

4. FENDALTON ROAD WIDENING: LEGALISATION OF ROAD MARKINGS

Officer responsible City Streets Manager	Author Paul Roberts, Transport Planning Engineer, DDI 371 1355
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The report has been referred to the Fendalton-Waimari Board for information. Its purpose is to present and seek approval from Council via the Sustainable Transport and Utilities Committee for the formal legalisation of road markings and installation of traffic signals, that are required to support the Council-approved widening scheme for Fendalton Road which is currently nearing completion.

BACKGROUND

Construction of the approved road widening scheme for Fendalton Road between Clyde Road and Clifford Avenue by Works Infrastructure Ltd is well-ahead of schedule. It is currently anticipated to be completed by the end of August 2003. There is therefore now an (urgent) need to (formally) legalise the scheme that is being constructed, according to the resource consent plans already held and approved by Council.

Given that Fendalton Road is a Major Arterial Road, and the proposed measures thus affect capacity on the designated road network, final responsibility for its traffic management rests with the Sustainable Transport and Utilities Committee.

TRAFFIC SIGNALS

Formal approval is sought to support the installation of traffic signals at Fendalton Road/Glandovey Roads. This signalisation is anticipated to deliver both capacity and significant safety benefits to the arterial roading network. The original resource consent was modified slightly with respect to this intersection as a result of an appeal to the Environment Court which was settled by a Consent Order between the council and Appellant. This related to a very slight shortening of the left-turn slip lane into Glandovey Road and provision of additional landscaping.

Formal resolution is also sought in the attached recommendations to support the introduction of a signalised pedestrian crossing in the vicinity of the Holly Lea Retirement Home. Again, these signals are part of the consented plan and are intended to provide a safe service for the particular needs of residents wishing to cross the road in that area, whilst providing minimal inconvenience to other road users. Members may be aware of plans to redevelop the existing rest home site, but any such plans by the owners (The McLean Trust) would involve attracting additional elderly residents in the area rather than fewer and thus further support the need for this facility.

NO-STOPPING AND PARKING AND RESTRICTIONS

The **attached** plan indicates the layout scheme currently being constructed, along with associated no-stopping and on-street parking areas. It is proposed that the four-lane road will essentially have no-stopping restrictions throughout its length, with indented parking bays to serve the needs of visitors to the area.

It is proposed that where parking is provided for, this essentially be unrestricted, except in the following areas:

- (i) On the north side of Fendalton Road outside #100 (Florists) a request has been received from the owner for a 10 minute time restriction (P10) to be imposed for these 2 spaces during working hours. Staff are comfortable with acceding to this request.
- (ii) West of Waiwetu Street, there are 7 parking spaces provided in 4 bays on both sides of Fendalton Road. In order to reduce the risk of these spaces being used by staff commuting to shops at the Clyde Road intersection (and thus increase the chances of availability for adjacent residential visitors, crèche drop-offs and casual users of Fendalton Park), officers recommend adoption of a P120 time-restriction for these spaces.
- (iii) On the south side of Fendalton Road between the railway and #87 Fendalton Road are 2 parking bays providing 5 spaces in total. It is proposed to restrict the type of vehicles using these facilities, as a local resident has complained about buses visiting Mona Vale utilising these spaces for extended periods. This can present more of a hazard to vehicles leaving adjacent driveways and so again staff are comfortable with an appropriate restriction.

BUS STOPS

The scheme includes 8 bus stops, 7 of which are of the 'in-lane' type with busiest one, on the north side of the road near Clyde Road, outside #182 Fendalton Road, in an indented bus bay.

According to previous resolutions of the Bus Stops and Shelters Sub-Committee and Council, it is intended to ultimately install black, "Classic" Adshel shelters at all of these stops to serve the needs of passengers, although the legal approval of the shelter installation is a separate process (s339 of LGA).

The form and location of these bus stops were the subject of some debate during (both stages of) the resource consent hearing. Consultation with all adjacent residents has been conducted and confirmed that all have accepted the (consented) location of the stops, and shelters outside their property – except for the resident of #182 Fendalton Road. It is hoped that agreement can be reached with this resident over ways to mitigate her concerns but moving the stop from the consented location has a number of disadvantages to Council and the general travelling public and is therefore not recommended by officers. The Land Transport Sub-Committee have endorsed this view at a meeting held on Monday 28 July. Accordingly, the attached recommendations seek formal (legal) approval of bus stops within the consented scheme already approved by Council.

CONCLUSION

The appropriate decisions to legalise this scheme are therefore given in the **(attached)** recommendations and schedule recommended for adoption by the Sustainable Transport and Utilities Committee.

Staff

Recommendation: That the information be received.