

11. WAIMAIRI ROAD: PROPOSED CYCLE LANES

Officer responsible
City Streets Manager

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The purpose of this report is to request that the Council approve for construction the proposed cycle lanes in Waimairi Road, between Tudor Avenue and Westburn School.

The Fendalton/Waimairi Community Board also considered this report at its meeting on 5 August 2003 and recommended that the proposed cycle lanes on Waimairi Road between Tudor Avenue and Westburn School, as shown on the attached plan TP 153701, be installed.

BACKGROUND

Waimairi Road has long been recognised as a main cycle route for students attending the education institutions of Burnside High School, Canterbury University, and Westburn Primary School. There are no cycle lanes at present on this section of Waimairi Road, which is identified in the Christchurch City Council Planning Map as being a medium priority site for the installation of cycle facilities. Waimairi Road is a minor arterial on the ring route carrying an average of 15,700 vehicles per day over this portion.

Burnside High School was surveyed as part of the Safe Cycle Access to Schools Project (2000) and they advised that their concerns about this section of Waimairi Road were mainly connected with the Greers Road intersection as follows:

- It is difficult to make a turn right into Greers Road, as you get pressed into the footpath by cars squeezing past on your right. Once you reach the centre of the road it's still difficult, as you have to cope with all the cars passing on your left.
- Lanes are too narrow for so much traffic and bikes when trying to turn right into Greers Road.
- There is too much traffic turning right into Greers and moving too fast.

PROPOSAL

This project is required to address the above concerns and to connect/extend the existing cycle lanes, which finish at present in Waimairi Road at the Tudor Avenue intersection to the south and in Greers Road to the north. The proposed cycle lanes will also extend to the entrance of Westburn School in Waimairi Road. An existing carriageway width of 13 metres does not allow the installation of cycle lanes without banning parking on one side of the road. To cater for the existing residential parking demand, it is proposed to construct parking bays in the positions shown on the attached plan.

Directly affected residents, property owners and interested parties have received a publicity pamphlet. Feedback from the publicity pamphlet has been favourable. Following consideration of the residents' feedback the original proposal was amended as follows:

- The bridges over the flat channel to residents' driveways will be removed unless such action causes vehicles to scrape. Where they are unable to be removed the cycle lane will have a minimum width of 1.5 metres.
- The painted median opposite Wentworth Street will be wide enough to provide queuing room for vehicles waiting to right turn into Wentworth Street.

The estimated cost of this work as shown on the attached plan is \$92,412. It is hoped that work will start in November 2003. Having met all significant issues raised by the feedback the project is now ready for the preparation of the construction plans.

Recommendation: That the proposal as shown on the attached plan TP 153701 be recommended for construction.