

6. BREENS INTERMEDIATE SCHOOL CROSSING - SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager City Environment, DDI: 941-8656
Officer responsible:	Transport & City Streets Unit Manager
Author:	Melissa Renganathan, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Breens Intermediate School Kea crossing to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The project is located on Breens Road, a collector road, at the Breens Intermediate School. The surrounding area is residential. Breens Road is bounded by Wairakei Road, also a collector road, and Harewood Road, a major arterial.
3. There is a school crossing across Breens Road outside Breens Intermediate School, immediately south of Bonita Place. There is a kerb build-out at the crossing which narrows the road to approximately 12m from the eastern side. Due to the width of Breens Road, a kerb build out could only be constructed on one side, to retain sufficient road width for cyclists and vehicles to pass. There is no information available on why the eastern side was chosen for the build out. There is, however, still a significant issue on the western side as pedestrians have limited visibility due to the number of cars and buses which park around the crossing.
4. The principal aim of the safety improvement project is to investigate and where possible implement improvements to road safety for school children and other users of the school crossing at Breen Intermediate School. Feedback from the School, local Community Constable and the Cycle Bubble survey undertaken in May 2005, highlighted visibility issues at the existing crossing. Pedestrians and students had difficulty in seeing oncoming traffic due to the number of vehicles parked around the crossing.
5. This issue was taken into consideration in the development of a Concept Plan (refer to ment 1) and it was proposed to increase the kerb extension on the School (i.e. west) side which will increase visibility for pedestrians using the crossing.
6. The Community Board was advised through a seminar (14 March 2006) of the background to the project and the proposed consultation to be undertaken in relation to the Concept Plan.
7. The Concept Plan was then distributed for consultation in April 2005. Council proposes to create a kerb extension on the School side. The kerb will be grassed and will extend approximately 1.6m away from its current position which will increase visibility for pedestrians using the crossing. The full length of the kerb will be approximately 33m. At the crossing the carriageway will narrow to approximately 9m to allow for sufficient space for vehicles and cyclists. The remaining carriageway width will remain approximately at 12.5m. The school crossing point will remain in its current position and it is proposed to move the centreline to sit centrally between the future kerb lines. No stopping lines will be placed along the full length of the kerb. It is also proposed to install yellow no stopping lines outside the property on the north-east corner of the Bonita/Breens intersection to improve visibility to and from the pedestrian crossing point across Bonita Place. This Concept Plan was distributed to approximately 400 stakeholders for consultation, and feedback was received from 32 people. Of these, 27 expressed support for the proposal, 4 objected to the proposal. A few also provided some suggestions regarding various aspects of the proposal.
8. Following the project team's consideration of this feedback no changes were made as the majority of respondents were in favour of the kerb extension as shown in the concept plan in Attachment 1.
9. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team's responses (refer to Attachment 2). Specific queries/comments were dealt with individually.
10. The Plan included here as Attachment 1 has been identified as the preferred option for the school crossing as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the Plan detailed in Attachment 1 proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The estimated total costs for this project is \$41,100 inclusive of all consultation, design, and project management.
12. The Breens School Crossing is part of the Safety Improvement Programme and is programmed for construction in the 2005/2006 financial year.
13. Aside from the resolutions relating to new traffic restrictions set out below, there are no legal implications from this project.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the safety improvement for Breens School Crossing, as detailed in Attachment 1, to proceed to final design, tender and construction.
- (b) Approve the following new traffic restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Bonita Place commencing at its intersection with Breens Rd and extending 9 metres in a easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the east side of Breens Rd commencing at its intersection with Bonita Place and extending 15 metres in a northerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the west side of Breens Rd commencing 28 metres south of its intersection with Bonita Place and extending 38 metres in a northerly direction.
- (c) The new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

