

#### 4. NORMANS ROAD/PROPOSED CYCLE AND PEDESTRIAN FACILITIES

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The purpose of this report is to report back on the outcomes of requested dialogue with key interested parties regarding this project and to request that the Fendalton/Waimairi Community Board approve for installation the proposed cycle lanes and pedestrian island in Normans Road.

##### BACKGROUND

This project was originally introduced to the Board as part of the Safe Routes to School programme in January 2002. It has been reported on numerous occasions since as options and public discussion have developed. The Board on 2 September 2003 resolved to approve a plan produced in response to all prior input with the following recommendation: "that the plan be approved for construction and that the local community be advised accordingly". This decision ostensibly ended an extensive consultation period.

However, a local resident/businessman subsequently petitioned the Council in November 2003. On the Legal Services Manager's advice, senior Council staff requested that the contract be put on hold until the matter was resolved. A special meeting of the Works Traffic and Environment Committee on 3 February heard the petitioners objecting to the proposal. This meeting resolved to recommend to the Board "That the City Transport Unit be requested to redesign the project plan to incorporate: -

1. The installation of extended raised areas (of pavers or similar) at each end of the shopping precinct in Normans Road to slow the traffic arriving from both sides.
2. Painted car parking limit lines at the existing kerbside parking areas to encourage more orderly parking."

The Community Board meeting on 2 March heard from the organisers of a second petition supporting the existing proposal. In response to the Committee's recommendation the Board resolved "That representatives of all parties involved in the consultation to date, be invited to attend a working partnership meeting to work through with staff the options available and develop an overall community driven road design plan for this area and report back to the Board in two months for adoption.

##### PARTNERSHIP MEETING

As requested by the Community Board, a meeting of representatives from the first petition against the proposal, the second petition supporting the proposal, Heaton Intermediate School, Spokes (a cycle advocacy group), and two staff members was held on Wednesday 10 March. The majority of the meeting (one was against the pedestrian island outside their property) proposed, "That: -

1. (a) The proposed cycle lanes and pedestrian island be constructed with the addition of two "raised cobbled platforms" as shown on the appended plan as one project. OR  
(b) If "raised cobbled platforms" were not permitted in Normans Road flush platforms would be acceptable as a second option.
2. Double yellow centre lines be considered for the length of Normans Road from Alpha Avenue to Papanui Road.
3. Sometime in the near future the cycle lanes be extended from Alpha Avenue to Papanui Road along Normans Road.
4. Parking spaces be defined with parking 'ticks' through the shopping centre in Normans Road".

The construction contract for the work was awarded to City Care, prior to the Board resolution to further consult on the project. The work has now been delayed until resolution on the matters has been obtained. The contractual arrangements with City Care are such that should the contractor want to start the work the Council will have to make the decision to proceed with or cancel the contract and possibly pay the contractor damages for the costs they have incurred in tendering and for materials they may have ordered after being advised they were the successful tenderer.

##### DISCUSSION

###### Proposal 1

This proposal (as agreed at the representatives meeting) retains the proposed cycle lane and pedestrian island as approved by the Community Board in September 2003. The addition of two raised cobbled platforms or two "flush platforms" raises several new issues, which are: -

1. **Effectiveness and authorisation of the work** – Raised platforms which are designed to slow traffic speeds are not recommended by the City Transport Unit for main roads because of their detrimental effect on fragile loads when carried by commercial vehicles, their unexpected presence has detrimental effects on traffic flows and safety, and the vehicle-related noise they generate, particularly on high volume roads.

They will also alter the level of service for vehicular traffic using Normans Road, which, because the road is a collector road, will require the proposal to go to the Christchurch City Council's Sustainable Transport and Utilities Committee for approval to construct.

The "flush platform" option (better described as flush textured surfacing) was accepted by the meeting as an acceptable second best option. However they would have no speed reduction effect, which is an apparent objective of the platform supporters (the traffic island would have a much more significant effect). As a result there would be no change in the level of service to traffic. If controlling traffic speed is the key objective for proposing these platforms, the objective would not be met by their installation. A technically possible option associated with this option would be to provide coloured textured hotmix surfacing placed the length of the two pedestrian islands.

