

## 11. BARRINGTON STREET AT BARRINGTON PARK – SAFETY IMPROVEMENT PROJECT

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Kirsty Ferguson, Consultation Leader

### PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board to proceed to final design, tender and construction of the safety improvement works on Barrington Street at Barrington Park, as shown in the Plan for Board Approval in **Attachment 1**.

### EXECUTIVE SUMMARY

2. This project was initiated as a result of the issues arising from the Christchurch South Intermediate school bubble project, the introduction of the Orbiter bus route, and community issues arising along Barrington Street as a whole. As traffic volumes have increased along Barrington Street, it has become more and more difficult for cyclists and pedestrians to safely cross the road.
3. This project runs for a length of approximately 200 metres from 319 Barrington Street to the intersection with Sefton Place. This area is generally residential, although the project is located adjacent to Barrington Park, which has a variety of leisure facilities and clubs operating from it. Spreydon Library and Barrington Mall are located approximately 300 metres to the south of the project site.
4. This section of Barrington Street is a bus route, and a pair of bus stops is located close to the existing Barrington Park entrance. The bus services (No. 19 route and Orbiter), combined with the cycle path through the Park, footpaths, and other park facilities, all create a strong crossing desire line at this location.
5. An initial survey was carried out with the residents in the immediate area in March 2005, through a door-knocking exercise to investigate whether there is a safety issue associated with crossing Barrington Street at Barrington Park, and if so, what would these residents like to see implemented. A total of nine properties were visited, and seven responses were received. All respondents considered there was a problem.
6. The aim of this project is therefore to provide a safer crossing point across Barrington Street for pedestrians and cyclists, with the following objectives:
  - (a) To minimise the loss of on-street car parking along Barrington Street.
  - (b) To ensure the existing pedestrian crossing and bus stop locations are optimised for safety and efficiency.
  - (c) To ensure adequate street lighting is provided.
  - (d) To ensure consistency with the Barrington Street Traffic Management Plan.
7. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers, as well as key stakeholders, on 26 October 2006. Seminars were held with the Spreydon/Heathcote Community Board on 7 and 15 August 2006, and a memo was sent to the Community Board via the Principal Adviser on 12 October 2006, prior to the delivery of the consultation newsletter to the community.
8. Twenty five responses were received on the concept design included in a consultation newsletter by the closing date of 6 November 2006. Sixteen respondents were in support of the proposed concept plan, five were in opposition, and four stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown in **Attachment 2**.
9. In response to the submissions received, the bus stop outside 319 Barrington Street has been extended to the south, and a Give Way sign will be placed against Wychbury Street. A letter was sent to all submitters summarising the issues raised, with the project team's evaluation of these issues, together with a copy of the Plan for Board Approval.

## **FINANCIAL AND LEGAL CONSIDERATIONS**

10. The safety improvement works on Barrington Street at Barrington Park are programmed in the Transport and Greenspace capital programme for implementation in the 2006/07 financial year. The cost estimate for this project is \$67,500. The budget for this project is \$34,475; any cost overruns will be managed within the overall safety improvement budget.
11. There are notable or heritage trees shown in the City Plan for Barrington Street, however, these are located outside the road reserve in the vicinity of the Spreydon Public Library and Barrington Park. Any resource consent requirements will be determined during the detailed design phase, when site measurements are taken from the kerb build-out location to the known protected trees.
12. There do not appear to be any legal implications for this project, however, Community Board resolutions are required to approve the "No Stopping" restrictions.

