

7. NEW BRIGHTON ROAD (BOWER AVENUE TO PAGES ROAD)

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The purpose of this report is to advise the Board on the outcome of the consultation process for the New Brighton Road kerb and channel renewal project, and to inform the Board of alternative options that have been considered. The City Streets Unit asks that the Board support the Council Officers recommendation and that the work be progressed onto detailed design and construction.

Several of the options considered in the report would affect the level of service on New Brighton Road, which is a minor arterial road. Should the Board decide to support one of the alternative options, the report would need to be forwarded to the Sustainable Transport and Utilities Committee for a final decision because it would affect the level of service on the minor arterial road.

BACKGROUND

New Brighton Road from Pages Road to Bower Avenue has been allocated funding for kerb and channel renewal in this financial year (2002/03). To meet the requirements of the Council's Policies (Strategies, City Plan etc) it was proposed to ban parking along the riverbank side of the road. This was indicated on the publicity plan that was issued for consultation.

CONSULTATION

The publicity pamphlet for this project was distributed in August 2002. Eleven responses were received. Issues raised were:

- Loss of parking along the riverbank near the New Brighton Returned Services Association (RSA).
- Loss of parking for the shop on the corner of Rawson Street.
- Environment Canterbury asked for an additional bus stop near Bower Avenue to be considered.
- Consideration will be given to the installation of bus shelters.
- One property owner did not want a grass berm.
- One person disagreed with the installation of the pedestrian/traffic islands.
- One property owner wanted grass rather than landscaping.
- Two people wanted a cycleway along the riverbank rather than the road.

The RSA carried out consultation with their members and users of their facilities and requested that we hold a public meeting to discuss the proposal. This meeting was held on 12 September 2002 at the RSA hall. The minutes of that meeting have been circulated separately to Board members. The major issue at the meeting related to the loss of parking along the riverbank opposite the RSA.

The two issues raised during the consultation process, that need Board resolution, relate to parking for the dairy on the corner of Rawson Street, and in the vicinity of the RSA. The other issues relating to bus stops, etc, can be resolved without any major impact on the design or level of service of the road.

RAWSON STREET DAIRY PARKING

The loss of parking for the dairy on the corner of Rawson Street raised significant concern during the consultation process. This business is very reliant on passing traffic in both directions. The kerb alignments in the vicinity of the shop have been reviewed to see if some compromise can be made to provide additional car parks. A revised plan is attached.

The original scheme has been altered outside the dairy on the north side of New Brighton Road to provide two additional car parks. This change does not compromise the safety of road users.

On the riverbank side of the road near the dairy, an indented parking bay is proposed. This allows the bus stop to be included in the indent and would also provide four on-street car parks for westbound traffic. To ensure the car parks are available for the dairy customers it is proposed to install a time limit restriction. It is felt that any compromises to traffic safety are of a minor nature, there are benefits to including the indent in the parking bay, and therefore the revised plan could be adopted. We have had some discussions with the shop owner's representative and will continue to liaise with them.

This option is subject to obtaining a resource consent approval from both the CCC and ECAN to carry out work within 30 metres of the river and on the reserve.

The estimated additional cost to the project of this proposal is \$39,000. This funding would need to be found from within the Kerb and Channel renewal programme.

PARKING AT THE RSA

Background

Council Officers carried out a parking survey and it was found that the demand for parking on the riverbank side of the road is greatest on Monday afternoon when the hall is used for housie. It is acknowledged that the surveys were carried out during the winter and the users of the hall say numbers are higher during the summer months. The RSA currently restricts use of their car park to members only, resulting in a large number of housie patrons not being able to use the off street car parking facilities.

Requirements

The City Plan Part 8, section 4.5.3 states *“no widening of the roadway shall encroach into any area between the existing edge of any carriageway and the bank of the waterway”*, in this case the Avon River. The Parks and Waterways Unit has indicated that it will not support any proposals requiring work on the stop bank, as it would affect the potential for future bank and river works.

The Council’s Cycle Strategy was revised in January 2002. The long-term vision is *“To be the most cycle friendly city.”* This is interpreted as *“facilities are provided to ensure cycling is safe, enjoyable, and popular.”*

Objectives to meet this vision are:

- To increase the amount of cycling in Christchurch.
- To reduce the number of cyclist crashes.

New Brighton Road forms an important route on the City’s Cycle Network, and has been identified as having *“moderate to high combinations of usage, collision numbers, and perception of danger.”*

The Council has adopted the Living Streets Charter. The Principles underpinning the Charter states *“Change priorities to ensure better balance (1) Pedestrians, (2) Cyclists, (3) Public Transport, (4) Taxis, (5) Service Vehicles and (6) Cars”*. The Charter has ten Key Result Areas (KRA’s), those relating to this project include:

KRA Four Ensure all funding for road and transport infrastructure benefits pedestrians, cyclists, and public transport.

KRA Five Ensure crossability and accessibility for cyclists, pedestrians and vulnerable road users.

KRA Ten Minimise the negative impacts of car traffic in terms of health, safety, and pollution.

The City Plan defines the minimum width for a minor arterial as being 14 metres. New Brighton Road currently only varies in width from approximately 10.8 metres to 12.8 metres wide, with no opportunity for widening on the riverbank side at present, and no widening designation on the property side of the road. The Standards that the Council has adopted must therefore be met within the existing road width. Because the highest ranking roads in the City’s hierarchy *“provide for the greatest level of movement with the minimum access function”*, parking cannot always be guaranteed.

Design Standards

The city’s roads are designed to nationally accepted “Austroads standards”. If New Brighton Road is to be marked without cycle lanes the minimum lane width would be 4.2 metres in each direction. If cycle lanes are to be marked, then the minimum lane width is 3 metres with a 1.5 metre marked cycle lane. If parking is to be provided a 2 metre wide parking lane is required.

If New Brighton Road is to be marked up without cycle lanes, and parking on one side of the road, then a total carriageway width of 10.4 metres minimum is required. A total width of 11 metres minimum is required if it is to be marked with cycle lanes and parking along one side. This can be achieved by reducing the width of the paths and berms on the properties side of the road. It is not possible to provide parking on both sides of the road without constructing into the existing stop bank, an option which is not supported by the Parks and Waterways Unit, and would therefore not proceed to Resource Consent stage.

If work is to proceed this financial year then the parking on one side of New Brighton Road will have to be removed if the Council is to comply with its own standards and strategies as detailed above. An alternative option would be to pull the project from the budget until such time as the Parks and Waterways Unit has had time to assess future options. The Parks and Waterways Unit has indicated that this is a project that may be 30 years away and given the narrowness of the bank in this area, it is quite possible that this would still not provide a resolution to the parking issues at the RSA.

The options that were considered for provision of parking at the RSA are attached, showing a summary for each option, a plan, costs, and a list of the advantages and disadvantages for each option.

Staff

- Recommendations:**
1. That the proposal to install a parking bay on the river side on New Brighton Road opposite Rawson Street proceed, subject to resource consent approval.
 2. That the stopping of vehicles be prohibited on the river side of New Brighton Road between Pages Road and Pratt Street.
 3. That the New Brighton RSA be asked to reassess the policy relating to use of their car park, particularly on Monday afternoons.

Chairperson's

Recommendation: That the abovementioned recommendations be adopted.