



16. SHIRLEY SCHOOLS CYCLE/PEDESTRIAN PROJECT

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Corporate Plan Output: 9.5.text.57	

The purpose of this report is inform the Community Board of the progress of the Shirley Schools Cycle/Pedestrian Project, and seek Community Board recommendation of the proposed parking restrictions. This report is before this Board before being referred to the City Services Committee.

PROJECT BACKGROUND

The Christchurch City Council and the two Community Boards have been discussing the improvement of children's safety around the Shirley Schools for a number of years. In 1998, the first stage of a larger works package was completed, with the widening of the pathway on the western side of North Parade, from Shirley Boys High main entrance to Shirley Road.

The work was very well received by the schools in the area, however a number of local residents were critical of the consultation process, indicating their concerns had not been identified, nor met. As a result, a much expanded process was put in place to ensure that any future work had a greater level of community participation, and ideally, acceptance.

Before the consultation process though, a project objective was clearly stated to ensure work was appropriately focussed. The objective was: reducing the risks to school children cyclists and pedestrians moving to and from the three schools on North Parade.

CONSULTATION PROCESS

The consultation process followed went through the following steps:

1. Letter to several hundred local residences indicating the Council's intention to do additional work in the area to improve child pedestrian and cycle safety. They were asked to identify any concerns they had on cycle and pedestrian movement and other traffic issues. A local newspaper article and TV interview on a local channel also raised the same question to people who travel through the area.
2. The schools were asked specifically to identify their concerns, and Council officers and Elected Members also raised their concerns through a combined Community Board working party. School students were surveyed about routes to school and their concerns about their routes.
3. Over 40 responses were received from members of the public, plus school and working party inputs. The City Streets Unit developed a series of possible treatments to meet the issues.
4. A range of plans for possible works in the area was presented to the combined working party which approved the plans for wider community display, consultation and feedback.

5. The plans were displayed at 6 community facilities (schools, community centres, shopping mall), with questionnaires available. Over 300 letters were delivered to local residents indicating where the displays were and prompting them to visit and make comment.
6. Approximately 190 responses were received. The plans were modified in response to many of the points raised. The final plans resulting from this consultation process have received the endorsement of the working party. They will be presented at a public meeting on 23 March. The results of that meeting will be verbally reported to the Community Board.

PROJECT STATUS

As the project concept and plans have been through a very comprehensive consultation and evaluation process to this point, it is not anticipated that the public meeting will generate any new issues that have not been identified and addressed. Therefore the plans that accompany this report are considered to be the optimum configuration to meet the needs of the area. Barring new issues raised at the public meeting, the Community Board is asked for its support of these plans.

It is hoped that the details and notes provided on the plans should make the intentions clear (Please note: there are 12 plans, a "sheet location diagram" on each will identify their positions).

In general terms, the following changes to the area are proposed:

North Parade:

- Create wider pathways on both sides of North Parade, from the Averill/Poulton intersection north, for the purpose of allowing children cyclists and pedestrians to move with less conflict.
- Retain most of the on-street parking on the eastern side of North Parade from Averill/Poulton, north. In some cases, combined P5 drop-off/bus-stop zones will be created, in which normal parking will be permitted outside school hours.
- Create a P5 drop-off zone on the west side of North Parade, which will be normal parking outside school hours.
- Mark cycle lanes on both sides of North Parade for its full length.
- Improve the functioning and layout of the traffic signals between Shirley Boys and Marian College.

North Parade/Averill/Poulton Intersection:

- Install traffic signals at the North Parade/Averill intersection to control traffic and cycle movements, particularly during peak times.
- Poulton Avenue is not included in the traffic signal control - the intersection can be coordinated in such a way that Poulton Avenue traffic can benefit from controls on the other legs of the intersection.

Banks Avenue:

- Traffic calming speed cushions between North Parade and Achilles Street.
- It is not intended to close-off the right turn out of Banks Avenue, nor add any further parking restrictions or speed controls.

