

## 8. MARSHLAND ROAD - TRAFFIC MANAGEMENT

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The purpose of this report is to inform the Board of the results of the community consultation and seek approval to proceed to final design, tender and construction of the cycle lanes on Marshland Road from Joy Street to 382 Marshland Road.

### BACKGROUND

The Board at its meeting on 21 June 2004 accepted a staff recommendation that the project from Shirley Road to Joy Street (Stage 1) proceed to implementation.

At that meeting the Board asked that consideration be given to proceeding with the portion north of QEII roundabout as part of the Stage 1 works.

Transit New Zealand has plans to upgrade the existing cycle/path facilities at the roundabout in the 2005/06 year. It is proposed therefore to exclude this part of the project from this year's work.

The project team has given further consideration to the results of the community consultation for the whole project and in response reiterate that:

- The existing line and lane markings are not safe for cyclists.
- Marshland Road is a designated cycle route.
- There are no Council plans to widen the carriageway.
- Providing on-street parking is neither a priority or an objective of the project.

This report will also be considered by the Shirley/Papanui Community Board at its 2 August 2004 meeting. The Shirley/Papanui Community Board will be considering the provision for cycle lanes on the western side of Marshland Road.

### PROJECT'S OBJECTIVES

The project's objectives as set out in July 2003 are:

- To improve cycle safety.
- To encourage cycling as a mode of transport.
- To ensure the "route" meets the current best practice for cycle facilities.
- To maintain or improve the facilities for school children cycling at the Prestons Road/Marshland Road roundabout.
- To maintain a level of service appropriate for a minor arterial.
- To obtain Transfund subsidy if possible.
- To complete the project within the allocated budget.
- To ensure the funding is spent within the allocated financial years.

**CONSULTATION** (Refer attached table)

### Loss of Parking - Community Responses

The on-street parking demands have been investigated and as much as possible these have been included in the plan.

The eight "loss of parking" comments have come from six addresses able to be identified as follows:

- On the west side, 97, 129, 133 and 171 Marshland Road and on the east side, 166 and 184 Marshland Road.
- On the west side, 97 Marshland Road will lose on-street parking immediately outside that address and 129, 133 and 171 Marshland Road will not.
- On the east side, 166 and 184 Marshland Road will lose existing on-street parking.

### Other Comments

Eight comments were received identifying "cycling" as a concern. Two consider the present cycle lanes adequate and another two suggest the wider use of coloured AC for lane delineation. Coloured AC will be used as much as possible within the project's financial budget.

The comments received relating to cost and traffic flow have been considered and cannot be supported given the project's objectives.

#### **COST**

The estimated cost for this proposal is \$157,000 and is within the allocated budget.

#### **CONCLUSIONS**

- Work north of QEII Drive/Marshland Road roundabout can be incorporated into the current proposal.
- Transit New Zealand plan to upgrade the QEII roundabout in the 2005/06 year.
- Marshland Road is a designated cycle route and this project has clearly defined objectives including improving cycle safety and encouraging cycling as a mode of transport.
- The comments of non-support received are not sufficiently compelling to reconsider the design of that proposal.

It is proposed that the stopping of vehicles be prohibited in the following locations:

1. On the east side of Marshland Road commencing for a distance of 20 metres from its intersection with Joy Street and extending in a southerly direction for a distance of 15 metres.
2. On the east of side of Marshland Road commencing for a distance of 8 metres from its intersection with Joy Street and extending in a northerly direction for a distance of 142 metres.
3. On the east side of Marshland Road on the face of the layby island commencing at a point 170 metres from its intersection with Joy Street and extending in a northerly direction for a distance of 64 metres.
4. On the east side of Marshland Road commencing at a point 10.5 metres from its intersection with Cotton Street and extending in a southerly direction for a distance of 193 metres.
5. On the east side of Marshland Road commencing at a point 219 metres from its intersection with Cotton Street extending in a southerly direction for a distance of 33 metres.
6. On the east side of Marshland Road commencing at a point 27 metres from its intersection with Mairehau Road and extending in a southerly direction for a distance of 234 metres.
7. On the east side of Marshland Road commencing at a point 44 metres from its intersection with Mairehau Road and extending in a northerly direction for a distance of 803 metres.

#### **Staff**

- Recommendations:**
1. That approval be given to proceed with final design, tender and construction of the cycle lanes on Marshland Road from Joy Street to 382 Marshland Road excluding the QEII Drive/Marshland Road roundabout.
  2. That the "no stopping" restrictions as outlined in the officer's report be adopted.

#### **Chairperson's**

- Recommendations:**
1. That the report be referred to a future meeting of the Board.
  2. That a public meeting be held in conjunction with the Shirley/Papanui Community Board to hear community concerns about reducing on-street parking.