## **BACKGROUND ON BARRINGTON STREET AT BARRINGTON PARK - SAFETY IMPROVEMENT PROJECT**

13. This project was initiated as a result of the issues arising from the Christchurch South Intermediate school bubble project, the introduction of the Orbiter bus route, and community issues arising along Barrington Street as a whole. As traffic volumes have increased along Barrington Street, it has become more and more difficult for cyclists and pedestrians to safely cross the road.
14. Barrington Street is classified as a minor arterial road in the Council's roading hierarchy, and is located in the Spreydon Ward, which falls within the jurisdiction of the Spreydon/Heathcote Community Board.
15. Barrington Street is between 13.5 and 14.0 metres wide from kerb to kerb. This project runs for a length of approximately 200 metres from 319 Barrington Street to the intersection with Sefton Place. This area is generally residential, although the project is located adjacent to Barrington Park, which has a variety of leisure facilities and clubs operating from it. Spreydon Library and Barrington Mall are located approximately 300 metres to the east of the project site.
16. This section of Barrington Street lies on the Orbiter bus route, and a pair of bus stops is located close to the existing Barrington Park entrance. The bus services (No. 19 route and Orbiter) combined with the existing cycleway, footpaths, and other park facilities, all create a strong crossing desire line at this location.
17. The Land Transport NZ Crash Analysis System shows there have been five crashes recorded for the five-year period between 2001 and 2006 in the immediate project area.
18. Internal Council consultation was undertaken in February 2005, which identified various issues related to existing cycle routes across Barrington Street, strategic development of cycle facilities along Barrington Street, support for disabled access at all pedestrian crossing treatments, bus facilities, and use of this section of Barrington Street by the Orbiter. Council staff also noted that Barrington Park is used by a high number of sporting codes, which can lead to parking pressures, particularly on Saturdays. There is no off-street parking available at Barrington Park. Pedestrian islands are considered to be desirable and are required for crossing Barrington Street, as many Park users are elderly.
19. A separate project is being carried out to review the layout of the Barrington Mall entrance, under the Mall's existing resource consent conditions.
20. An initial survey was carried out with the residents in the immediate area in March 2005, through a door-knocking exercise to investigate whether there is a safety issue associated with crossing Barrington Street at Barrington Park, and if so, what would these residents like to see implemented. A total of nine properties were visited, and seven responses were received. All respondents considered there was a problem.
21. The main issues identified from the March 2005 survey were:
  - Traffic volume and speed make it difficult to cross the road in one go.
  - A pedestrian refuge island would be good.
  - A flush median along the entire frontage of the Park and cycle lanes would be good.

- Suggested extension of no stopping at corners, as motorists park very close and this blocks visibility along Barrington Street when trying to turn right.
  - There is a problem crossing Barrington Street at this location.
  - A pedestrian crossing, refuge island or any improvements supported.
  - Support for pedestrian crossing; would prefer pedestrian island with build-out.
  - There is a problem; prefer zebra crossing or lights.
22. The aim of this project is therefore to provide a safer crossing point across Barrington Street for pedestrians and cyclists, with the following objectives:
- To minimise the loss of on-street car parking along Barrington Street.
  - To ensure the existing pedestrian crossing and bus stop locations are optimised for safety and efficiency.
  - To ensure adequate street lighting is provided.
  - To ensure consistency with the Barrington Street Traffic Management Plan.
23. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers, as well as key stakeholders, on 26 October 2006. Seminars were held with the Spreydon/Heathcote Community Board on 7 and 15 August 2006, and a memo was sent to the Community Board via the Principal Adviser on 12 October 2006, prior to the delivery of the consultation newsletter to the community.
24. 25 responses were received by the closing date of 6 November 2006, of which 16 were in support of the proposed concept plan, five were in opposition, and four stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown in **Attachment 2**.
25. The key issues raised during the consultation phase related to parking, visibility, bus stops, access and design issues. In particular:
- Concerns about the loss of parking and the number of vehicles that park over driveways.
  - A concern that vehicles exiting Wychbury Street will cause a hazard at times.
  - A concern that the proposal will slow traffic on a busy road.
  - A concern that the proposal will create a bottleneck at peak times.
  - A query as to the length of the new bus stop.
  - A query as to whether the bus stop could be moved closer to the playground or Sefton Place.
  - A suggestion to place a splitter island in Wychbury Street.
  - Mall access issues were raised.
  - Include tactile pavers to give direction to disabled users.
  - A query as to why cycle lanes were not included.
  - The proposal will congest the area and make it dangerous for cyclists.
  - Cycle movements in and out of the park are not catered for in the proposal.
26. In response to the submissions received, the bus stop outside 319 Barrington Street has been extended to the south to a total length of 17 metres, and a Give Way sign will be placed against Wychbury Street. Tactile paving will be placed outside 301 Barrington Street and on the east side of Barrington Street, where the kerb is built out at Barrington Park. A holding rail will be placed on the east side of Barrington Street, at the kerb build-out. The project team's response to each of the issues raised is detailed in **Attachment 2**. A letter was sent to all submitters, summarising the issues raised, and the project team's evaluation of these issues, together with a copy of the Plan for Board Approval.

## OPTIONS

27. Three options were considered by the project team as part of the concept design development process, which are:
- (a) Do Nothing.
  - (b) Barrington Street Traffic Management Plan.
  - (c) Barrington Street at Barrington Park.