Marshlands/New Brighton/North Parade/Shirley intersection:

- Reconfigure the lanes on North Parade approaching the intersection, so that a left-turn, straight-through and right-turn lane are provided.
- Provide a right-turn arrow from Marshland to Shirley Roads.
- Slightly narrow the width of New Brighton Road at "The Palms" corner, to provide a larger area for pedestrians to wait and reduce the crossing distance.

Shirley Road:

- Provide a wider path on the south side (in front of Shirley Intermediate) from North Parade to Warden Street. This will remove parking on this side of the road.
- Provide a wider central median with possible pedestrian-haven (island).
- Mark cycle lanes the full length of Shirley Road.

CONSULTATION RESPONSES

The package of works shown on the attached plans and summarised above, represents only a very minor change from the plans put out for public viewing and comment. From the 186 responses there were approximately 80 who gave no answer to the general "do you support these works" question. The remainder were evenly split between yes and no. The people who were directly affected by work on the streets on which they live were also evenly split.

It would be usual for road projects of this scale, to have more negative responses than positive. The fact that the yes and no answers to the overall works question is fairly even, is very encouraging. The fact that there is so much positive feedback would indicate *that there is generally a good level of community support for the project*. However, it would be sensible to maintain or improve this level of support by addressing local residents' individual concerns as much as possible. The latest plans have attempted to improve residents' concerns by providing more on-street parking than originally proposed and not proceeding further with a proposal to restrict the right-turn out of Banks Avenue.

RECOMMENDATION

The combined Community Board working party and City Streets Unit now believe we have a set of plans that will sit very comfortably with the larger community and meet the objectives of the project.

It is therefore recommended that the Community Board support this project.

PROJECT PROCESS

This report will also be presented to the Burwood/Pegasus Community Board on Monday, 27 March 2000. The results of both Community Board meetings will be included in the report when the project is submitted to the City Services Committee at its May meeting.

Recommendation: That the Board recommends to the City Services Committee:

1. That the parking of vehicles be prohibited at all times as follows:
 - On the south side of Shirley Road, commencing from the intersection with North Parade, and extending in a westerly direction to the intersection with Warden Street.
 - On the eastern side of North Parade, commencing from a point 20m south of the intersection with Banks Avenue and extending in a southerly direction for 35m.
 - On the eastern side of North Parade, commencing from a point 120m south of the intersection with Banks Avenue and extending in a southerly direction for 60m.
 - On the eastern side of North Parade, commencing from a point 60m south of the signalised pedestrian crossing, and extending in a southerly direction for 200m.
 - On the western side of North Parade, commencing from the intersection with Averill Street, and extending in a northerly direction for 70m.
 - On the western side of North Parade, commencing from a point 60m north of the signalised pedestrian crossing and extending in a northerly direction for 70m.
 - On the eastern side of North Parade, commencing from a point 60m north of the intersection with Medway Street, and extending in a southerly direction for 180m.
2. That the parking of vehicles be restricted to a maximum period of five minutes, between the hours of 8.30am and 3.30pm only:
 - On the western side of North Parade commencing from a point 130m north of the intersection with Averill Street, and extending in a northerly direction for 100m.

- On the eastern side of North Parade commencing from a point 50m north of the signalised pedestrian crossing and extending in a southerly direction for 35m.

That the Board approve the following:

3. That the Community Board approve the Shirley Schools Cycle and Pedestrian safety project.
4. That the bus stop located on the western side of North Parade commencing at a point 60m north of the signalised pedestrian crossing and extending north for 70m be removed.
5. That a bus-stop be created:
 - On the eastern side of North Parade commencing from the signalised pedestrian crossing and extending in a southerly direction for 50m.
 - On the western side of North Parade commencing from a point 80m north of the intersection with Averill Street and extending in a northerly direction for 50m.

Chairperson's

Recommendation:

That the officer's recommendation be adopted.