

## 12. BARRINGTON STREET/HOWARD STREET – NEIGHBOURHOOD IMPROVEMENT PROJECT

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
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### 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 neighbourhood improvement works at Barrington Street/Howard Street, 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 300 metres from 350 Barrington Street to 413 Barrington Street. It is located in an area that is generally residential and zoned L2 in the City Plan, apart from a few businesses on Bewdley Street, which are zoned B1. These businesses currently consist of a video store, dog groomer, hairdresser, newsprint services and takeaway shop. The Spreydon Presbyterian Church is located on the corner of Bewdley Street and Barrington Street. There is also a screen printing business operating from a residential property located at 370 Barrington Street.
4. This section of Barrington Street lies on the Orbiter bus route, while the No. 19 bus service uses the Barrington Street/Howard Street intersection. There are three bus stops on Barrington Street in close proximity to this intersection. The bus services, combined with the existing footpaths, Church, and shopping facilities, create a strong crossing desire line at this location.
5. An initial survey was carried out with the immediate community in January 2005, through a door-knocking exercise to investigate whether there is a safety issue at the intersection of Barrington Street and Howard Street, and if so, what would they like to see implemented. A total of 21 properties were visited, and 15 responses were received. Of the 15 responses received, four considered that there is no problem at the intersection, one had no opinion, and ten considered that there is a problem.
6. The aim of this project was therefore defined to improve safety at the intersection of Barrington Street and Howard Street, with the following objectives:
  - To enhance safety at the intersection of Barrington Street and Howard Street for pedestrian and other road users.
  - To ensure bus stop locations are optimised for safety and efficiency.
  - To maintain the existing level of service.
  - To minimise the loss of on-street car parking along Barrington Street.
  - To provide an improved pedestrian crossing location on Barrington Street just south of the intersection with Bewdley Street.
7. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers in the vicinity of the intersection, 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 consultation newsletter being presented to the community.
8. Twenty eight responses were received by the closing date of 6 November 2006, of which 12 were in support of the proposed concept plan, seven were in opposition, and nine stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown in **Attachment 2**.

9. As a result of the feedback received, the pedestrian island on Howard Street was shortened to 12 metres, which provided the residents on both corners of the intersection of Howard Street and Barrington Street with ample space to access their properties. In addition, one car park space was added outside 392 Barrington Street on their Howard Street frontage. 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.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

10. The neighbourhood improvement works at Barrington Street/Howard Street are programmed in the Transport and Greenspace capital programme for implementation in the 2006/07 financial year. The cost estimate for this project is \$67,600. The budget for this project is \$68,428.
11. 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/HOWARD STREET - NEIGHBOURHOOD IMPROVEMENT PROJECT**

12. 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.
13. Barrington Street is classified as a minor arterial road, and Howard Street is classified as a local road in the Council's roading hierarchy. Both of these streets are located in the Spreydon Ward, which falls within the jurisdiction of the Spreydon/Heathcote Community Board.
14. This project runs for a length of 300 metres from 350 Barrington Street to 413 Barrington Street. It is located in an area that is generally residential and zoned L2 in the City Plan, apart from a few businesses on Bewdley Street, which are zoned B1. These businesses currently consist of a video store, dog groomer, hairdresser, newsprint services and takeaway shop. The Spreydon Presbyterian Church is located on the corner of Bewdley Street and Barrington Street. There is also a screen printing business operating from a residential property located at 370 Barrington Street.
15. The Barrington Street/Howard Street intersection is currently uncontrolled. The carriageway of both of these roads is between 13.5 and 14.0 metres wide from kerb to kerb.
16. This section of Barrington Street lies on the Orbiter bus route, while the No. 19 bus service uses the Barrington Street/Howard Street intersection. There are three bus stops in close proximity to this intersection, along Barrington Street. The bus services, combined with the existing footpaths, Church, and shopping facilities, create a strong crossing desire line at this location.
17. The Land Transport NZ Crash Analysis System shows there has been one reported crash at the Barrington Street intersection with Howard Street during the five-year period between 2001-2006.
18. Internal Council consultation was undertaken in February 2005, which identified various issues related to existing cycle routes across Barrington Street, the 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.
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 immediate community in January 2005, through a door-knocking exercise to investigate whether there is a safety issue at the intersection of Barrington Street and Howard Street, and if so, what would they like to see implemented. A total of 21 properties were visited, and 15 responses were received. Of the 15 responses received, four considered that there is no problem at the intersection, one had no opinion, and ten considered that there is a problem.

