

8. 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.

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. It carries a traffic volume ranging 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 along the project length is predominantly residential, 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 school's 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 100m north east of Breezes Road
- Four indented bus bays to allow the cycle lanes to continue past the bus stop
- Repositioning of the bus shelters
- Some realignment of Pages Road at the Breezes Road intersection to allow room for the cycle lanes.

The locations of the above proposals are indicated on the attached concept plan.

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, located between two bus stops and next to Shortland Street, will provide a safe crossing point for pedestrians and cyclists. Shortland Street 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 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. Council officers intend to visit these businesses to explain the proposal at the time 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.

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: For discussion.