

5. BARRINGTON STREET – PEDESTRIAN FACILITY AT CASHMERE HIGH

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Corporate Plan Output: Community Board Discretionary Funding	

The purpose of this report is to advise the Board of the community's response to a proposal to assist Cashmere High School students crossing Barrington Street at the school's main entrance, and to seek the Board's views to be reported to the City Services Committee.

BACKGROUND

The community has identified a need to assist students of Cashmere High School when crossing Barrington Street at the school's main gate, and the Board has allocated \$8,000 towards the project. The City Streets Unit has completed the installation of a flush (painted) median at the school frontage, with advance pedestrian warning signage. Barrington Street has been identified as a significant cycle route, and the City Streets Unit intends to include cycle lanes on Barrington Street in the future.

INITIAL COMMUNITY RESPONSE

All directly affected residents have been contacted, that is residents who would require to have parking restrictions outside their properties. The number of properties affected are three: two on the school side, just north of the school entrance, and one opposite the school. Property owners have no objection with the exception of one, who wishes to have parking directly outside his property.

A meeting was held with the Principal and Property Officer of Cashmere High School, who agreed that the island position would be the most appropriate. The island position achieves the following objectives:

1. Protection for vehicles queuing to right turn into the school's driveway.
2. Minimises kerbside parking reduction, ie because of adjoining driveways etc.
3. Located on the main desire-line for students wishing to travel north towards Somerfield Street.
4. Conveniently located for students heading south on Barrington Street, without any significant detour to access the island.

The need to restrict parking outside three properties is due to the intervisibility requirements for students at the kerbside. Parking restrictions will also facilitate the provision of future cycle lanes, without compromising the traffic lane widths.

CONCLUSION

This project, yet again, requires a decision between creating a safer road crossing facility and providing for cyclists, (the two main vulnerable road user groups), and providing for parking directly outside a property. *Note:* The property owner who objects would be able to park approximately 3–4 metres away from his property, across a neighbouring driveway entrance.

Recommendation: That the Board support the proposal to restrict parking outside three properties on Barrington Street and convey its decision to the City Services Committee to assist that Committee in its recommendation to Council.