

9. PAGES ROAD CYCLEWAY - BUCKLEYS ROAD TO BREEZES ROAD

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The purpose of this report is to seek Board approval to consult with the community on the proposed improvement to cycle, pedestrian and bus facilities in Pages Road between Buckleys Road and approximately 100 metres north-east of Breezes Road, as shown on the attached concept plan. This report was considered by the Hagley/Ferrymead Community Board on 31 May 2004.

BACKGROUND

Pages Road is a major arterial road and forms part of the designated cycle network. It is used by school, commuter and training cyclists. It is also a bus route. The traffic volume ranges from 27,500 vehicles per day at Buckleys Road to 13,000 vehicles per day at the New Brighton Road end. Cycle lanes in Buckleys Road/Pages Road from Linwood Avenue to Cuffs Road are due to be constructed in the near future, and the proposed cycle lanes in Pages Road will link in with these.

The adjoining land use is predominantly residential along the project length, with the exception of the Breezes Road intersection where it is commercial/retail, the recreational reserve Cuthberts Green, and the adjoining Marae at the south-east end of the project.

A survey of school cyclists from Aranui High School and Chisnallwood Intermediate School has been undertaken by the Council's Schools' Advocate. The students identified the following issues on Pages Road:

- **Breezes Road/Pages Road intersection**

Fear that they will be knocked off, of red light runners, and of turning vehicles, especially if they are not indicating.

- **Shortland Street/Pages Road intersection**

Volume of traffic, fear of being knocked off by turning vehicles, a request for cycle lanes on Pages Road.

The initial scheme for the proposed works involved the installation of on-road cycle lanes, painted median, and bus bays where necessary from Buckleys Road to New Brighton Road. However, budget constraints forced a reconsideration of the extent of the proposed works. This has led to a reduction in the length of the proposed project to between Buckleys Road and Breezes Road. This allows for the installation of on-road cycle lanes, which are considered the most appropriate treatment both for safety and cost effectiveness, pedestrian islands, and bus bays, providing greater safety benefits for all users. This is considered the best way of reducing the estimated costs, while still meeting the project objectives.

THE PROPOSAL

The proposal is to provide on-road cycle lanes in Pages Road from Buckleys Road to approximately 100 metres north-east of Breezes Road. Four indented bus bays are also proposed to allow the cycle lanes to continue past the bus stop. The locations of these are indicated on the attached concept plan, as are the bus shelters that it is proposed will be repositioned. Some realignment of Pages Road at the Breezes Road intersection is also proposed to allow room for the cycle lanes.

Pages Road has overhead lines along its length and the power poles are generally located at the edge of the footpath against the road kerb. The installation of bus bays along the project length will necessitate the repositioning of power poles at these locations. At this stage it is anticipated that this repositioning will be able to occur within the boundaries of the road reserve and therefore will not give rise to any property issues or any air trespasses. However, it will result in the power poles being relocated closer to adjoining properties.

A pedestrian refuge island is proposed on Pages Road just south of Shortland Street. The island will provide a safe crossing point for pedestrians and cyclists, being located between two bus stops and next to Shortland Street, which is one of the main cycle entry/exit points for students of Aranui High School.

On-street parking will be retained on the western side of Pages Road along the majority of the project length. No stopping zones will be implemented at intersections, outside the properties at 157, 173, and 175 Pages Road, and for approximately 60 metres to the south and 100 metres to the north from the Breezes Road intersection.

Due to the limited width of the existing carriageway, on-street parking will not be able to be retained along both sides of Pages Road. No stopping is therefore proposed to be implemented along the entire eastern side of the project length, with the exception of a stretch of on-street parking outside the properties from 82 to 90 Pages Road, and a parking bay included with the bus bay outside the property at 246 Pages Road.

The proposal meets the policy for cycle facilities and traffic management on arterial roads, the cycle strategy and the parking strategy.

The estimated cost of this project is \$197,350.

DISCUSSION

The proposed works will result in a reduction of on-street parking along the project length, although parking will be retained along the western side. It is anticipated that this reduction in parking will have the greatest effect on the small retail businesses at the Breezes Road intersection. As outlined below, Council officers intend to visit these businesses to explain the proposal, at the time that the proposed publicity leaflet is distributed.

CONCLUSION

It is proposed to consult with all affected property owners, residents, and businesses via the delivery or mailing of an information/publicity leaflet. Council officers also intend to visit affected properties where power poles will be relocated, and businesses at the Breezes Road intersection where there will be a reduction in on-street parking, to explain the proposals.

At its meeting on 31 May 2004, the Hagley/Ferrymead Community Board approved the staff recommendation below.

Staff

Recommendation: That the proposed improvements to the cycle, pedestrian and bus facilities in Pages Road from Buckleys Road to approximately 100 metres north-east of Breezes Road be approved for public consultation.

Chairperson's

Recommendation: That the abovementioned recommendation be adopted.