

11. BARRINGTON-ASHGROVE INTERSECTION AND BARRINGTON STREET CYCLE LANES – SAFE CYCLING TO SCHOOL PROJECT

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Corporate Plan Output: Safe Routes to School	

The purpose of this report is to seek the Board's support for the proposed cycle safety works at the Barrington-Ashgrove intersection and cycle lanes along Barrington Street, before these designs go out to public consultation.

INTRODUCTION

The proposed works are intended to safeguard children cycling to Cashmere High and to Somerfield Schools. They are part of the City Council's 'Safe Cycling to School' project. This aims, through identifying problem spots and finding engineering solutions, to help children cycle safely and conveniently to school.

BACKGROUND

In a previous report (20 November 2001), the Board was introduced to the 'Safe Cycling to School' project. At that stage the 'Top Two' most worrying locations had been identified from completed questionnaires of Cashmere and Somerfield child-cyclists. They were the Barrington-Ashgrove intersection and the Milton-Simeon intersection.

CURRENT SITUATION FOR THE CASHMERE-SOMERFIELD PROJECT

At the time of writing, the Milton-Simeon Street proposal is about to go out to public consultation. The proposed works involve median islands to help cyclists and pedestrians cross this busy road in two stages. These works are a joint project with the Safe Routes To School project. Paul Cottam (Safe Routes To School) and Mike Thomson (pedestrian advocate) will provide a full report on these works at a later date.

This report focuses on the most difficult location, Barrington-Ashgrove intersection. Since the previous report, designs have been developed, which seek to resolve the issues identified from:

1. The children's completed questionnaires, which gave details of specific problems they experience.
2. Feedback from neighbouring households about problems they personally experience, or have noted others experiencing.
3. Observations by Council staff during on-site investigations, which look at both sets of problems identified by children and neighbouring households.

The problems identified are summarised below:

Summary of concerns of school children:

Rank	Location	Description	Mentions
1	Barrington-Ashgrove intersection	Barrington St too difficult to get across	44
		Area too chaotic	22
		Barrington St too fast and busy	8
		Total	74

Summary of concerns of neighbours:

Rank	Location	Description	Mentions
1	Barrington-Ashgrove intersection	Barrington St too fast and busy	4
		Frustrating to get across	4
		Children take risks to get across	2
		Area too chaotic	1
		Total	11

Following on-site investigations, Council staff have worked to resolve the problems and have developed the attached plan. It is intended to distribute the plan for public consultation.

This plan has not yet been finally decided upon. After public consultation, changes to the plan are anticipated, as newly raised issues will need resolving. The Board will then be shown the final designs for approval.

THE ATTACHED PLAN

The main aims of the plan are summarised below. On the plan itself, text boxes give further explanation.

BARRINGTON-ASHGROVE INTERSECTION

This busy intersection is extremely difficult for child cyclists (and pedestrians) to cross, because of heavy Barrington Street traffic. Some get frustrated waiting for a gap in the traffic and take risks to get across. High traffic speeds along Barrington Street add to the problem.

It is proposed to make alterations to this intersection to assist cyclists and pedestrians. Overall, the proposal aims to:

1. Provide crossing facility for cyclists and pedestrians
2. Slow traffic down through this area.

BARRINGTON STREET CYCLE LANES

Cycle lanes will guide cyclists and motorists through this area and reduce conflict. Cycle lane markings also highlight the presence of cyclists to motorists. The introduction of a median strip and a right turn bay at Somerfield Street will aid right-turners.

A median island will be introduced at Hohepa House, where disabled residents face difficulties crossing the road. Median islands, with flush median markings between them (forming a 'ghost island') also provide places where pedestrians and cyclists can safely wait in the middle of the road for a gap in traffic.

However right turn bays and median islands leave insufficient road space for both kerb side parking and cycle lanes. No-parking restrictions will be needed, which will also improve visibility for all at these points.

NEXT STAGE OF THE PROJECT

Community Board members will receive the Scheme Plan publicity pamphlets through the Council's lists of interested parties. However Board members are welcome to voice any queries, concerns or suggestions about the proposed works to: Victoria Lawson, phone 371-1614 or email Victoria.Lawson@ccc.govt.nz.

Recommendation: That the Board support the proposed plan, as presented in this report, before it is distributed for public consultation.

Chairman's Recommendation: That the officer's report be adopted.