

## 9. INTRODUCTION TO THE 'SAFE CYCLING TO SCHOOL' PROJECT

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Corporate Plan Output: +	

The purpose of this report is to introduce the two most recent 'Safe Cycling to School' project involving **Girls/Boys High Schools** and **St Andrews/Heaton Schools** to the Fendalton/Waimairi Community Board.

The City Councils 'Safe Cycling to School' project aims, through identifying problem spots and finding engineering solutions, to help children cycle safely and conveniently to school.

'Safe Cycling to School' co-exists with the Council's two other school travel schemes: 'Cycle Safe' cycle competency training and the 'Safe Routes to School'. These tend to focus on primary school children (aged 5-10) and, until 'Safe Cycling to School', a gap existed in the support programme for older children.

### THE 'SAFE CYCLING TO SCHOOL' PROCESS (IN BRIEF)

1. Schools are identified for investigation, based on those with the highest existing cyclist volumes (estimated by bike shed bicycle counts), and proximity to other schools, either a high or intermediate. This enables a 'cluster' effect to allow effort/funding to be concentrated in a particular area.

**The 2 school-clusters in the area have involved St Andrews/Heaton Schools and Boys/Girls High Schools, of which Boys High falls in the Fendalton ward.**

2. Schools are invited to participate. Students then complete questionnaires, which aim to identify and gather details of the most worrying locations from a child cyclist point of view.
3. The top 'danger spot' locations are identified from the returned questionnaires for further investigation. These tend to be very specific stretches 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 to improve the safety of children cycling to school. The Scheme Plans are distributed as publicity pamphlets to the school community, local libraries, City 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.
8. After construction, traffic safety education will be essential within the schools on how best to use any new cycling facilities in the area.

### CURRENT SITUATION FOR THE ST ANDREWS/HEATON PROJECT

The questionnaires have been returned and the '2 Top Danger Spots for Cycle Safety Concerns' have been calculated from responses from both schools:

Rank	Location	Description	Mentions
1	<b>Strowan - Normans intersection</b> incl. railway crossing & shops (St Andrews comments)	Inconsiderate / aggressive driving	20
		Too fast / busy	16
		Difficult to cross	14
		Highway engineering is to blame	7
		Too confusing	2
	(Heaton comments)	Too fast / busy	5

	Inconsiderate / aggressive driving	5
	Difficult to cross	1
	<b>Total</b>	<b>70</b>

<b>2</b>	<b>Papanui – Innes - Heaton intersection</b> (Heaton comments)	Too fast / busy	10
		Difficult to cross	7
		Inconsiderate / aggressive driving	7
		Too chaotic / confusing	5
		Forced to dismount and walk	4
		Highway engineering is to blame	3
		Dangerous	2
		Exposure to exhaust fumes	1
	(St Andrews comments)	Too fast / busy	5
		Difficult to cross	4
		Too chaotic / confusing	2
		Inconsiderate / aggressive driving	1
		<b>Total</b>	<b>51</b>

### CURRENT STAGE OF THE STAC/HEATON PROCESS

#### Strowan - Normans intersection and Papanui – Innes - Heaton intersection:

Following the on-site investigations, Council staff are working through a number of issues needing to be resolved, before the Scheme Plans can be distributed for public consultation.

Community Board members will receive the Scheme Plan publicity pamphlets through the Council's lists of interested parties.

Following Public Consultation, you will be shown the final scheme plans for comment.

#### CURRENT SITUATION FOR THE GIRLS/BOYS HIGH PROJECT:

The questionnaires have been returned and the '3 Top Danger Spots for Cycle Safety Concerns' have been calculated from responses from both schools. The Straven Road crossing point at Matai Street affects the Fendalton/Waimairi Community Board.

<u>Rank</u>	<u>Location</u>
1	<b>Straven Road - Crossing point at Matai Street</b>
2	<b>Riccarton-Straven-Clarence intersection</b>
3	<b>Hagley 'fringe' – Matai-Deans intersection</b>

#### Straven Road crossing point - at Matai Street

- Difficult to cross because of busy/fast Straven Road traffic – 18
- (north of crossing) Have to avoid cars pulling out after dropping off kids – 4
- Difficult and dangerous to right turn into bike sheds – 3
- Dangerous as no crossing is provided – 3
- Cars too fast/aggressive and don't slow down/stop – 3
- (Travelling south down Straven) – hard to see around corner - 2
- Careless/reckless/aggressive drivers try to hit cyclists – 2
- (Comments on other various difficulties – 13)

### CURRENT STAGE OF THE PROCESS

Straven Road crossing point - at Matai Street: The Safe Cycling to School project has worked in conjunction with 'Straven Road Kerb and Channel Replacements and Traffic Management Scheme', to design cycling facilities at this point.

Please refer to Brian Neill's Board Report (November 2001) for more details and plan of proposed facilities.

**Recommendation:** That the Board's views on the two projects be sought.

**Chairman's**

**Recommendation:** That the proposed publicity plans be considered by the Works Traffic and Environment Committee prior to circulation for comment.