pedestrian Facilities line item identified within the Capital Works funds over the 2002/03 years.

The Christchurch City Council has the following long-term visions stated within its adopted strategy documents:

- To be the most cycle-friendly city – interpreted in the strategy as - ‘Where the environmental, social and health benefits of cycling are recognised and facilities are provided to ensure cycling is a safe, enjoyable and popular form of transport.’
- That Christchurch is the most friendly, safe and accessible city for pedestrians, where all pedestrians are able to move about freely and with confidence.
- Summary of Councils long term general transport vision ‘a city which has a sustainable, safe, convenient and efficient system of roads, cycleways, footpaths and passenger transport.’

EXISTING ENVIRONMENT

Hagley Avenue is a heavily used cycle route linking the southwest suburbs with central Christchurch.

It is also a heavily used pedestrian link and generator with a large school, Hospital in the immediate vicinity and a major recreation and sport park running the length of the west side. There are signalised crossings at each end of Hagley Avenue and one pedestrian crossing at approximately half way (opposite the school)

The 24-hour traffic volume is 16,000 vehicles reducing to 11,400 and 9,000 respectively on Saturdays and Sundays.

Hagley Avenue has a minor arterial status within Christchurch’s Roding network.

Due to it’s close proximity to many destinations the Avenue has strong on-street parking usage. The northern section of the Avenue has metered parking whilst the southern section has non-metered parking which is generally all day parking utilised by commuters and local residents.

Hagley Avenue, including both the Riccarton Avenue and Moorhouse Avenue intersections, has had 107 registered accidents over the last 5 years.

PROPOSAL

The proposed changes shown in the plan have been designed to provide an overall increase in safety levels and have also achieved an overall increase in the efficiency of the Moorhouse Avenue, Grove Road, Lincoln Road and Hagley Avenue intersection. The steadily increasing traffic levels now necessitate the loss of some on street parking in the approach to this intersection to maintain the intersections efficiency. In addition the plan shown proposes to remove the right turn into Hagley Avenue from the east approach on Moorhouse Avenue. Moorhouse Avenue is a major arterial.

Collectively the proposals changes will affect the levels of service within the roading network.

The following main features are proposed:

- Cycle lanes to run the complete length of Hagley Avenue on both sides. Cycle lanes for a number of the approaches and departures on the intersection with Moorhouse Avenue, Grove and Lincoln Roads.
- Pedestrian islands on Hagley Avenue at the Selwyn Road intersection (necessitating the loss of two non metered parking spaces) and the netball court entrance locations.
- Flush median along the mid block length of Hagley Avenue. This feature will assist all users during crossing manoeuvres of the Avenue and allow continued traffic flow. Coupled with the proposed pedestrian islands this will improve crossing safety for pedestrians.
- Provision of right turn lanes on Hagley Avenue into Selwyn and St Asaph Streets. These will allow better channelling of traffic movements that will increase predictability and function in the intersection environments.
- The departures from the intersection on both Lincoln Road and Hagley Avenue will be reduced from two lanes to one lane. This simplifies and removes the need for merge areas, allows road space for cycle lanes and is consistent with the connecting section of roadway.
- Reducing the approach from Moorhouse Avenue into Lincoln Road from two to one traffic lane. This co-ordinates with the proposed Lincoln Road one lane intersection departure, simplifies the turning movement and allows road space to incorporate both turning and straight cycle lanes in the approach to the intersection.
- Changing the two lane approach to the intersection from both Hagley Avenue and Lincoln Road. Currently each approach lane has a straight through option, the proposal makes the out side lane a right turn only lane. This allows better predictability, co-ordinates with the proposals one lane departures and allows the intersection signal phases to change to achieve lower intersection delays.
- Removal of the right turn movement from the East approach on Moorhouse Avenue into Hagley Avenue. The lane is currently a shared right turn and straight through lane. Whilst the demand for the right turn lane is very low when it occurs it blocks the straight through movement that has a very high demand. Two of the registered accidents are clearly attributable to this turning movement. Other options to the right turn movement into Hagley Avenue could include using Selwyn Street and there is a right turning bay within the Moorhouse Avenue median approach to the Hagley Avenue intersection.
- Introduction of a detector loop on the Lincoln Road intersection departure to temporarily stop vehicles from Moorhouse Avenue turning into Lincoln Road. This will activate on the occasions when traffic is queued on Lincoln road and backed up to near the intersection. Currently this situation occasionally arises due to rail activity at the railway crossing and with traffic generation to local major events etc.
- The proposed changes to the lane configurations leading to the Hagley Avenue, Moorhouse Avenue, Lincoln and Grove Roads intersection allows changes to be made to the signals phasing. These changes will significantly reduce the average delay times at the intersection.

CONCLUSION

The changes proposed for Hagley Avenue will create a safer environment and improve the function of the Avenue.

The flush median and pedestrian islands will improve the safety of pedestrians in their current movements crossing the Avenue. The cycle lanes at both intersections and mid block will improve the safety and provide road space for cyclists. Existing pedestrian and cycle movements are very strong throughout the proposal area. The flush median and introduction changes to lane markings will improve the safety and flow of traffic.

Following the public consultation phase a summary of feed-back along with a finalised plan will be presented to the Board for it's approval to proceed towards implementation.

Recommendation: That the proposal for Hagley Avenue, as detailed in the report, is considered by the Board for comment to the Sustainable Transport and Utilities Committee.

Chairman's Recommendation: The overall thrust of the proposals, particularly for cyclists seem sensible. However, I am concerned that the reduction of traffic to one lane particularly on Lincoln Road may only worsen the existing "bottle-neck" problem there.