BACKGROUND ON SAFETY IMPROVEMENT AT BREENS INTERMEDIATE SCHOOL

14. The project is located on Breens Road, a collector road, at the Breens Intermediate School. The surrounding area is residential. Breens Road is bounded by Wairakei Road, also a collector road, and Harewood Road, a major arterial. There is a kea crossing across Breens Road outside Breens Intermediate School, immediately south of Bonita Place. Breens Road is approximately 12m wide either side of the crossing. There is a kerb build-out at the crossing which narrows the road to approximately 12m from the eastern side.
15. Council has allocated \$41,100 to carry out an investigation into the position of the Kea crossing on Breens Road opposite Breen Intermediate School. The current position of the crossing is believed to have problems with visibility, as pedestrians have difficulty in seeing on coming traffic when standing on the western side. Due to the width of Breens Road, a Kea crossing kerb build out could only be constructed on one side, to retain sufficient road width for cyclists and vehicles to pass.
16. There is no information available on why the eastern side was chosen for the build out. However there is still a significant issue on the western side as pedestrians have limited visibility due to the number of cars and buses which park around the crossing. The issues has been identified by the school community and the community constable for this area.
17. This area was also identified in the recent Breens Intermediate Cycle Bubble survey conducted in May 2005. Students were concerned with the general busy-ness and number of cars manoeuvring in this area.
18. The principal aim of the project is to improve pedestrian and cyclist safety at the Breens Road entrance to Breens Intermediate School. The objectives for the project are as follows:
 - Provide a safe Kea crossing point for pedestrians and cyclist on Breens Road;
 - Maintain or improve the existing level of service for all modes of transport;
 - Provide for on-road cyclists at the crossing facility; and
 - Ensure adequate street lighting is provided.

OPTIONS

19. Four options were assessed as part of the safety improvement at Breens School. Other than the first option (re status quo), all other options intend to extend the kerb build out.
 - (a) Option 1: Maintenance of the status quo.

This option is not recommended, as it does not achieve the principal aim of the project of creating a safe Kea crossing at the School and does not address the other objectives of the project. Maintaining the status quo is also not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.
 - (b) Option 2: Kerb extension on the School (west) side.

This option has a kerb extension on the School side. The width of the carriageway at the kerb extension is proposed to be 9m. The kerb will be extended 1.6m away from its current location and will be approximately 26m in length. The school crossing point will remain in the same position as before.

It is proposed to relocate the existing centreline to sit centrally between the kerb lines.

It is also proposed to install yellow "no stopping" lines outside the property on the north-east corner of the Bonita Place/Breens Road intersection to improve intervisibility to and from the pedestrian crossing point across Bonita Place.
 - (c) Option 3: Raised platform at kerb build out.

This option is identical to option 2, but in addition has a raised platform at the kerb build out.

- (d) Option 4: Longer kerb extension to the south of the crossing.

This option is similar to option 2, but has a longer kerb extension on the south approach to the Kea crossing. The full length of the kerb will be 33m. It is not proposed to install a raised platform.

PREFERRED OPTION

20. The preferred option for the safety improvement at Breens Intermediate School is Option 4 illustrated in Attachment 1. This option will improve visibility for pedestrians using the Kea crossing with the installation of a kerb build out, by extending the length of the kerb.
21. This option has a kerb extension on the School side of Breens Road. The kerb will be extended 1.6m away from the existing kerb, to maintain a 9m wide carriageway at the crossing. The width of the carriage way at the crossing is sufficient for vehicles and cyclists. The length of the kerb is proposed to be 33m. The remaining carriageway width is 12.5m. The school crossing point will remain in the same position as before.
22. It is proposed to relocate the existing centreline to sit centrally between the future kerb lines. The increased length of the kerb will allow for improved visibility even with cars parked up to 2.4m out from the kerb face.
23. It is proposed to install yellow no stopping lines outside the property on the north-east corner of the Bonita / Breens intersection to improve intervisibility to and from the pedestrian crossing point across Bonita Place.
24. It is also proposed to improve street lighting at the Kea crossing.

ASSESSMENT OF OPTIONS

Option 2

25. This option will satisfy the aims and objectives of the project by providing a safe Kea crossing point for pedestrians and cyclists, maintain the existing level of service for all modes of transport, provide for on-road cyclists and ensure that adequate street lighting is provided.
26. Although this option will improve visibility for pedestrians, improved line of sight from the crossing will depend on having vehicles parked hard against the face of the kerb.

Option 3

27. This option will also satisfy the aims and objectives of the project. The raised platform, however, will exceed the budget allocated.
28. Option 4 illustrated in Attachment 1, with a longer kerb extension was therefore chosen as the preferred option to go out to consultation.

CONSULTATION

29. The Concept Plan was distributed to approximately 400 stakeholders (of which the School requested 200 copies for distribution) for consultation in April 2006. Feedback was received from 32 people. Of these, 28 expressed support for the proposal and 4 objected to the proposal. There were a few suggestions regarding various aspects of the proposal. An overview of the key issues raised is included in Attachment 2.
30. The feedback received on the Consultation Plan was given consideration by the project team. No changes were made to the concept plan.
31. Attachment 2 also includes an explanation of why suggested changes were not proposed. Letters summarising the feedback and informing of the removal of the P120 parking restrictions were mailed to those who responded in May 2006.
32. The plan included here as Attachment 1 has been identified as the preferred option for the safety improvement at Breens Intermediate School, as it satisfies the aim and objectives of the project and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the Plan detailed in Attachment 1 proceed to final design, tender and construction.