## **Barrington Street Traffic Management Plan**

28. The purpose of developing overall Traffic Management Plan options was to ensure that localised projects would fit with the options developed. There were two basic options developed for comparison, as part of an overall Traffic Management Plan for Barrington Street (i.e. between Lincoln Road and Athelstan Street), where one option maintained parking on both sides of Barrington Street, and the other option introduced a flush median, which resulted in the loss of parking along one side of the road. Both of the options provided for cycle lanes.
29. The first option had a flush median and parking on one side of the road only, with cycle lanes provided. The cross section allows for the placement of pedestrian islands in the flush median and safe areas for motorists to stop in order to turn right into side street or driveways. Parking can be provided on alternating sides of the road, with the transition area not having any parking provided. The transition areas were best placed across a side street.
30. The second option maintained the existing centre line and parking along both sides of the road, with cycle lanes provided. Where pedestrian islands are required, a localised flush median needs to be provided, with parking locally to be banned on one side (if the flush median is offset from centre), or both sides (if the pedestrian island is to be placed centrally in the carriageway). Thus the parking loss is a function of the number of pedestrian islands provided, and how these islands are placed laterally in the carriageway.
31. For both options, bus stops can either be placed in the parking lane or within the kerb side cycle lane. If bus stops are to be within the parking lane only, then bus stop pairs will have to be located in adjacent sections of roads, with a transition area in between where parking swaps from one side of the road to the other.
32. The potentially contentious issues raised as part of the Traffic Management Plan development included loss of parking, placement of pedestrian islands and kerb extensions, and relocation of bus stops. The preferred Barrington Street Traffic Management Plan incorporates the flush median along the full length of the road.

## **Barrington Street at Barrington Park**

33. The Barrington Street at Barrington Park project introduces a kerb extension and island at 311 Barrington Street. The island is placed in a short flush median, which also allows for right turning traffic into Wychbury Street to be clear of southbound through traffic. The option is a localised subset of the preferred Barrington Street Traffic Management Plan. Given the available budget, this is the preferred option, as it provides a safe crossing point to Barrington Park and the bus stops.

## **PREFERRED OPTION**

34. The preferred option is shown in the Plan for Board Approval in **Attachment 1**. The key features of this option are:
  - (a) Implementing a two-metre wide centralised flush median along Barrington Street from the bus stop outside 319 Barrington Street along to the Barrington Street/Sefton Place intersection.
  - (b) Installation of a nine-metre long pedestrian island in the middle of the flush median between 311 Barrington Street and Barrington Park, just south of Wychbury Street.
  - (c) Installation of a kerb build-out on the eastern side of Barrington Street adjacent to Barrington Park and opposite 311 Barrington Street, to assist pedestrian and driver line-of-sight, in relation to the pedestrian island and crossing position. Three car parks are lost along the south-east side, due to a kerb build-out on the eastern side of Barrington Street.
  - (d) Tactile paving is situated on both sides of Barrington Street, with a holding rail placed on the east side of the street in the kerb build-out.
  - (e) Shifting of the bus stop from the Barrington Park entrance, to opposite 301 Barrington Street, which is just south of the kerb build-out.

- (f) Lengthening of the existing bus stop at 319 Barrington Street to 17 metres.
- (g) Placement of a "Give Way" sign against Wychbury Street at its intersection with Barrington Street.
- (h) Implementation of "no stopping" restrictions on the south-west side of Barrington Street from 293 Barrington Street to 317 Barrington Street. There will be approximately ten car parks lost along the south-west side of Barrington Street.
- (i) No change is proposed to the existing carriageway width.

## **ASSESSMENT OF OPTIONS**

### **Maintain the Status Quo (If Not Preferred Option)**

- 35. The option to maintain the status quo essentially means to undertake no capital works Barrington Street at Barrington Park. This would retain the existing road environment, and its associated safety issues.
- 36. This option would be inconsistent with the Community Outcomes outlined in "Our Community Plan", and would be inconsistent with Council strategies, particularly the Pedestrian Strategy, Parking Strategy and Road Safety Strategy, as well as the Council's asset management plan.
- 37. It would also ignore the concerns raised as part of the school bubble project and Barrington Street Traffic Management Plan feasibility study.
- 38. Therefore, it is considered that it is inappropriate to maintain the status quo because of the opportunity to contribute to an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

