

15. ANNEX ROAD – PROPOSED CYCLE FACILITY PROVISION

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The purpose of this report is to advise the Board of progress made by its representatives at recent meetings and to gain approval for the presented plan to be implemented (plans attached).

BACKGROUND

The proposal (plan attached) falls within the Riccarton, Wigram and Spreydon wards and therefore is subject to the delegated authority of both the Riccarton/Wigram and Spreydon/Heathcote Community Boards.

This proposal has been developed by City Streets Unit staff towards improving the cycling environment and the overall safety levels for all road users. The area involved provides a very important north/south linkage to other well used cycle facilities, in an area with no practical alternatives.

The project is identified within the City Streets 2001/02 and 2002/03 Capital Works Cycleway Budget. The Christchurch City Council has the following long-term visions stated within its adopted strategy documents:

- To be the most cycle-friendly city – interpreted in the strategy as - ‘Where the environmental, social and health benefits of cycling are recognised and facilities are provided to ensure cycling is a safe, enjoyable and popular form of transport.’
- Summary of the Council’s long-term general transport vision: ‘a city which has a sustainable, safe, convenient and efficient system of roads, cycleways, footpaths and passenger transport.’

EXISTING ENVIRONMENT

- Carries an average 12 hour daily count of 6,875 vehicles. Approximately 11% of these are heavy vehicles (trucks, vans and trailers).
- Large numbers of vehicle movements to and from side properties. The Land Transport Safety Authority’s accident report for this section of Annex Road shows a number of accidents attributable to side friction. The side friction is caused by vehicles turning into or out of the numerous driveways and intersecting roads and conflicting with the flow of through traffic.
- High levels of cycle usage including large numbers of secondary school aged cyclists. Cyclists counts of over 300 per day.
- Relatively narrow and winding road carriageway – south of the railway crossing to Birmingham Drive the kerb to kerb width is 13 metres.
- Relatively good levels of off-road vehicle parking available.

A recent on-road parking survey showed that currently there is spare on-road parking capacity along side streets and that the parking on Annex Road has moderate to low usage levels through-out the day. This, coupled with the majority of businesses that have not expressed any concerns over the loss of parking, suggests that the general impact of the proposed changes are manageable. However, a number of businesses have expressed concerns and these have been responded to by providing some parking bays.

Following public consultation a plan was presented to both the Riccarton/Wigram Transport and Rooding Committee and members of the Spreydon/Heathcote Community Board at a joint meeting on 5 March 2002. In response to this meeting a further report and plan was presented on 5 April 2002. At this meeting it was resolved to recommend *“That the two Community Boards support the proposal, and ask for the inclusion of more short-term parking bays (where possible) on Annex Road (Birmingham Drive to rail crossing).”*

A summary report of the meetings of 5 March and 5 April is attached.

GENERAL DESCRIPTION OF CURRENT PROPOSAL

General description of the main features of the proposal on Annex Road include:

- On-road cycle lanes (1.7 metres wide) on both sides from Birmingham Drive to link with the existing cycle facilities north of the railway crossing. Coloured surfacing used in potentially high friction areas. Currently no specific cycle facilities are provided in this section.
- A painted median with strategically placed islands and turning lane. This will better provide for crossing manoeuvres for all road users and allow for continued traffic flow past turning vehicles.

