

## 6. NEW BRIGHTON ROAD - AVONDALE ROAD TO WAINONI ROAD

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The purpose of this report is to seek Board approval to consult with the community on the proposal to provide cycleway improvements in New Brighton Road between Avondale Road and Wainoni Road.

### BACKGROUND

Budget has been provided for cycleway improvements on New Brighton Road from Avondale Road to Wainoni Road in the 2004/05 financial year. The proposed improvements are shown on the attached concept plan.

New Brighton Road is a minor arterial road that carries approximately 9,000 vehicles per day. It forms the primary link between New Brighton and Shirley. It is part of the designated cycle network and is a bus route. Cycle lanes already exist along New Brighton Road up to both Avondale Road and Wainoni Road. There are some residential properties and a Garden Centre on the south side of the section affected by the proposed project, while there are residential properties along the entire north side.

The kerb and channel between Barkers Road and Wainoni Road is currently being constructed, funded by the Transport and City Streets maintenance team. The remaining kerb and channel work, from Avondale Road to 345 New Brighton Road will be constructed in conjunction with the proposed cycleway improvement works, but will be funded separately.

### PROPOSAL

The proposal is to provide an on-road cycle lane on New Brighton Road from Wainoni Road to Avondale Road. It is proposed that there be on-street parking on the residential (north) side, with a 1.6m to 1.7m cycle lane, two 2.9m to 3.0m traffic lanes and one 1.4m to 1.5m cycle lane and a no stopping line along the river (south) side of the entire route. This will result in the loss of parking outside 18 residences.

In addition, an off-road path from the Wainoni Road intersection to the existing off-road facility behind the bus stop opposite Barkers Road is proposed.

An indented bus stop and parking outside the Garden Centre at 366 New Brighton Road is proposed, and the bus stop at Corsers Stream (just west of Brooker Avenue) will also be indented with a small build out for pedestrians wishing to cross here for the bus, or to access the Corsers Stream or river walk.

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 \$108,000.

### DISCUSSION

There is an existing off-road path that runs through the Amelia Rogers Reserve (the reserve), which is located on the south side of New Brighton Road, west of Corsers Stream. Several options were considered for the provision of cycle facilities through this portion of the route, with Option Three chosen as the preferred option.

#### Option One: Off-road Cycle Path Through Reserve

There is currently an unpaved off-road shared path that runs through the reserve. This option would involve upgrading this path and linking it to the on-road facilities at either end of the reserve. However, internal consultation during the scheme development process has identified a number of issues associated with this option:

- Plantings at the eastern end of the pathway and along the riverbank will require extensive trimming and some removal to open up the area to improve perceived safety through the reserve.
- The existing path could be realigned away from the riverbank more centrally along the reserve area. This would require less tree removal, however more expense would be associated with the path realignment.

- No illumination should be provided at night, in order to deter use of the path during dark hours.
- An on-road cycle facility would still be required for cyclists during dark hours and for commuters not willing to travel the extra distance through the reserve.

Pedestrian and cycle counts were also undertaken in the area on 28 January 2004. The counts show that there are presently relatively high numbers of cyclists using New Brighton Road, particularly during peak hours. However, only pedestrians were recorded using the path through the reserve. This indicates that, although no on-road cycle facility presently exists along this section of New Brighton Road, the majority of cyclists prefer to use the more direct route along the road than the off-road path through the reserve. It is anticipated that this would remain the case even if the off-road path were upgraded. Given this and that an on-road facility would be required for cyclists during dark hours anyway, and with regard to the other issues outlined above, this option is considered undesirable.

### **Option Two: Off-road Cycle Path Along House Frontages**

A number of houses are located between New Brighton Road and the reserve, and a 5 m wide grass berm separates the houses from the road. The width of this berm would allow for the development of a new off-road cycle path, separate from the footpath, and not against the kerb. The path would have some width between the property boundary fences, which would allow cyclists some warning of accessing vehicles. However, a risk of collision with accessing and exiting vehicles would remain, particularly in relation to commuter cyclists travelling at higher speeds. Furthermore, the Draft Transit Design Guidelines for cycle facilities strongly recommend against off-road cycle facilities along berms where there are accessways, because of the high collision risks. Given these safety issues, it is considered that an on-road cycle facility is the best treatment in this location.

### **Option Three: On-road Cycle Facility**

This option involves the provision of an on-road cycle facility only, with no alteration to the existing path through the reserve. With the relatively narrow carriageway, this option will result in lanes being at a minimum width for all users, and the removal of on-road parking on the south side of the road. There are essentially two cross sections along the route, being 10.8m and 11.5m. Under this option, the 10.8m section would have 2m parking (north side), 1.6m cycle lane against the parking, two 2.9m traffic lanes and a 1.4m cycle lane against the kerb (south side). The 11.5m section would have 2m parking, 1.7m cycle lane against the parking, two 3.1m traffic lanes and a 1.6m cycle lane against the kerb.

Given that an on-road facility would still be required under both Options 1 and 2, Option 3 is considered the preferred option.

### **CONSULTATION**

The scheme proposed has been reviewed by the Transport and City Streets Unit staff and meets the Unit's objectives. The Urban Design and Heritage - City Development Group have also been involved in the consideration of options in relation to the possibility of an off-road facility through the reserve.

No other consultation has been undertaken to date.

### **CONCLUSION**

It is proposed to consult with all property owners and residents via the delivery or mailing of an information leaflet. Council Officers also intend to visit properties along the south side that will lose on-street parking, to explain the proposals.

#### **Staff**

**Recommendation:** That the proposal for cycle lanes in New Brighton Road from Avondale Road to Wainoni Road be approved for public consultation.

#### **Chairperson's**

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