

10. BARRINGTON STREET PROPOSED SIGNALISED PEDESTRIAN CROSSING AT CASHMERE HIGH SCHOOL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Transport & Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to approve the removal of the central island pedestrian crossing facility on Barrington Street, adjacent to the Cashmere High School entrance, and upgrading this facility to a signalised pedestrian crossing, (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. Cashmere High School – with approximately 1700 students - has the second largest student roll of all secondary schools in Christchurch. An assessment of secondary schools within the city revealed that Cashmere High School was one of only a few secondary schools that is not provided with a signalised crossing facility on the road along any of its frontages.
3. In recent years, school staff have raised concerns about the safety of students who need to cross Barrington Street to gain access to and from the school grounds. In response to this, an upgrade of the crossing facility was put on the pedestrian request priority database (a list with approximately \$10 million worth of requests).
4. The top priority signalised crossing project is on Shirley Road at Shirley Primary School, which is finding the operation of a school patrol more and more difficult due to the increasing traffic volumes. Shirley Road has, however, suffered significant infrastructural damage to both surface and underground facilities.
5. As a result, Council staff have been requested to put the signalised crossing project at Shirley Road on hold until earthquake repairs are completed. The next priority project of similar value and achieving similar objectives for road safety at schools is Barrington Street at the Cashmere High School entrance. While Barrington Street has suffered some earthquake damage extensive enquiries with Stronger Christchurch Infrastructure Rebuild Team (SCIRT), water and waste engineers, and roading engineers, reveal that the signalisation project will not be affected by any earthquake repair work on Barrington Street.
6. An independent investigation of the planned signalised crossing at Barrington Street supported the existing proposal and stated that signals are the only practical / safe option for this site.

FINANCIAL IMPLICATIONS

7. Funding for this project will be allocated from the Road Safety at Schools budget within the 2009-19 LTCCP.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

8. As above.

LEGAL CONSIDERATIONS

9. The installation of any traffic control, parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

12. As above.

ALIGNMENT WITH STRATEGIES

13. This project aligns with the Council's Pedestrian, Cycling and Road Safety strategies.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Cashmere High School has provided written support for the proposal to replace the current island pedestrian crossing outside its Barrington Street entrance with a signalised pedestrian crossing.
16. A memorandum sent by the Council's project team on 16 March 2012 advised the Spreydon/Heathcote Community Board that plans for a signalised pedestrian crossing across Barrington Street, near the entrance to Cashmere High School had been fast-tracked after a similar crossing elsewhere could not proceed because of earthquake damage. Funding for this safety improvement project was available that financial year. As a result the project team was finalising plans so the proposal could go out for consultation.
17. Eighty five project information leaflets were delivered or posted to residents and owners of properties near the proposed signalised crossing outside Cashmere High School on Thursday 22 March 2012. Details of the safety improvement proposal were emailed or posted to other external stakeholders. Any comments were requested by the Council's project team before noon on Thursday 5 April 2012.
18. Those who wanted more information about the proposal were invited to meet the traffic engineer and other members of the project team at the crossing site on the evening of Tuesday 27 March 2012.
19. One resident who attended the drop-in session asked for an obscured no stopping line outside her driveway to be repainted and, if possible, for the no stopping restriction area to be extended slightly. The project team will repaint the obscured no stopping line but does not recommend extending the no stopping restriction.
20. Another resident at the meeting said she was comfortable with the proposed crossing design as long she could continue to reverse out her driveway. She asked whether the Council could introduce two hour parking on the section of road between Somerfield Street and Moana Street. This request is outside the scope of this safety improvement project.
21. A resident living in a property south of the school entrance requested no stopping lines so she could safely reverse out of her driveway. The project team does not recommend extending no stopping lines to outside 53b Barrington Street.
22. A spokeswoman for the Royal New Zealand Foundation of the Blind commented that it was great to see signalised crossings like this being installed as visually impaired Cashmere High students and older adults in the area would also benefit. She was advised that the pedestrian crossing would have an audio-tactile call box to let visually impaired people know when it was safe to cross.
23. Another resident submitted that the proposed signalised crossing should be moved closer to the intersection of Somerfield Street and Barrington Street. He stated that since 2006 he and his wife had been hit six times – four times by motorists and twice by student cyclists – while backing out of their driveway south of the existing crossing. All six incidents occurred because the parent and students did not follow basic road rules. A signalised crossing near the high school entrance would cause further congestion, he said.

24. After considering this submission the project team agreed that the best location for students living east of Barrington Street to access Cashmere High School is at the proposed location near the Barrington Street entrance. A signalised pedestrian crossing near the Barrington Street/Somerfield Street intersection would require more complex turning movements and also encourage heavier use of Rose Street and Somerfield Streets, both collector roads. Barrington Street is a minor arterial road. The project team believes that the answer to improving drop off/pick up issues is not denying a safe crossing point for the students and school, but working with the school, residents and parents to improve drop off/pick up behaviour. The situation would be monitored after installation.
25. An Environment Canterbury spokesperson requested that two bus stops be added to this section of Barrington Street as part of the signalised pedestrian crossing project. The project team have advised the Environment Canterbury spokesperson that this request was previously investigated when the bus route changed, however Council staff were unable to get resident agreement to having bus stops outside their properties. The project team have forwarded this request to the Council public transport infrastructure staff.
26. At the same time as consultation on this project, consultation was occurring on a similar project at Clyde Road adjacent to the University. This project involved a signalised crossing requested by the Ilam School community as part of that school's travel plan development. Several residents objected to those proposed signals and advised of legal action against the Council. As a result, both signalised crossing projects were put on hold pending an independent engineering evaluation by external consultants. The independent external report concluded that a signalised crossing at Barrington Street met the New Zealand Transport Agency Pedestrian Planning and Design guidelines, was economically viable, and after extensive surveying of school road supervising staff and road crossing activity, that signals are the only practical / safe option for this site.
27. Following the submission by one adjoining resident urging the Council to relocate the signals closer to the Somerfield Street intersection, further discussions have been held with senior school staff, who monitor /supervise the existing crossing point. They confirm the Council staff views that the proposed location is the most suitable and agree that the provision of signals to assist the students will not change the existing conflict that this resident has when backing out of his driveway, with students going to and from school.
28. All respondents who commented on the proposed signalised pedestrian crossing were sent a letter thanking them for their input and a copy of the plan to be considered by the Spreydon/Heathcote Community Board before making its recommendation to Council. The letter informed respondents when the plan would be presented to the Community Board. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or address the Community Board before a decision was made.
29. Those who have commented on the proposal will be advised of the Council's decision.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommends that Council approve:

- (a) That a pedestrian crossing, controlled by traffic signals be installed on Barrington Street located at a point 66 metres northwest of its intersection with Moana Street.

CHAIRPERSONS RECOMMENDATION

For discussion.