2. **Funding** - The estimated cost of standard raised cobbled carriageway sections is in the order of \$80-120,000 depending on drainage issues; and for flush cobbled surfacing sections is about \$48,000. The costs for coloured pressed hotmix surfacing would be significantly less, but at the time of writing this report are still being sourced and will be reported at the meeting. These amounts are outside the existing budget and are unable to be funded from the cycleways budget due to them providing no benefits for cyclists or pedestrians. A few members of the meeting made it quite clear that it was unacceptable to them for the cobbled platforms to be treated as a separate stage to the project or a project in its own right. If the cobbled platforms were to be treated as a separate project it is unlikely to have a high enough priority to make the Council's Capital Works Programme and would be a significant commitment to be funded from the Community Board's discretionary funding.
3. **Consultation** - If raised cobbled platform areas are installed, this will significantly alter the proposal which the community was advised in October had been approved for construction. While the local paper has given the project a high profile, all the local community should be advised of/consulted on these significant changes (e.g. the large cobbled areas in the carriageway) to the project.

Possible solutions to address these issues are: -

1. **Authorisation of the work** – If flush textured surfacing is supported in place of raised cobbled thresholds, then the Board can adopt the proposals. If the Board wishes to support the raised cobbled platforms, then a report with the Board's design and funding recommendations should be made to the Sustainable Transport and Utilities Committee for approval.
2. **Funding** – There are two options: -
  - a. That the estimated cost of the platforms is funded from the Board's discretionary spending if there are sufficient funds available.
  - b. That the platform work is prioritised as a separate project for a possible place in the Council's Neighbourhood Improvement Programme, seeking funding allocations in a future year. It needs to be noted that this option was not acceptable to the representatives of the first petition and unlikely to gain immediate funding for reasons explained previously.
3. **Consultation** – If the preferred scheme chosen is noticeably different to the October 2003 scheme (and funding has been secured), then the local community should be advised with a publicity pamphlet of the agreed solution and how it was arrived at, with a time limit for comments.

#### **Proposals 2, 3, and 4**

Whilst double yellow centre lines are generally only installed on vertical curves or on the approach to islands or traffic signals, proposals 2, 3 and 4 can be agreed to from technical perspectives.

## CONCLUSION

Due to the uncertainty on funding at the time of writing, the most practical way forward is for the project to be split into the cycle/pedestrian safety improvements and the cobbled platforms for progress to be made. This will enable construction to proceed on the cycle lanes and pedestrian island.

The objectives being sought by the platform proponents appear not able to be met through current proposals. It should be noted that the flush textured surfacing option is unlikely to attract any funding because the main benefit would be related to capital work output areas which already have fully committed prioritised work programmes for the next 2-3 years, and as noted above the works being suggested are unlikely to be accorded a significant priority in achieving those outputs.

### Staff

- Recommendation:**
1. That the Fendalton/Waimairi Community Board's resolution to construct the proposed cycle lanes and pedestrian island in Normans Road (September 2003) be confirmed.
  2. That the proposal of two flush coloured pressed-hotmix platforms in Normans Road at the two traffic islands be supported for inclusion in the Council's Capital Works Programme under the Neighbourhood Improvement Programme.

### The Chairman comments:

"The outcome from the latest round of consultation with stakeholders in the community now confirms that the preferred option for the provision of pedestrian and cycling safety improvements is that on which the Board resolved on 2 September 2003. The Board should now proceed to confirm this earlier resolution.

The matter of the "platform" concept also appears to be supported by the stakeholders and the Board should also support that initiative proceeding through the Council process.

While the timing of any approved "platform" work will be subject to processes outside of the Board's control it could be relevant to now revisit an earlier resolution of the Board aimed at an enhancement of the shopping precinct in partnership with the shopkeepers.

To recap – the Board, on 26 November 2002, in conjunction with approving the (then) concept plan for consultation, resolved "**that the local businesses be approached for ideas on enhancement options for the shopping centre on a cost share basis**". This outcome was based on members identifying a partnership opportunity outside of the pedestrian/cycle safety project.

In recognition of the general principle of supporting such partnerships, the Board also resolved to allocate \$10,000 from its 2003/04 Project Funds to support such potential partnerships.

With the matter of the project design now settled it would seem relevant to initiate discussions with the shopkeepers to explore opportunities for enhancement within the shopping precinct".

### Chairman's

- Recommendations:**
1. That the Board reaffirm its decision of 2 September 2003, that the proposal outlined on plan TP 156901 be approved for construction.
  2. That the proposal for two flush cobbled platforms in Normans Road, at the two traffic islands, be supported for inclusion in the Council's Capital Works Programme, under the Neighbourhood Improvement Programme.
  3. That discussions be initiated with the shopkeepers to explore opportunities for streetscape enhancement within the shopping precinct.