

9. FENDALTON ROAD TRAFFIC SIGNALS AT RAILWAY

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Corporate Plan Output: Capital Works	

The purpose of this report is to attend to a problem associated with the installation of the cycleway traffic signals on Fendalton Road at the railway.

BACKGROUND

Included in Stage 5 of the Railway Cycleway is provision for the installation of traffic signals where the cycleway crosses Fendalton Road. Construction work for this part of the project has been completed and the signal poles erected. Following work by Transrail, the traffic lanterns will be hung and the signals switched on.

THE PROBLEM

Unfortunately, at the time of commissioning Stage 5 of the Railway Cycleway, the required bans on parking on the Fendalton Road west approach to the cycleway crossing point were not resolved through the Council process. The installation of broken yellow "no stopping" lines are important to provide for the safe passage of both motor vehicles and cycles over the rail line. Westbound traffic is required to merge from two lanes into one; eastbound traffic splits from a single lane approach into two lanes over the railway line.

Cycle lanes have been marked on both Fendalton Road approaches to the signals and will shortly be extended along the existing four lane section of Fendalton Road to link with the off-road facilities in North Hagley Park.

A hazardous situation now exists in that the required "merge" distance for westbound vehicles has not yet been marked. Broken yellow "no stopping" lines in this area were shown on the publicity plans for Stage 5 of the Railway Cycleway and were carried through to the construction plans. However, only a portion of the restriction has been marked resulting in kerbside parking being allowed in a most critical area where the roadway narrows.

This situation will become more acute once the signals have been switched on and traffic begins to queue in both lanes; vehicles parked downstream effectively block the way for a safe merge and place cyclists, in particular, at risk.

CONCLUSION

The prohibition of parking at any time on the approaches to the new signals in Fendalton Road at the railway line needs to be in place before the signals are switched on. A plan illustrating the extent of the proposed broken yellow "no stopping" lines is attached to this report which was also tabled at a meeting of the Fendalton/Waimairi Community Board on 21 November 2000.

The views of residents immediately effected by the proposals are being sought and will be conveyed to the Committee at the meeting.

COMMUNITY BOARD CONSULTATION

This report was considered at the 21 November 2000 meeting of the Fendalton/Waimairi Community Board. The Board resolved that it be recommend to the City Services Committee that:

1. The proposed plan be circulated to the affected residents.
2. The plan as shown, is supported by the Board as a temporary measure only.
3. The City Services Committee be reminded of the decisions made on Fendalton Road by the Council at its October meeting, especially the option relating to an off road cycleway.
4. The stress point of the cycleway crossing Fendalton Road be painted red.

Recommendation: That the stopping of vehicles be prohibited at any time in the following areas:

1. On the south side of Fendalton Road commencing at the railway line and extending in an easterly direction for a distance of 35 metres.
2. On the south side of Fendalton Road commencing at the railway line and extending in a westerly direction for a distance of 114 metres.

3. On the north side of Fendalton Road commencing at the railway line and extending in an easterly direction to a point 18 metres east of Clifford Avenue.
4. On the north side of Fendalton Road commencing at the railway line and extending in a westerly direction for a distance of 79 metres.
5. That provision be made for two car parks only outside 71 and 69 Fendalton Road.