

<p><b>Officer responsible</b> City Streets Manager</p>	<p><b>Author</b> Alix Newman: Transport Planning: Cycling</p>
<p>Corporate Plan Output: Pg 9.5.37 &amp; 9.5.38</p>	

The purpose of this report is to seek approval to proceed with the eastern end of the city to Sumner cycle route.

**REQUIREMENT FOR CYCLE ROUTE FACILITIES**

As mentioned in the “Sumner to City Cycle Route” report, the Council has had a long-standing intention to complete a cycle route from Sumner to Hagley Park. This report identifies the proposal for cycle lanes on Main Road, in Sumner – the eastern most end of the route.

**PROPOSED CYCLE ROUTE FACILITIES**

In the development process for a cycle facility, it is imperative that the overall route is continuous, intuitive and easy to use with minimum deviation from the most direct path. Facilities that fail to meet these criteria are poorly used. Continuing cycle lanes was considered the logical choice for this project, and to offer the best use of the road space for cyclist and vehicle safety.

This project proposal has cycle lanes marked on both sides of the road, from Shag Rock Corner to the existing kerb build-outs, approximately 35m past the intersection of Marriner/Esplanade (see attached scheme). In addition to the lanes, this proposal:

- Creates an indented car parking area adjacent to the surf club, on the eastern side of the road, to clearly define allocated parking areas (in some cases, parked vehicles progressively encroach on the yellow lines).
- Creates a left turning lane on Marriner and a kerb build-out on Esplanade. These two elements will reduce the risk of vehicles turning right out of Esplanade getting hit by straight through vehicles on Marriner (this work stands alone on its merits as a minor safety work).
- Removes parking in front of the reserve area (Peacock’s Gallop), and extends the no-parking in front of the casual car-park on the seaward side of the road, opposite the eastern end of Peacock’s Gallop. Approximately 34 on-street car parking spaces are removed from Main Road for this project.

**PROJECT COSTS**

The proposed facilities, which include marking, indented parking area, and kerb build-out will cost approximately \$18,000. The Minor Safety Works programme will meet \$5000, the Cycle Initiatives Programme will meet the remaining \$13,000.

## **CONSULTATION PROCESS**

The consultation process for this project proposal started with the publicity pamphlet in April 1998. The project was deliberately written up in terms that strongly invited participation - there was a deliberate effort to avoid using terms which made the project look like a foregone conclusion. The leaflet focused on the objectives of cycle safety and convenience, and traffic safety, and showed how the design developed from those.

The responses to the leaflet all supported the proposal as it stood. The Sunner Residents Association were initially concerned about the lack of parking immediately adjacent to Peacock's Gallop. An alternative parking design was proposed to them, but after consideration, they are happy with the proposal as it stands. The Hagley/Ferrymead Community Board (in May) were also very supportive, as long as the concerns of the Residents Association were heard.

## **CONCLUSION**

Given the level of support for the project, its low cost and the additional safety benefits which accrue to other road users, it is recommended that this project proceed. The necessary parking restrictions are listed below. This report was presented to the Hagley/Ferrymead Community Board November meeting. The Board supported the recommendation.

**Recommendation:**

1. That approval be given to develop the Main Road – Summer cycle lane facilities.
2. That the parking of vehicles be prohibited at all times as follows:
  - On the eastern side of Main Road, commencing from a point 308 m north-west from the intersection of Marriner/Esplanade, and extending in a south-easterly direction for a distance of 40 m, to become continuous with existing no-stopping lines.
  - On the eastern side of Marriner Road, commencing from a point at the intersection of Marriner/Esplanade, and extending in a north-westerly direction for 35 m.
  - On the western side of Marriner Road, commencing from a point at the intersection with Clifton Terrace, and extending in a south-easterly direction, for 28 m.
  - On the western side of Marriner Road, commencing from a point 44m from the intersection with Clifton Terrace, extending in a south-easterly direction, for 11 m.
  - On the western side of Main Road, commencing from a point at the intersection with Clifton Terrace, extending in a north-westerly direction, for 430 m.