

8. MARSHLAND ROAD - TRAFFIC MANAGEMENT

Officer responsible Asset Management Team Leader	Author Stu McHugh - Consultation Leader, DDI 941-8665
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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 Shirley Road/New Brighton Road to Joy Street. This report will also be considered by the Shirley/Papanui Community Board on 7 July 2004.

BACKGROUND

Marshland Road is a minor arterial road and runs from Shirley Road to Main North Road. In 2003/04/05 budget has been provided to upgrade and place on-road cycle lanes on Marshland Road from Shirley Road to Prestons Road.

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.

PROJECT STATUS

In March 2004, a publicity leaflet illustrating the proposal from Shirley Road to Prestons Road was prepared and distributed.

Comments to the proposal were requested by 2 April 2004 and were received up until 16 April 2004.

The length of the project meant that four separate sheets of plans have been prepared to more clearly illustrate the proposal (see attachments).

In summary, the issues raised in response to each of these sheets are:

Sheet 1	Sheet 2	Sheet 3	Sheet 4
- Parking - Cycling	- Parking - Cycling - Overall cost - Increased traffic - Loading zone - Road markings - Letter box	- Kerb and channel needed - Parking - Cycling	- Cycling - Parking

Overall the main issues and number of comments received are as follows:

Cycling	Parking	Cost	Increased Traffic Flow
Sheet 1 = 2 Sheet 2 = 5 Sheet 3 = 2 Sheet 4 = 1 TOTAL = 10	Sheet 2 = 6 Sheet 1 = 1 Sheet 3 = 1 TOTAL = 8	Sheet 2 = 3	Sheet 2 = 2

ISSUES

During the analysis of the comments it became clear that:

- The comments received pertaining to Sheet 1 (parking and cycling) have been resolved.
- There are two issues which will require further investigation and subsequent reporting back to the Board and the community:
 1. The proposed no stopping on the east side from Joy Street through to Queen Elizabeth II Drive;
 2. The long-term road widening and associated stormwater drainage proposals particularly from Briggs Road through to Queen Elizabeth II Drive.

SHIRLEY RESIDENTS' ASSOCIATION

On 27 April 2004 the Shirley Residents' Association held a public meeting at which some concerns and comments in regard to the proposal were expressed to the Council's Project Team members.

The most pressing of these concerns was the desire to enable pedestrians to cross Marshland Road immediately south of Hercules Street to gain quicker access to the library and the existing bus stop. This request has been investigated in detail and the following comments are listed in response to that investigation:

1. The most appropriate crossing facility is a central island.
2. This type of facility is estimated to cost \$60,000 and no budget is available additional to the cycle lane project.
3. Any such island would need to be placed sufficiently north of Hercules Street so as not to interfere with right turning Marshland Road traffic into Hercules Street.
4. Environment Canterbury is considering rerouting bus services in Hercules Street, which may change some pedestrian activity in the area.
5. The cycle lane project implementation will not preclude the installation of future additional pedestrian road crossing facilities on Marshland Road.

CONCLUSIONS

Most of the responses from the leaflets are around issues illustrated on Sheet 2 (Joy Street to Lake Terrace Road).

The issues around parking and cycling on Sheet 1 can be resolved within the final design period and this work could be considered Stage 1.

Further investigation is necessary on the proposal north of Joy Street and this work would be considered Stage 2.

The Shirley Residents' Association's desire for a pedestrian crossing facility immediately south of Hercules Street (on Sheet 1) cannot be met.

Staff

Recommendation: That approval be given to proceed with final design tender and construction of the cycle lanes on Marshland Road from Shirley Road/New Brighton Road to Joy Street (Stage 1).

Chairperson's

Recommendation: That the abovementioned recommendation be adopted.