

18. MARSHLAND ROAD – TRAFFIC MANAGEMENT

Officer responsible Manager, Transport and City Streets	Author Stu McHugh, DDI 941-8665
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The purpose of this report is to inform the Board of the results of the community consultation to gain the Board's support for the project including no stopping restrictions.

BACKGROUND

The Board at its meeting on 7 July 2004 resolved in relation to the project:

1. 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).
2. To endorse the Burwood/Pegasus Community Board recommendations to consider proceeding with the portion north of QEII roundabout as part of the Stage 1 works.
3. That the Shirley/Papanui and Burwood/Pegasus Community Boards facilitate a public meeting to give feedback to the residents on the plan for the balance of the work.

Transit NZ have plans to upgrade the existing cycle/path facilities at the roundabout in the 05/06 year. It is proposed therefore to exclude this part of the project from this year's work.

The results of a public meeting held on 18 August 2004 to inform residents of Council's intentions will be presented at the Board meeting.

This report will also be considered by the Burwood/Pegasus Community Board at its 30 August 2004 meeting and the Sustainable Transport and Utilities Committee at its 7 September meeting.

PROJECT OBJECTIVES

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/Marshland 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

The project team has given further consideration to the results of the community consultation for the whole project and in response reiterate that:

- The existing line and lane markings are not safe for cyclists.
- Marshland Road is a designated cycle route.
- There are no Council plans to widen the carriageway.
- Providing on street parking is neither a priority or an objective of the project.
- No stopping lines will need to be placed for the successful implementation of the project.

CONSULTATION (Refer attached table)

Loss Of Parking – Community Responses

The on-street parking demands have been investigated and as much as possible these have been included in the plan.

The eight "loss of parking" comments have come from six addresses able to be identified as follows:

On the west side Nos 97, 129, 133 and 171 and on the east side Nos 166 and 184.

On the west side No 97 will lose street parking immediately outside that address and Nos 129, 133 and 171 will not.

Nos 166 and 184 on the east side will lose existing on street parking.

Other Comments

Eight comments were received identifying "cycling" as a concern. Two consider the present cycle lanes adequate and another two suggest the wider use of coloured AC for lane delineation. Coloured AC will be used as much as possible within the projects financial budget.

The comments received relating to cost and traffic flow (see attachment) have been considered and cannot be supported given the project's objectives.

COST

The estimated cost for this proposal is \$157,000 and is within allocated budget.

CONCLUSIONS

- Work north of QEII/Marshland roundabout can be incorporated into the current proposal.
- Transit NZ plan to upgrade the QEII roundabout in the 05/06 year.
- Marshland Road is a designated cycle route and this project has clearly defined objectives including improving cycle safety and encouraging cycling as a mode of transport.
- The comments of non support received are not sufficiently compelling to reconsider the design of that proposal.

The following no stopping locations are to be submitted to the Sustainable Transport and Utilities Committee for approval.

- i. On the west side of Marshland Road commencing at a point 35 metres from its intersection with Amos Place extending in a northerly direction for a distance of 18 metres.
- ii. On the west side of Marshland Road comments at a point 62 metres from its intersection with Briggs Road extending in a southerly direction for a distance of 17 metres.
- iii. On the west side of Marshland Road commencing at a point 23 metres from its intersection with McSaveney's Road and extending in a southerly direction for a distance of 401 metres.
- iv. On the west side of Marshland Road commencing at a point 22 metres from its intersection with McSaveney's Road and extending in a northerly direction for a distance of 634 metres.

Staff

- Recommendations:**
1. That the Board support proceeding to final design, tender and construction, the cycle lanes in Marshland Road from Joy Street to 382 Marshland Road excluding the QEII Drive/Marshland Road roundabout.
 2. That the "no stopping" restrictions as outlined in the Officer's report be supported.

Chairperson's

Recommendation: For discussion.