- Inclusion of 'Give way' control at several intersections with Annex Rd. These will assist in improving the predictability of movements at the intersections and help delineate the centre line approach to the intersections.
- Removal of on-road vehicle parking on both sides from Birmingham Drive to the railway crossing. This will create a safer road user environment by providing carriageway space for cycle lanes, wide traffic lanes and a painted centre median. It will also contribute to better vision for traffic turning from drives and intersections into Annex road. It will avoid the common collision of road side vehicle doors being opened on passing cyclists.
- Provision of indented on-road parking bay at strategic locations on Annex Road from Birmingham Drive to railway crossing. This will include 10 minute parking, one hour parking and limited period bus stops.
- Local widening of the carriageway on the western side in the southern approach to the Lunns Road intersection. This will allow for the inclusion of an exclusive left turn lane in the approach. This popular movement is currently sometimes blocked by queuing vehicles, particularly at peak traffic periods and is exacerbated when the railway crossing activities take place. This will improve traffic flow and potentially improve the safety of users at this intersection.
- Local widening of the carriageway on the eastern side of the Lunns Road intersection. This will alleviate queuing behind heavy vehicles waiting in the southbound lane to make a right turn into Lunns Road.

COSTS

This project has exceeded its scheduled budget of \$95,000. However, it is likely that funding can be transferred from the other cycleway capital projects to meet the estimated shortfall of \$70,000. This may require the project to be delayed until later in the 2002/03 financial year to ensure adequate funds are available.

CONCLUSION

The Board's representatives have been involved in comprehensive discussions with the public, staff and other stakeholders and have come to an agreeable solution in the form of this plan.

Overall this proposal provides for a better level of function and safety for all road users. Its impact upon the general business environment will be positive by improving the ease and safety of access into and out of the intersections and driveways. The effects of the reduction in on-road parking is considered acceptable particularly with the inclusion of the additional indented parking areas. Cyclists will have a safer environment in which to travel as will all other road users.

This proposal will help meet the Council's vision of a city which has a 'sustainable, safe, convenient and efficient system of roads, cycleways, footpaths and passenger transport.'

- Recommendation:**
1. That the Board approve the plan described within this report towards progressing it to implementation.
 2. That the parking of vehicles be prohibited at all times:
 - (a) On the west side of Annex Road commencing at:
 - Magdala Place intersection and extending in a northerly direction for a distance of 60m.
 - Nazareth Avenue intersection and extending in a southerly direction for a distance of 25m.
 - Nazareth Avenue intersection and extending in a northerly direction for a distance of 20m.
 - Venture Place intersection and extending in a southerly direction for a distance of 55m.
 - Venture Place intersection and extending in a northerly direction to Lunns Road.
 - Blenheim Road intersection and extending in a southerly direction for a distance of 105m.

- (b) On the east side of Annex Road commencing at:
- Blenheim Road intersection and extending in a southerly direction for a distance of 125m.
 - A point 185m south of Blenheim Road intersection and extending in a southerly direction to the Midas Place intersection.
 - Midas Place intersection and extending in a southerly direction for a distance of 160m.
 - Birmingham Drive intersection and extending in a northerly direction for a distance of 45m.
3. That a bus stop 7am – 8am and 4pm - 6pm Monday – Friday be created on the east side of Annex Road commencing at a point 45m north of Birmingham Drive intersection and extending in a northerly direction for 20m.
 4. That the parking of vehicles be restricted to a maximum period of 10 minutes, on the east side of Annex Road commencing at a point 45m north of Birmingham Drive intersection and extending in a northerly direction for 20m at times other than when the area is being used as a bus stop.
 5. That a bus stop 7am – 8am and 4pm - 6pm Monday – Friday be created on the west side of Annex Road commencing at a point 60m north of Magdala Place intersection and extending in a northerly direction for a distance of 20m.
 6. That the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Annex Road, commencing at a point 60m north of Magdala Place intersection and extending in a northerly direction for a distance of 20m at times other than when the area is being used as a bus stop.
 7. That the parking of vehicles be restricted to a maximum period of one hour on the west side of Annex Road, commencing at a point 80m north of Magdala Place intersection and extending in a northerly direction for a distance of 100m.
 8. That the parking of vehicles be restricted to a maximum period of one hour on the west side of Annex Road, commencing at a point 20m north of Nazareth Avenue intersection and extending in a northerly direction for a distance of 30m.

**Chairman's
Recommendation:**

That the staff recommendation be adopted.