

10. ALDWINS/ENSORS/FERRY INTERSECTION SAFETY IMPROVEMENTS

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The purpose of this report is to seek the Committee's approval to proceed with the safety improvements to the Aldwins/Ensors/Ferry intersection.

REPORT SUMMARY

The Aldwins/Ensors/Ferry intersection and its Ferry Road approaches currently have a crash rate that exceeds the average for intersections of this type. Further, this intersection is one of only two locations on Ferry Road that do not have continuous cycle-lane facilities. It is proposed to make some alterations to the intersection to improve the safety for all users in this location, and provide cycle lanes compatible with the rest of the City to Sumner route.

The proposed works widen the western side of the road to allow cycle lanes for both approaches to the intersection, while retaining full traffic capacity. A median island on the western side will eliminate the predominant cause of vehicle crashes.

The project falls under the auspices of the Sustainable Transport and Utilities Committee. The Hagley/Ferrymead Community Board commented on the scheme for consultation in June 2002, and the Sustainable Transport and Utilities Committee approved the project for consultation in August 2002. The final scheme and results of the consultation have been reported to the Hagley/Ferrymead Community Board for information and comment. Their comment will be reported verbally to this meeting.

PROJECT CONSULTATION

The attached project scheme plan, along with an aerial photograph and detailed letter, was sent out to 40 property owners and occupiers (residents and businesses) adjacent to the proposed works.

Eight (8) telephone responses were received. The comments made and subsequent decisions are as follows. (All respondents have been sent a reply letter with the relevant comments made.)

- Request for right turn arrow from Ferry to Aldwins and Ensors. It is noted that the Council has a set of conditions for the installation of right-turn arrows, and this intersection doesn't qualify either from collision or traffic numbers perspective. Both factors are regularly monitored though, and changes will be recommended if appropriate.
- Comment that 'green man' crossing time is inadequate. The question has been referred to the Alpha Centre who manage people who may have difficulty making road crossings. If timing is a problem, it will be checked and adjusted outside the scope of this project.
- PowerBoat Centre (401/403 Ferry Road) concerned about parking removal outside the property at 401 Ferry Road. Design review indicates that parking removal is necessary to provide minimum lane widths. However, parking loss will be kept to absolute minimum. It is noted that the PowerBoat Centre still has full frontage of property 403 Ferry Road for on-street parking.
- Southcore Ltd (356 Ferry Road) is concerned that loss of parking in front of Isabella Place will remove a legal stopping location for couriers. The bus-stop directly in front of 356 Ferry Road will be shortened to provide stopping for one bus, and a P5 loading zone.
- Shops at 344 to 352 Ferry Road were concerned about:
 - Parking removal on far side of road: Unfortunately this cannot be avoided if appropriate lane widths are to be maintained on approach to signals. Options to provide short-term parking up the access way to Edmonds Reserve parking would create a safety hazard when vehicles back out, so have not been considered further.
 - Some vehicles park for long times directly in front of shops, restricting short-term parking. The shops have been advised that the parking directly in front can be restricted to either P5 loading zones, or P30 short-term restrictions, at their request.

It is noted also that a number of the respondents were very positive about the concept of the median island for its safety improvement measures.

PROPOSED SCHEME PLAN

The draft scheme plan for the project is based on the following objectives:

- Reducing/eliminating the crashes between vehicles turning right into and out of the Mobil Service Station.
- Completing the cycle route link between both sides of the intersection.
- Maintaining or improving pedestrian safety.
- Leaving traffic capacity unaffected.

The plan is attached to this report. A description of the scheme's components, and the reasoning behind them are as follows:

- **A long median island on the west side of the intersection**

The median island eliminates the ability of people to turn right into or out of the Mobil station on the corner. The right turning vehicles entering and exiting the station are the primary vehicles at fault in the majority of the intersection collisions.

The median island also provides some protection for pedestrians crossing the road. Although such a crossing is neither recommended nor desirable at this location, such crossings are practically impossible to prevent.

- **Intersection is widened on eastbound approach**

The eastbound approach to the signals is widened. The change provides an extended left-turn storage lane and a cycle lane on the eastbound approach, and a cycle lane on the west bound approach. The overall traffic lane structure of left-turn, straight-ahead and right-turn on each approach is unchanged.

The cycle lane configuration is expected to provide much greater protection, visibility and guidance for cyclists, and will also provide the only missing section in 4.2km of cycle lanes.

Extending the red surfacing past the intersection of Hart Street is expected to reduce the safety risk to cyclists when vehicles turn into the road in a stream of queued traffic.

- **On-street parking and queue lengths**

There is no change to the on-street parking provision on the south side of the road. The parking restriction proposed adjacent to Isabella Place will be balanced by shortening of the bus stop and providing a parking space there.

It is proposed to remove approximately three vehicle spaces immediately outside Edmonds Park, and on-street parking from Edmonds Park to Ryan Street (approximately three spaces). This is intended to both preserve the safety of cyclists and vehicles approaching the intersection, and retain as much road width as possible for vehicles to queue.

Approximately three vehicle spaces will be removed in front of property at 401 Ferry Road.

The project requires land on the north-west corner of the intersection to provide the additional road width and retention of a footpath. The land required is occupied (and leased) by a Mobil service station. It has already been purchased.

The project and land requirement has been specifically designed to not touch any land of the Edmonds Park area.

PROJECT COSTING AND TIMEFRAME

The project has been costed at \$197,000 and offers sufficient improvement in vehicle and cycle safety, and cycle health benefits to gain a Transfund subsidy.

City Streets design processes and a safety audit have been satisfactorily completed.

It is intended to have work commence in late April 2003, if approval to proceed is given at this stage.

NATURAL + PEOPLE + ECONOMIC STEP ASSESSMENT

The project offers positive benefits in the further support and promotion of cycling, and distinct social advantages in collision reduction. These are considered to balance with the loss of a small area of grass on the Mobil Service Station frontage, and the concerns expressed for the limited parking loss.

CONCLUSION

The Aldwins/Ensors/Ferry project has arisen from a vehicle safety concern, and the proposed treatment meets those safety concerns, while providing improvements in cycle safety and an addition to the cycle network. It meets Transfund subsidy criteria based on the economics of crash savings and social health through completion of a cycling route.

The project will have an impact on roadside parking. While this cannot be mitigated fully, it is hoped that the option for restricted parking controls (at the discretion of the affected businesses) will go some way to relieving the impact.

It is recommended that the Aldwins/Ensors/Ferry project be approved for implementation.

- Recommendation:**
1. That the Aldwins/Ensors/Ferry intersection improvement project be approved for implementation.
 2. That the stopping of vehicles be prohibited at any time:
 - (a) On the north side of Ferry Road, from a point commencing 148m west of the Aldwins Rd intersection and extending in an easterly direction for a distance of 58m.
 - (b) On the north side of Ferry Road, from a point commencing 50m east of the Aldwins Road intersection, and extending in an easterly direction for a distance of 21m.
 - (c) On the south side of Ferry Road, from a point commencing 42m west of the Ensors Road intersection, and extending in a westerly direction for a distance of 25m.
 3. That the bus stop, on the south of Ferry Road, commencing 10m west of the Ensors Road intersection, and extending westward for 33m be revoked.
 4. That a bus stop be installed on the south side of Ferry Road, commencing at a point 10m west from its intersection with Ensors Road and extending in a westerly direction for a distance of 27m
 5. That a P5 loading zone be created on the south side of Ferry Road, commencing at a point 37m west of its intersection with Ensors Road, and extending in a westerly direction for a distance of 6m.

Chairman's

Recommendation: That the above recommendation be adopted.