21. The main issues identified were:
- Vehicles, including buses, cutting the corner, when travelling north-bound up Barrington Street and turning right into Howard Street.
  - Difficulty for vehicles turning right out of Howard Street due to the speed and volume of traffic using Barrington Street.
  - Request for pedestrian facilities across Barrington Street.
  - Vehicles travelling across Barrington Street between Bewdley Street and Howard Street are cutting across rather than travelling along Barrington Street.
  - Priority of these works over the problems at the Mall was questioned.
  - Speed and volume of traffic on Barrington Street.
22. The aim of the project was therefore defined to improve safety at the intersection of Barrington Street and Howard Street, with the following objectives:
- To enhance safety at the intersection of Barrington Street and Howard Street for pedestrian and other road users.
  - To ensure bus stop locations are optimised for safety and efficiency.
  - To maintain the existing level of service.
  - To minimise the loss of on-street car parking along Barrington Street.
  - To provide an improved pedestrian crossing location on Barrington Street just south of the intersection with Bewdley Street.
23. A consultation newsletter, incorporating a description of the project, a concept plan and outline of the consultation process, was delivered to landowners/occupiers in the vicinity of the intersection, 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 consultation newsletter being presented to the community.
24. 28 responses were received by the closing date of 6 November 2006, of which 12 were in support of the proposed concept plan, seven were in opposition, and nine stated no preference. A summary of the submissions received, and an evaluation of the issues raised is shown at **Attachment 2**.
25. The key issues raised during the consultation phase related to parking, visibility, bus stops, access and design issues. In particular:
- Concern about the loss of parking at the corner of Bewdley Street, Barrington Street and Howard Street. It was felt that this would cause major congestion on the side streets.
  - A request for the median strip at Cobham Street to be shortened.
  - Concern that the moving of the bus stop closer to the intersection will limit visibility for vehicles exiting Bewdley Street.
  - Concern that there will be poor visibility for exiting properties on Barrington Street with vehicles parked outside properties due to customers visiting local businesses.
  - Questions were raised on lengthening of the bus stop and access into and out of it. Also whether the No. 19 bus would be able to turn from the new position into Howard Street.
  - Concern that the bus stop shelter was to be moved and would interfere with new signage for the Church on the corner of Bewdley Street.
  - Maintain access at all times.
  - Concern that the Howard Street splitter island will restrict access to corner properties, especially with a trailer.
  - Concern that the lamppost in the footpath restricts access to corner properties.
  - A query as to whether the proposal fits with the overall plan for Barrington Street
  - Mall entrance access issues were raised
  - A request for reflectors on the kerb face of the island and handrails.
  - A request to include tactile pavers to give direction to disabled users

26. As a result of the feedback received, the pedestrian island on Howard Street was shortened to 12 metres, which provides the residents on both corners of the intersection of Howard Street and Barrington Street with ample space to access their properties. In addition, one car park space was added outside 392 Barrington Street on their Howard Street frontage. Tactile paving has been added outside 382 Barrington Street, and on the west side of Barrington Street, where the kerb build-out is located. A holding rail will also be placed at the kerb build-out on the west side of Barrington Street. 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/Howard Street Intersection.

#### **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 the 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 streets 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/Howard Street Intersection**

33. The Barrington Street/Howard Street project introduces a kerb extension and island at 382 Barrington Street. The island is placed in a flush median, which also allows for right turning traffic into Howard Street, Bewdley Street and Cobham Street to be clear of through traffic on Barrington Street. This 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.

## **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) A centralised two-metre wide flush median along Barrington Street from 8 Fieldstone Lane to 354 Barrington Street (i.e. approximately 50 metres south of Cobham Street).
  - (b) Installation of a 12 metre long splitter island on Howard Street before the intersection with Barrington Street.
  - (c) Installation of a nine-metre long pedestrian island in the middle of the painted flush median between 382 Barrington Street and 46 Bewdley Street (i.e. outside the Spreydon Presbyterian Church). Tactile paving to be situated on both sides of Barrington Street, and a holding rail installed on the west side of the street in the kerb build-out.
  - (d) Installation of a kerb build-out on the western side of Barrington Street, adjacent to 46 Bewdley Street to assist pedestrian and driver line-of-sight, with regard to the pedestrian island and crossing position.
  - (e) Relocation of the bus stop from outside the Church at 46 Bewdley Street to north of the kerb build-out (i.e. closer to the corner of Bewdley Street and Barrington Street). The bus stops are both in a kerb-side position.
  - (f) Placement of a "Give Way" sign against Howard Street at its intersection with Barrington Street.
  - (g) Implementation of "no stopping" restrictions from 404G Barrington Street along the north-eastern side of Barrington Street to 356 Barrington Street, and on both sides at the intersection of Howard Street with Barrington Street. There will be approximately four car parks lost on Howard Street, and twenty-eight car parks lost along Barrington Street.
  - (h) No change is proposed to the existing carriageway width of between 13.5 and 14.0 metres on both streets.

