

## 8. FROSTS ROAD - PROPOSED PEDESTRIAN/CYCLEWAY

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The purpose of this report is to request that the Board approve for construction the proposed off-road pedestrian/cycleway on the east side of Frosts Road (see attached plan).

### BACKGROUND

The Board resolved in April to endorse the implementation of this project to provide a cycle and pedestrian pathway on the east side of Frosts Road. The City Arborist has advised that the wilding "crack willows" between the road edge and the drain are very large in height and width, are mostly in a poor condition, and have a history of wind-throw and breakage in high winds. Many of these trees have structural defects that render them prone to failure and therefore need to be considered as a potential hazard to the public. Given the considerable age, poor condition and safety considerations relating to the trees, combined with the fact that cyclists and pedestrian traffic would be moving closer and directly beneath them on the proposed pedestrian/cycleway, it is considered that the trees should now be removed to protect public safety.

Frosts Road is designated as a minor arterial road with an average daily count of 10,000 vehicles with 15% of vehicles traveling in excess of 69 km/h, this is an increase of 2,000 per day since Anzac Drive was constructed. The speed limit for this section of Frosts Road is 50 km/h. A survey carried out determined the need for a pedestrian/cycleway and technical advice from the Greenspace Unit was that the preferred side for a path was the eastern (QEII Park) side, rather than the Travis Wetlands side, due to general conditions. Construction of the pathway is expected to address the following needs:

- Provide a recreational walkway.
- Provide a safe facility for cyclists and pedestrians off the relatively narrow roadway.
- Reduction of cyclist safety concerns associated with the relatively high vehicle speeds due to the semi rural environment.
- To create a pedestrian and cyclist link between Parklands and Burwood.
- To improve traffic efficiencies and the streetscape.
- To remove all dangerous and decaying trees.

1,450 publicity pamphlets were distributed to the schools, residents, property owners, and businesses in the area. 174 responses were received and eight members of the public attended a meeting held in the Ascot Community Centre. Those responses relevant to the project have been summarised and appended.

After considering this feedback the following alterations have been made to the publicity plan:

1. A cycle link is to be provided from the Frosts Road cycleway into Beach Road.
2. The kerb on the south side of Beach Road has been shifted to provide for left and right turning traffic at the same time.
3. The island in the centre of Beach Road has been widened and a gap created to allow a cyclist or someone with a pram room to stop there when crossing the road.
4. A right turn bay from Frosts Road into Beach Road with capacity for six cars is to be provided.
5. A pedestrian island is to be constructed in Frosts Road to provide a crossing facility for cyclists and pedestrians wishing to cross to the west side of the road or go to the wetlands.
6. The Golf Course entrance has been redesigned for improved safety and efficiency as shown on the appended plan.

Work is planned to start in November 2004 depending on contractor availability.

Having met the objectives for the project stated earlier it is recommended to the Board for construction.

**Staff**

- Recommendations:**
1. That the project is approved for construction as shown on appended plan TP 167602.
  2. That the parking of vehicles be prohibited on the south side of Beach Road commencing at its intersection with Frosts Road and extending in a easterly direction for a distance of 27 metres.

Note: A site meeting was held on 21 August 2004 after the preparation of this report attended by Parklands Residents' Association Committee members, and representatives of the Travis Wetland Trust.

**Chairperson's**

**Recommendation:** That the abovementioned recommendations be adopted.