

19. SHIRLEY SCHOOLS CYCLE PROJECT

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The purpose of this report is to inform the Committee about the Shirley Schools Cycle Project, and seek approval to proceed with the project.

PROJECT BACKGROUND

The Christchurch City Council has 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. As a result, an expanded process was followed to ensure that future work had a greater level of community participation.

Before the consultation process the project objective was clearly stated to all concerned to ensure work was appropriately focused. The objective was to reduce the risks to school 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/cycle safety. They were asked to identify concerns about cycle and pedestrian movement and 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. 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 that approved the plans for wider community display, consultation and feedback.
5. The plans were displayed at six 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 were endorsed by the working party.
7. They were presented at a public meeting on 23 March. Feedback at the meeting and since has resulted in other minor changes. Plans have since been endorsed by the local Community Boards.

PROPOSED PROJECT WORK

The plans presented at this meeting (copies attached) are the final result of the extended consultation and iterative design process. The details and notes provided on the plans should make the intentions clear (there are 12 plans, a "location diagram" on each identifies their positions). Generally, the following works 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 about half 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 Street is not included in the traffic signal control - the intersection can be coordinated in such a way that Poulton Street traffic can benefit from controls on the other legs of the intersection.

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 Marshlands to Shirley Road.
- Slightly narrow New Brighton Road at "The Palms" corner with a kerb build-out, 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.
- Widen the existing island at the intersection with Marshlands/North Parade.

Banks Avenue

- No works are proposed.

CONSULTATION RESPONSES

From the 186 responses to the final consultation round 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.* The latest plans have attempted to further respond to local 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.

The project as proposed has received the support and recommendation of the Shirley/Papanui and Burwood/Pegasus Community Boards.

IMPLEMENTATION PROCESS

The section of North Parade, from New Brighton Road to Banks Avenue, is currently under development as part of a kerb and channel replacement work, and will be under way by the end of the financial year.

The work on Shirley Road will also be developed as part of a kerb and channel replacement work, and will be completed within the next financial year.

The remaining work is adequately funded over this and the next (2000/01) financial year. Appropriate timings for the different sections of the work is yet to be determined.

PROJECT COSTS

The section of North Parade from New Brighton Road to Banks Avenue is expected to come in approximately \$30,000 under the kerb and channel budget allocation of \$110,000.

The Shirley Road work, including the slip lane, enlarged island and kerb build-out is expected to come in at or under the allocated kerb and channel and slip lane combined budget of \$285,000 (note the kerb and channel work will extend further west than this project's immediate concern).

The remaining work has been costed to come in at the budgeted sum available of \$220,000. Savings will be looked for in the design and tendering process to ensure costs are kept within budget.

CONCLUSION

The proposed series of works has undergone an extensive consultation and iterative design process to properly identify the concerns of residents and users. The end result of the process sees a series of works that has been generally well received by the public, and is well supported by the appropriate Community Boards. Most importantly, the schools affected are supportive of the works.

It is recommended that the City Services committee support the project as presented, and recommend the appropriate parking restrictions to full council.

- Recommendation:**
1. That the Committee approve the Shirley Schools cycle and pedestrian improvements project.
 2. That the Committee recommend to full Council the following parking restrictions:

That the parking of vehicles be prohibited at all times as follows:

- (a) 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.
- (b) 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.
- (c) 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.
- (d) 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
- (e) On the western side of North Parade, commencing from the intersection with Averill Street, and extending in a northerly direction for 70m.
- (f) 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.
- (g) 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.

Chairman's

Recommendation: That the above recommendation be adopted.