

15. COLOMBO/EDGEWARE INTERSECTION

Officer responsible City Streets Manager	Author Michael Thomson, DDI 941-8950
--	--

The purpose of this report is to respond to traffic safety issues and an amenity issue raised by a member of this Board, about the Colombo/Edgeware intersection and environs.

INTERSECTION DESCRIPTION

Colombo/Edgeware is a T intersection. The Colombo Street approach is controlled by a Give Way and a central approach island, incorporating a pedestrian road crossing facility. On the Edgeware Road east approach a zebra pedestrian crossing with extended kerbs, is located 12 metres east of Colombo Street. Trafalgar Street intersects with Edgeware Road, 28 metres offset from the Colombo Street intersection.

Colombo Street and Edgeware Road are classified as collector roads, carrying approximately 5,700 vehicles per day and 6,300 vehicles per day respectively. Trafalgar Street is classified as a local road, but does provide access to car parking, a school, and to Rutland Street.

ISSUES

An on-site meeting was held and four distinct traffic safety issues and one amenity issue was raised. The issues are described as follows:

(a) Traffic Safety

1. Zebra pedestrian crossing on Edgeware Road, where:
 - Some motorists do not give way to pedestrians.
 - Some motorists queue across the zebra when turning into the "Edgeware Village" car park, and partially block visibility and access for the pedestrian.
2. Approach island on Colombo Street where:
 - Conflict can occur between crossing pedestrians who walk between stationary right turning queued vehicles and cars travelling into the inside lane, to turn left into Edgeware Road.
 - Conflict can occur between crossing pedestrians, on the eastern side of Colombo street and left turning vehicles from Edgeware Road into Colombo Street.
3. Colombo Street, south of the intersection where:
 - Pedestrians crossing the roadway adjacent to the bus stops.
4. Edgeware Village shops car park entrances where:
 - Pedestrians walking along the footpath at both the Edgeware Road and Colombo Street vehicle entrances, are at risk from vehicles travelling into or out of the car park.

(b) Amenity

5. The layout of the Edgeware Village car park where a potential redevelopment could:
 - Enhance the landscape and supply seating.
 - Increase the car parking availability.

REDEVELOPMENT OPTIONS – TRAFFIC SAFETY

Intersection Traffic Signals

Advantages

- Provide a priority pedestrian crossing on all three legs of the T intersection.
- Allow for pedestrians to cross at a more appropriate position on each leg of the intersection, rather than just 'around the corner' as with the Colombo Street island and the Edgeware Road zebra crossing.
- Potential for further protection of pedestrians with use of red arrows for left turning traffic when the pedestrian phase is activated.

- Assisting sight impaired pedestrians with the use of audio/tactile signal equipment and paving.
- Equalising priority for traffic on two intersecting collector roads.
- Removal of the adjacent zebra crossing and replacement with a signalised priority crossing.

Disadvantages

- Overall increase in delay at the intersection, to both motorist and pedestrians.
- Overall increase in collisions, estimated to increase by six times the existing reported rate.
- Requirement to remove kerbside parking from the Supermarket side of Edgeware Road, and on the west side of Colombo Street, approaching the signals.
- High installation cost, including the removal/alteration to the Colombo Street island, and the Edgeware Road zebra crossing, estimated total cost = \$150,000.
- Ongoing operational costs.
- Management of the immediately adjacent Trafalgar/Edgeware intersection.

Zebra Pedestrian Crossing Constructed in the form of the Gloucester Street Zebra

Advantages

- Better visibility for approaching motorists.
- Slower approach speeds by motorists
- Less walking distance, thus less time to cross by pedestrians.
- Transit across the hump by heavy vehicles, such as buses, still possible.
- Opportunity for further landscape enhancement at the new extended kerbs.

Disadvantages

- Potential for eastbound Edgeware Road traffic to be blocked by right turning car park traffic due to the narrower roadway.
- Does not address other road crossing issues.
- Relatively high installation cost, estimated to be \$60,000 plus.

New Crossing Facility on Colombo Street, South of Edgeware Road

Advantages

- Assist pedestrians crossing Colombo Street at this location.

Disadvantages

- Need to remove kerbside vehicle parking to comply with crossing visibility requirements, with possible effect on existing bus stop locations.

EDGEWARE VILLAGE SHOPS CAR PARK

This site has been the subject of previous layout reviews by Council staff, assisting property owners with a view to enhancing the built up environment at this location. Following a review of the car park design, another two car parks were created on this site. The current layout, while appearing to have very wide aisles, is due to the awkward shape of the site, being not quite large enough to incorporate another car parking now. The site therefore is optimised in terms of car parking and has complying entrances to the site.

The car park area, which is visible from both Colombo Street and Edgeware Road, is described by some as being a very “stark” environment. There may be possibilities to soften the landscape with planting and improve the amenity value with seating. As the land is privately owned, the landowner would be required to carry out any work on their land. The Council’s Urban Conservation and Renewal Unit has a budget to facilitate this type of project, in the current financial year for work on public land. This Unit could fund design for work on private land.

DISCUSSION

The traffic signals option was initially discussed at the site meeting, in the context that this option would require more investigation. While this option appears to address virtually all of the pedestrian concerns, signals would actually increase the overall reported collision rate at this intersection, when compared to the collision history at a very similar intersection.

The existing reported collision rate at Colombo/Edgeware (which did not involve any pedestrian collisions) in the last 5 years, was compared to the collision rate at the Stanmore/North Avon signalised intersection. This is a very similar intersection in terms of geometry, commercial environment, traffic flows and adjacent additional T intersection (Stapletons Road). As stated earlier the Stanmore/North Avon intersection is currently experiences 6 times the reported collision rate compared to the Colombo/Edgeware intersection, in the last 5 year reporting period.

Overall delay to all road users will result if signals are installed.

In consideration of the capital cost and resulting increase in delay and collisions, the City Streets Unit does not recommend installation of traffic signals.

The zebra crossing redevelopment will not address the concerns for pedestrians on Colombo Street. This is also a high cost option with no potential safety benefits, as there is currently no reported pedestrian collisions at the zebra crossing.

The crossing facility option on Colombo Street south of the Edgeware intersection will also not have safety benefits, as there are no reported pedestrian collisions in this area. This option would significantly impact on kerbside parking, as would the signals option. The Edgeware Village car park layout has been optimised for maximum car parking supply. It is a layout which has existing use rights in terms of car parking and access, which can only be changed if the site owners wish a complying change to occur.

Options to enhance the Edgeware Village Car Park and improve the amenity with public seating can be investigated by Council staff.

CONCLUSION

The existing traffic management of the Colombo/Edgeware intersection is relatively safe. Any potential redevelopment of the intersection to address pedestrian issues will be high cost options, and potentially increase the overall collision rate.

The Edgeware Village car park has functioned without a recorded collision rate at its access points.

Any potential changes to the Edgeware Village car park land will require approval and funding by the land owner.

Staff

- Recommendation:**
1. That the Colombo/Edgeware intersection and environs retain the existing geometry and traffic management, in view of the relative low collision rate occurring at this location.
 2. That Urban Conservation and Renewal Unit staff contact the Edgeware village owner(s), with a view to reviewing the landscape and amenity of this area.

Chairperson's

- Recommendation:**
1. That the officer's recommendation be adopted.
 2. That a Board/Staff workshop reviewing the plans for making the area more pedestrian and traffic friendly take place in the new year at the St Albans Community Resource Centre.
 3. That Business people, the Residents Associations, Schools and Kindergartens be invited to take part in the discussion.
 4. That the Parking Strategy also be taken into consideration when reviewing the plans.