









August 22 2018

**RE: Barrington Mall Driveway**

**SUBMISSION FROM SPOKES CANTERBURY**

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. His contact details are:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Don Babe**  
**Chairperson, Spokes Canterbury**

## **Submission**

### **The Setting**

This very busy piece of road further challenges cyclists who must travel here with inconsistent on again off again infrastructure full of pinch points and hazards from short stay on street parking, distracted drivers and the odd pedestrian seeking to expeditiously cross the street. Tailbacks on north bound Barrington from cars seeking to enter the mall are frequent and well illustrate the futility of over reliance on car centric transport.

The north bound cycle lane on Barrington ends entirely at Kinver Place leaving cyclists to sort it out with on street parking and the carriageway. The south bound cycle way begins across from Kinver. People on bikes are left to deal with the mall driveway traffic and a bus stop immediately south of the mall driveway which creates a very nasty pinch point when a bus is present. It then continues hard up against on street parking with no buffer zone. Both lanes are nominally 1.8m wide only by including the gutter as part of the riding surface.

In this busy space cycle lanes not really 1.8m wide with no buffer zone hard up against on street parking are simply not safe.

### **Support and recommendations**

Spokes supports this project's goals. Please do not continue the patterned surface into the bike lane.

The cross section on the proposed plan shows a grass strip on the west side of Barrington as part of the 4.1m footpath. Please reallocate 0.40m of the west footpath (grass strip) to cycle lanes to make them a very nominal 2m as this will still include guttering. This may incur the cost of moving the kerb. At the very least this should be done between Stourbridge Street and Kinver Place.





16 August 2018

Attention Samantha Sharland

Christchurch City Council  
PO Box 73012  
**CHRISTCHURCH**

By email: [samantha.sharland@ccc.govt.nz](mailto:samantha.sharland@ccc.govt.nz)

**BARRINGTON STREET SAFETY IMPROVEMENTS - BARRINTON MALL  
SUBMISSION IN SUPPORT**

1. Tinline Properties (Canterbury) Limited (**Tinline**) owns and operates Barrington Mall, Christchurch.
2. It accepts that the Barrington Street Mall entrance needs to be improved. To this end, Tinline has been working with Christchurch City Council (**Council**) staff over the last year regarding possible changes/improvements to the Barrington Street access to Barrington Mall. The proposed changes will require work to be carried out within Tinline's land, as well as within the road reserve. It also requires changes to how customers depart the Mall car park, and will place some limitations on heavy vehicle servicing.
3. Tinline generally supports the Council's proposed changes to the Mall access as set out in the 'Barrington Street Pedestrian Safety Improvement Consultation Plan' and the measures proposed by the Council to reduce the POSSIBLE conflict between vehicles, pedestrians, and cyclists on Barrington Street beside the Mall entrance.
4. From Tinline's perspective one of the key improvements is the proposed removal of car parking on the west side of Barrington Street between Athelstan Street and Kinver Place. This avoids parking manoeuvres opposite a busy access. It also provides the necessary road width for cyclists to travel along the street in their own cycle lane, and for northbound through traffic to pass right turning traffic with appropriate clearance.
5. Tinline does not oppose the removal of the right hand turn out of the Mall onto Barrington Street. Tinline accepts that the removal of the right hand turn out of Barrington Mall onto Barrington Street is necessary to realise the safety improvements that the project seeks to achieve. Tinline considers the traffic volume currently making the right turn out of the Mall can be safely redirected to other accesses.
6. However, Tinline strongly supports the retention of the right hand turn into Barrington Mall by northbound vehicles on Barrington Street and the additional road marking that is proposed in order to make this turning movement safer.
7. It is imperative that this turning bay remains for traffic approaching Barrington Mall from the south, both to enable the ongoing operation of the Mall and also to ensure that any traffic impacts are not 'moved elsewhere'.
8. If the right hand turn in to the Mall were to be removed, there would be significant flow-on effects on other roads in the vicinity of the Mall due to the increase in traffic using alternative routes to access Barrington Mall. In particular, increases in right turning

traffic at the Barrington Street / Athelstan Street traffic signals will have a large impact on the operation of that intersection, which already has queues at peak times. There would be other impacts on local roads and within the Mall site associated with the redirection of this traffic.