## **ASSESSMENT OF OPTIONS**

### **Maintain the Status Quo**

35. The option to maintain the status quo essentially means to undertake no capital works in the vicinity of Howard Street and Barrington Street. This would retain the existing road environment, and its associated network and 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 TMP 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.

### **Barrington Street Traffic Management Plan**

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 2008/09 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:

#### **To enhance safety at the intersection of Barrington Street and Howard Street for pedestrian and other road users.**

43. The intersection of Barrington Street and Howard Street will have a 12 metre long splitter island on the Howard Street approach. This island has been designed for the approach to ensure that pedestrians crossing Howard Street have a continuous path of travel along the Barrington Street footpaths. There will be a central cut through the island to make it safer to cross here for pedestrians and traffic. The tail of the island will be 12 metres long giving good definition and delineation for approaching drivers.
44. As Howard Street lies on the No. 19 bus route, a Simpath analysis has been carried out to ensure that buses can turn into and out of Howard Street without problems.
45. 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.

#### **To ensure bus stop locations are optimised for safety and efficiency.**

46. The location of the pedestrian island and associated kerb build-out on Barrington Street has been a consideration in the rationalisation of the bus stop.

#### **To maintain the existing level of service.**

47. The project will increase the level of service to traffic along Barrington Street with removal of parking along the north-east side of Barrington Street. It will also increase the level of service for pedestrians wanting to cross Barrington Street and Howard Street.

#### **To minimise the loss of on-street car parking along Barrington Street.**

48. Parking has been removed from the north-east side of Barrington Street between 8 Fieldstone Lane and 354 Barrington Street (i.e. along the length of the flush median), which is consistent with the overall traffic management plan for Barrington Street, and the Council's Parking Strategy.

#### **To provide an improved pedestrian crossing location on Barrington Street just south of the intersection with Bewdley Street**

49. The pedestrian island with associated kerb build-out on Barrington Street just south of the intersection with Bewdley Street, together with the flush median will ensure that vehicles cannot travel through this area at high speeds. The pedestrian island is located on the right hand side of the approaching intersection (i.e. Bewdley Street), which ensures that left turning traffic does not turn into pedestrians crossing the road.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the improvement works for Barrington Street/Howard Street to proceed to final design, tender and construction, as shown in the Plan for Board Approval at **Attachment 1**.
- (b) Approve the following "No Stopping" restrictions, relocation and extension of a bus stop, and new "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 seven metres north from its intersection with the northern side of Cobham Street and extending eight 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 83 metres north from its intersection with the northern side of Cobham Street and extending 20 metres in a northerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Barrington Street commencing at a point six metres north from its intersection with the northern side of Bewdley Street and extending eight metres in a northerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point 31 metres south from its intersection with the southern side of Cobham Street and extending 118 metres in a northerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point ten metres south from its intersection with the southern side of Howard Street and extending 55 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the east side of Barrington Street commencing at a point 11 metres from its intersection with the northern side of Howard Street and extending 44 metres in a northerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Howard Street commencing at a point six metres east from its intersection with the eastern side of Barrington Street and extending 13 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Howard Street commencing at a point nine metres east from its intersection with the eastern side of Barrington Street and extending 14 metres in an easterly direction.

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

- (ix) That the existing bus stop be revoked from the west side of Barrington Street at its present position commencing at a point 40 metres south from the intersection with the south side of Bewdley Street and extending 12 metres in a northerly direction to Bewdley Street, and reinstated on the western side of Barrington Street commencing at a point 20 metres south from the intersection with the south side of Bewdley Street and extending 12 metres in a northerly direction.

### **“Give Way” signs**

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

### **CHAIRPERSON’S RECOMMENDATION**

For discussion.