

6. FENDALTON ROAD CYCLE LANE PROJECT

Officer responsible City Streets Manager	Author Alix Newman: Cycle Planning Officer
Corporate Plan Output: Pages 9.5.37 & 38	

The purpose of this report is to seek Council approval for the marking of cycle lanes, and associated works, on Fendalton Road, from the rail lines to the Deans/Harper intersection. A copy of the report was referred to the Fendalton/Waimairi Community Board for its comments which are noted at the end of the report.

RATIONALE FOR THE PROPOSED CYCLE ROUTE AND DESIGN

Choosing Fendalton Road: Fendalton Road was chosen as a cycle route primarily because it is one of the few roads that crosses the main north rail line. The railway line clearly separates the north-west of the city from the east, as there are only a limited number of points where cyclists, vehicles and pedestrians can cross the rail line. The limited number of crossing points "channels" cyclists onto Fendalton Road generating cycle volumes that put this road in the top 10 for volumes in the city. In addition, the shortly to be completed railway pathway will provide more opportunity for cyclists from the northwest to travel to the central city, using Fendalton Road. Fendalton Road is a second priority route on the network plan.

Alternatives to Fendalton Road: Alternatives to using Fendalton Road as a cycle route have been considered. The only alternative from the rail crossing point is the use of the railway pathway. Undoubtedly some current Fendalton Road users will travel on the path when it is constructed. It is anticipated all the Girls High users and some commuters currently on Fendalton Road will make the change. Taking the anticipated numbers from the existing volume still leaves a large number of cyclists on Fendalton Road. In particular, it should be noted that there are good volumes of cyclists turning from Fendalton Road into Holmwood. As no practical alternative for these cyclists exists, this volume will always remain on Fendalton Road.

Use of Cycle Lanes: Cycle lanes are proven as a safety benefit to cyclists and to vehicle drivers. Given the types of users on Fendalton Road they are the most appropriate cycle facility to create. As with all uses of cycle lanes, they are intended initially to reduce the risk to current users, then act as an attractor to new cyclists.

A full report outlining the purpose and use of cycle lanes, technical aspects of the project design, and possible alternatives, has been produced. The full report and plans were assessed by an independent transport planning engineer. The engineer's report supported all of the technical and routing information provided in the report. His cycle counts also verified those taken a number of times over the preceding months.

FENDALTON ROAD CYCLE LANE TECHNICAL BACKGROUND TO JUNE 2000

The Fendalton Road cycle lane project proposes to mark cycle lanes on both sides of Fendalton Road, from the railway lines to Deans/Fendalton/Harper intersection.

The project was originally proposed in March 1999. It comprised cycle lanes on both sides of the road, an extended central cycle lane on approach to the intersection and a combined use pathway on the north side, from property #10 to the intersection. The original plan also proposed the removal of on-street parking outside properties #8, 10, 12, & 14, and #46.

After the initial round of consultation leaflets, it was clear the residents between # 8 to 14 were not happy with the proposed no-parking restriction. Modifications to the plans shortened the central cycle lane and provided for an indented parking area outside properties #14 and 12. After further assessment in May 2000, the combined use path facility was removed, as there were insufficient users to support its development. As of mid-June, no-parking restrictions were still considered necessary outside properties #8 and 10, and #46.

FENDALTON ROAD CYCLE LANE CONSULTATION BACKGROUND TO JUNE 2000

When the project was first started, the residents who were unhappy with the project were in two groups.

- Those who lived between #8 to 14. They were concerned about the proposed loss of on-street parking, and the impact that would have on property values.
- Some residents who lived in the block between Holmwood and Wairarapa. They were concerned about vehicle speed, pedestrian crossing sight-lines and lack of u-turn facilities.

All groups were concerned that cyclists should not be on Fendalton Road, and that cycle lanes are unnecessary - cyclists will be attracted to a dangerous environment.

At the same time, a publicity pamphlet was delivered to cyclists using Fendalton Road. Over forty responses were received, most (all except two) supported the proposal.

Discussions with the residents between the initial pamphlet drop and mid-June 2000 have resulted in the design modifications limiting parking removal to three properties in total.