9. Further, any changes to the right hand turn into the Mall beyond those proposed in the Consultation Plan are unnecessary. Tinline considers that the extended pedestrian refuge on Barrington Street and the patterned footpath across the access to Barrington Mall are ample physical protections and visual prompts to improve pedestrian safety.
10. Tinline thanks the Council for its proactive engagement on issues associated with the Mall entrance and looks forward to continuing to work with the Council through to the completion of the project.

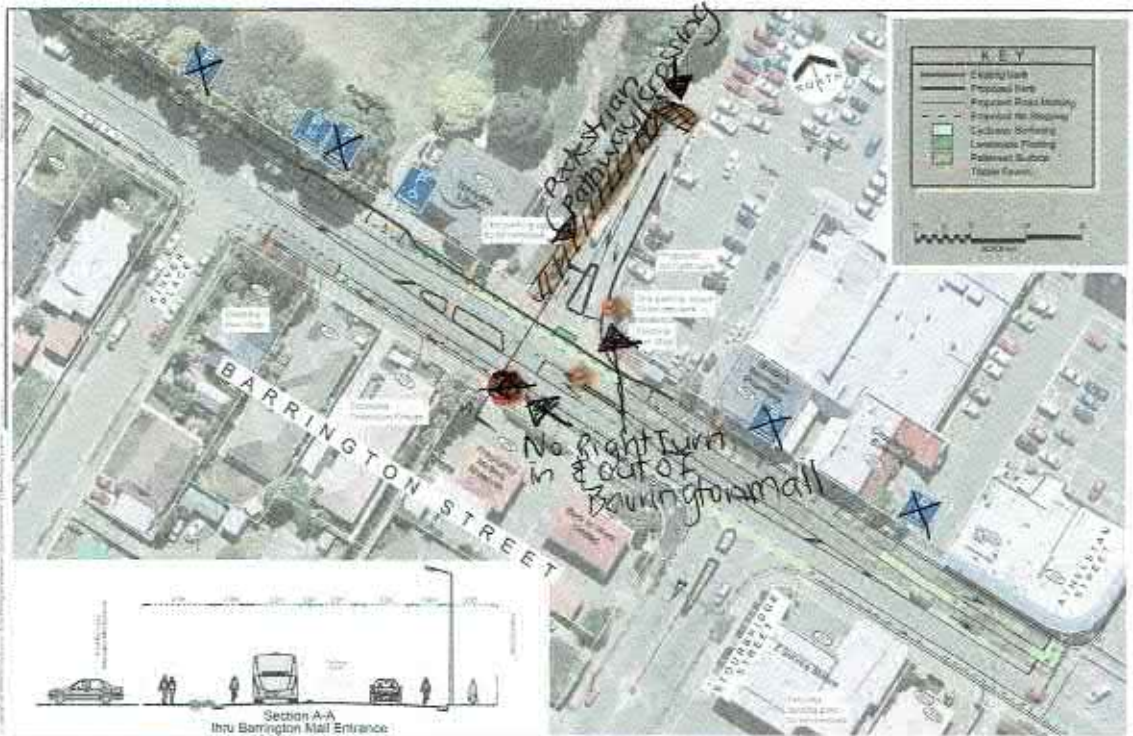
Yours Faithfully

**TINLINE PROPERTIES (CANTERBURY) LIMITED**



Jamie Gaskell

CHIEF EXECUTIVE OFFICER



**Barrington Street**  
Pedestrian Safety Improvement  
Consultation Plan

Original Plan Size: A3  
DATE: 24/07/2018  
TR13201 MIP 09/08/2018

Consultation plan



get rid of this R turn





# Submission 18760

create/seal path to  
existing park entrance

