

5. GREERS ROAD - SAFE CYCLING TO SCHOOL PROJECT

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Corporate Plan Output: Cycleways	

The purpose of this report is to request that the Fendalton/Waimairi Community Board approve the submitted plan, showing the final designs for Greers Road.

BACKGROUND

In a previous report (4 Sept 2001), the Board was introduced to the 'Safe Cycling to School' project. Since then, the issues identified through the public consultation stage have been resolved and the final designs, on the **attached** plan, have been developed.

INTRODUCTION

These works are intended to safeguard children cycling to Burnside, Cobham and Christ the King schools. They are part of the 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.

THE PROCESS (IN BRIEF)

1. High schools with highest existing cyclist volumes, and proximity to another such school, are invited to participate. This enables a 'cluster' effect to allow effort/funding to be concentrated in a particular area.

The first cluster area in Christchurch is Burnside High/Cobham Intermediate. Christ the King School later became involved through consultation.
2. If a school wishes to participate, students complete questionnaires, which aim to identify and gather details of the most worrying locations from a child cyclist perspective.
3. The top 'danger spot' locations are identified from the returned questionnaires for further investigation. These tend to be very specific sections of road or intersections.
4. The most worrying locations are then observed at on-site investigations, which aim to look more closely at the safety issues raised in the returned questionnaires.
5. Coinciding with these on-site investigations, immediately neighbouring households are asked about any problems they have, or have noted others experiencing. This allows for a more balanced set of views-points during the on-site investigations.
6. Developed from the on-site investigations are Scheme Plans. These list the engineering improvements necessary for the safety of children cycling to school. The Scheme Plans are distributed as publicity pamphlets to the school community, local libraries, Council lists of interested parties and to neighbours including, again, the immediately neighbouring households.
7. Following consultation, changes to the original Scheme Plan are made, as newly raised issues need resolving. (See next section.)
8. After construction, traffic safety education will be essential within the schools on how best to use any new cycling facilities in the area.

The Burnside High/Cobham Intermediate results:
The top 'danger spot' locations identified through the questionnaires.

1. Greers Road: the section between Burnside High and Jellie Park
2. Ilam-Aorangi intersection
3. Clyde-Aorangi intersection
4. Memorial-Greers intersection

The project focused on the top 'danger spot', Greers Road, along with the Greers-Memorial intersection. As these two locations are so close to each other, they are easier to deal with as a whole. Greers Road has the highest use by child-cyclists travelling to both Burnside and Cobham (and Christ the King), and is a major arterial road.

Whilst the project has prioritised these 2 danger spots for now, the other locations will be tackled in the future, within the City Streets Unit's planning processes/budgets.

PUBLIC CONSULTATION, FEEDBACK

In July 2001, over 300 publicity pamphlets were distributed: 200 in the area (including neighbours and the school community) and 100 through the Council's list of interested parties (including the Fendalton/Waimairi Community Board and local libraries). 22 responses were received in writing, and 1 verbally. Some expressed support for the project and some raised issues that were outside the scope of the project. From the responses, a number of relevant issues were identified as needing resolution, leading to the final designs (the Project Co-ordinator's comments are in brackets):

Greers Road

One resident was concerned that the removal of Greers Road parking spaces will increase parking pressure in Cottesmore Close.

(The final designs retain the removal of parking spaces, at peak hours, along Greers Road. This will still leave plentiful parking on Greers Road. The removal is essential for child safety: please refer to **No.s 12 and 13** on the attached plan. It's also a Burnside school rule not to park in Cottesmore Close).

Christ the King regards the Greers Road section between the school and Cottesmore Close as the most dangerous area for child cyclists, with a bus stop in the cycle lane with buses pulling in/out, and parents pulling in/out to drop off children.

(The final designs have extended the shared use footpath to benefit, particularly, Christ the King school children by allowing them to avoid this stretch of road altogether: please refer to **No.10** on the attached plan).

A Fendalton/Waimairi Community Board member raised the issue that children struggle to safely cross Greers Road to the bus stops when traffic is heavy.

(The final designs have a central median island to help children safely cross to the bus stops, by allowing them to take refuge in the middle of the road: please refer to **No.6** on the attached plan. For optimum safety, the island will need to be built in conjunction with a kerb build-out on the Burnside School side of Greers Road: please refer to **No.5** on the attached plan. These works will result in the present location of the bus-stop at Cottesmore Close being moved: please refer to **No.7** on the attached plan).

Greers/Memorial

Two residents expressed concern about high speeds along Greers Road, where there is already a 50km/ph speed limit.

(Converting the footpath for the shared use of cyclists and pedestrians, in the final designs, is a way of bypassing the speeds along this road altogether. Please refer to **No.s 4 and 10** on the attached plan)

Three residents expressed concern about conflict between cyclists and pedestrians on the shared paths.

(The City Council will only consider converting footpaths to shared use where path users enjoy straight, clear sight lines, as along Greers Road. The shared use paths will be designed and constructed to a very high standard with adequate signing and widths, where necessary sealing grass berms).

One interested party felt that the stop-box/bicycle footprints within the Memorial-Greers intersection will confuse cyclists and will therefore be a safety hazard.

(Once constructed, traffic safety education will be delivered within the schools on how best to use the new cycling facilities in the area. Explanatory leaflets will be produced, along with coverage in newspapers and information on-site at the intersection for cyclists to stop and read).

Recommendation: That the Fendalton/Waimairi Community Board adopt the plan as presented in this report.

Chairman's

Recommendation: That the foregoing recommendation be adopted.