### **Alternative Options**

- 39. The disadvantage of Option 1 under the Traffic Management Plan is the loss of parking along a significant stretch of Barrington Street. This reduces the level of service for those motorists who want to park along this stretch of the road. However, this option does improve safety for cyclists, pedestrians and vehicles, including addressing many of the mid-block crashes that have occurred along Barrington Street as a whole.
- 40. The second option under the Traffic Management Plan only partially improves safety for cyclists, pedestrians and vehicles, and also results in a loss of parking, although this is to a lesser extent than Option 1.
- 41. While Option 1 was the preferred option of the project team, the Barrington Street Traffic Management Plan was not progressed further in its entirety, due to the budget constraints of the capital programme. However, the individual capital projects along Barrington Street could be developed in a consistent manner with Option 1 of the Traffic Management Plan. This Traffic Management Plan will be reviewed when planning commences for the cycleway project in 2008/2009 along Barrington Street (i.e. between Lincoln Road and Studholme Street).

### **The Preferred Option**

- 42. The preferred option is described in paragraph 34 above, and meets the aim and objectives of the project as follows:

#### **Minimise the loss of on-street car parking along Barrington Street**

- 43. The installation of the kerb build-out and pedestrian island, as well as the implementation of "no stopping" restrictions along the south-west side of Barrington Street, will result in the loss of ten parking spaces on the south-west side and the loss of three spaces on the east side. The flush median is located to the south-west side of the centre line, which requires no parking along this side of the street to ensure safety for all road users. The "no stopping" restrictions along this side of Barrington Street will improve the visibility for residents exiting their properties.

### **Ensure the existing pedestrian crossing and bus stop locations are optimised for safety and efficiency**

44. There is no existing pedestrian crossing point in the project area. Therefore a kerb build-out and pedestrian island is proposed for installation just south of the Wychbury Street intersection and adjacent to Barrington Park to enable pedestrians to cross Barrington Street safely. These measures combined with the flush median will help to ensure that vehicles do not travel through this section of Barrington Street at high speeds. The pedestrian island is located to the right hand side of the approaching intersection to ensure that left hand turning traffic from Wychbury Street will not turn into the path of crossing pedestrians.
45. The location of the pedestrian island and associated kerb build-out has been a consideration in the rationalisation of bus stops along Barrington Street. There are no squeeze points between the bus stops along this section of Barrington Street and the pedestrian island.

### **Ensure adequate street lighting is provided**

46. A street lighting upgrade is required for the pedestrian island and kerb build-out just south of Wychbury Street, where three G600 150W HPS luminaries will need to be upgraded to 250W.

### **Ensure consistency with the Barrington Street Traffic Management Plan**

47. This project has been developed so that it connects into the overall Barrington Street Traffic Management Plan, which may be implemented in full in the future. It should be noted that the design caters for cyclists by providing sufficient traffic lane width. The cycle space has not been separately marked at this stage. A cycle project programmed for Barrington Street in 2008/09 will review the cycle facilities.

### **STAFF RECOMMENDATIONS**

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the safety improvement works for Barrington Street at Barrington Park to proceed to final design, tender and construction, as shown in the Plan for Board Approval in **Attachment 1**.
- (b) Approve the following "No Stopping" restrictions, bus stop relocation and extension, and "Give Way" sign:

#### **New "No Stopping"**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point 13 metres north from its intersection with the northern side of Sefton Place and extending 74 metres in a northerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point 11 metres north from its intersection with the northern side of Wychbury Street and extending 17 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point five metres south from its intersection with the southern side of Wychbury Street and extending 19 metres in a southerly direction.

#### **Move existing bus stop to new location**

- (iv) That the existing bus stop be revoked from the east side of Barrington Street at its present position commencing 30 metres north of the intersection with the northern side of Wychbury Street and extending 17 metres in a northerly direction, and reinstated on the eastern side of Barrington Street commencing at a point 24 metres south of the intersection with the southern side of Wychbury Street and extending 17 metres in a southerly direction.

### **Extending existing bus stop**

- (v) That the existing bus stop on the west side of Barrington Street commencing at a point 36 metres north from the intersection with the northern side of Wychbury Street and extending ten metres in a northerly direction, be extended seven metres in a southerly direction.

### **“Give Way” sign**

- (vi) That a “Give Way” sign be placed against Wychbury Street at its intersection with Barrington Street.

### **CHAIRPERSON’S RECOMMENDATION**

For discussion.