TECHNICAL AND CONSULTATION STATUS JUN - JUL 2000

Through a series of recent public meetings (16 & 26 June 2000) the residents of Fendalton Road have expressed a range of concerns that they still have with the project. These are as follows:

- Parking restrictions outside properties #8 and 10 are still unacceptable.
Planning Comment: See later
- Cyclists should not be on Fendalton Road, and no facilities that may attract more should be developed.
Planning Comment: due to lack of appropriate alternatives from rail crossing to city, Fendalton Road will always have high numbers of cyclists on it.
- The marking of cycle lanes will compromise U-turns at Wood Lane and Holmwood Road, and cyclists will be in a dangerous position for u-turning vehicles.
Planning Comment: The u-turns at these locations, both before and after cycle lane marking will see cyclists in exactly the same positions they are at the moment. This project introduces no changes.
- The proposed works narrow the road between properties #10 and the intersection, creating a more dangerous road environment.
Planning Comment: The plans do not narrow the road. Actually, by the use of indented parking and some parking removal, the operating road space is increased.
- The residents will find it more difficult to get into and out of their driveways.
Planning Comment: Residents at properties #8 and 10 may face additional difficulty getting into their drives due to less space to decelerate. However they will have the width of a cycle lane to make their deceleration.

STATUS AS OF 27 JUNE 2000

Following the latest meeting with residents, the option for a “clearway” concept has been reconsidered.

By narrowing the footpath in front of properties #8 and 10 Fendalton Road, it is possible to create a partially indented parking area, and give this area a part-time parking restriction. When vehicles are parked in the area the kerbside cycle lane will terminate at the driveway of #10. When vehicles are not parked in the area, the kerbside cycle lane extends to #8, increasing the area in which cyclists can cross to the central cycle space. The parking restriction should operate from 7am to 9am, Monday to Friday.

The parking restriction concept should be given a trial until three months after the final stage of the railway cycleway is completed. At that time cycle volumes should be assessed, as should vehicle speeds on Fendalton Road and whether there are any recorded infringements of the parking restriction. This combination of data should be used to determine whether the part-time parking restriction is effective in providing useful cycle space during morning peaks, is properly obeyed, and fulfils the needs of the residents.

The proposed part-time parking area will effectively meet the residents demands for on-street parking (as sought), and will provide additional road space at critical points, thereby resolving difficulties with deceleration space and u-turns.

FINAL PROJECT CONFIGURATION AND STATUS

The final project status and configuration is as follows. The most recent plans are attached to this report.

- Cycle lanes are required on Fendalton Road as the most appropriate treatment to provide safety improvements for the high number of cyclists on the road. Cycle numbers are unlikely to diminish significantly when the railway pathway is opened.
- It is recommended that cycle lanes are marked on the south side of Fendalton Road, from the Deans Ave intersection to the rail line. No no-stopping restrictions are necessary, and minimal changes to the current lane line markings are required.
- It is recommended that cycle lanes be marked on the north side of Fendalton Road, from the rail lines to Harper Ave intersection, noting the following features:
 - Cycle lanes are marked up to property #12. Parking restrictions are required outside #46 Fendalton Road.
 - An indented parking area outside #14 and 12 Fendalton Road is provided, permitting full time parking (without restriction).
 - An indented parking area is provided outside #10 and 8 Fendalton Road, with a part-time parking restriction - no-stopping between 7am and 9am, Monday to Friday.
 - The current central cycle lane is extended northward to taper off between 12 and 8 Fendalton Road.

The City Streets Unit is now comfortable that the project proposed provides the best balance between road safety requirements of cyclists and vehicles, and the needs of the local residents. Final judgement on the effectiveness of the part-time parking restriction will be dependent on feedback after a year's trial.

COMMUNITY BOARD COMMENTS

This matter was considered at the Fendalton/Waimairi Community Board meeting on 4 July 2000. The Board supported recommendations 1, 2 and 3 as set out below and in addition recommended to the City Services Committee:

1. That a trial period in respect of recommendation 3 be applied until three months after the railway cycleway is completed and that a further report be submitted to the Board on the success of the railway cycleway, the impact on the Fendalton Road cyclists' volume, and the success or otherwise of the clear-way control.
2. That the railway cycleway be endorsed and that the remaining stages through to Matai Street be expedited as soon as practicable.

- Recommendation:**
1. That the Fendalton Road cycle lane project be supported.
 2. That the parking of vehicles at any time be prohibited on the north side of Fendalton Road, commencing from the northwest corner of the intersection with Holmwood Road, and extending in a northwesterly direction for 37m.
 3. That parking of vehicles be prohibited between 7am and 9am, Monday to Friday, on the north side of Fendalton Road, commencing from a point 110m northwest of the intersection with Harper Avenue, and extending in a northwesterly direction for 25m.