

16. MARSHLAND ROAD - TRAFFIC MANAGEMENT

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The purpose of this report is to inform the Committee of the results of the community consultation and seek approval to proceed to final design, tender and construction of the cycle lanes on Marshland Road from Joy Street to No 382 Marshland Road including no stopping restrictions.

BACKGROUND

The existing line and lane markings are not safe for cyclists.

Consultation on this project began in November 2003.

The Burwood/Pegasus Community Board at its meeting on 21 June 2004 accepted a staff recommendation that the project from Shirley Road to Joy Street (Stage 1) proceed to implementation.

At that meeting the Board asked that consideration be given to proceeding with the portion of north of QEII roundabout as part of the Stage 1 works.

The Shirley/Papanui Community 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 2005/06 year. It is proposed therefore to exclude this part of the project from this year's work.

Environment Canterbury are presently investigating bus routes and stops for the whole length of Marshland Road.

A report has been presented to both the Burwood/Pegasus and the Shirley/Papanui Community Boards seeking their support for the project. The results of both these meetings will be presented at the Committee meeting. It is acknowledged that timing of this report in relation to the two Board meetings has been difficult, however, this process will assist in keeping the project from being delayed.

PROJECT'S 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 Road/Marshland Road 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.

CONSULTATION

(Leaflet responses - refer attached table)

Loss Of Parking

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.

Public Meeting 18 August 2004

The meeting was reminded of the Council's policies in regard to arterial roads and parking.

Policy 5A Protection of the Arterial Networks Function

"The primary function of arterial roads is the safe and efficient movement of people and goods. Where there is conflict between parking and the flow of traffic on arterial roads, parking may be restricted or removed."

Policy 4H(b) Cyclist and Pedestrian Design Needs

"To ensure the needs of cyclists and pedestrians have priority over on-street parking for road space"

The pertinent issues raised by the residents at the meeting included:

- Some desire for the retention of on-street parking on the east side.
- Recessed parking bays as extra to parking restrictions.
- Safety for pedestrians crossing Marshland Road particularly at commercial areas.
- Location of bus stops in Marshland Road.
- Concern at the location of cycle lane at Briggs Road/Lake Terrace Road.

CONSIDERATION OF CONSULTATION COMMENTS

The project team has given careful consideration to the results of the community consultation including the public meeting of 18 August 2004 and consider that:

- Providing on-street parking is not an objective of the project.
- Comments received relating to cost and traffic flow (see attachment) cannot be supported.
- Providing recessed parking on this arterial route would be contrary to Council's policies and cannot be supported on this basis and on the basis of cost. (Average \$10,000 per parking space.)
- It could be extremely difficult in deciding where to locate these recessed bays.
- Pedestrians will have a 'safer' crossing of Marshland Road once the parking is removed. A pedestrian island does not appear necessary at this stage.
- The location of the bus stops can be dealt with during the Environment Canterbury investigations and the project design phase.

COST

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

CONCLUSIONS

- The existing line and lane markings are not safe for cyclists.
- Providing on-street parking is not an objective of the project.
- 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.
- Work north of QEII Drive/Marshland Road roundabout can be incorporated into the current proposal.
- No stopping lines will need to be placed for the successful implementation of this project.
- The comments of non-support received are not sufficiently compelling to reconsider the design of the proposal.

Staff

- Recommendations:**
1. That approval be given to proceed 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 stopping of vehicles be prohibited in the following locations:
 - (a) On the east side of Marshland Road commencing for a distance of 20 metres from its intersection with Joy Street and extending in a southerly direction for a distance of 15 metres.
 - (b) On the east side of Marshland Road commencing for a distance of 8 metres from its intersection with Joy Street and extending in a northerly direction for a distance of 142 metres.
 - (c) On the east side of Marshland Road on the face of the layby island commencing at a point 170 m from its intersection with Joy Street and extending in a northerly direction for a distance of 64 metres.
 - (d) On the east side of Marshland Road commencing at a point 10.5 metres from its intersection with Cotton Street and extending in a southerly direction for a distance of 193 metres.
 - (e) On the east side of Marshland Road commencing at a point 12 metres from its intersection with Cotton Street extending in a northerly direction for a distance of 22 metres.
 - (f) On the east side of Marshland Road commencing at a point 46 metres from its intersection with Cotton Street extending in a northerly direction for a distance of 18.5 metres.
 - (g) On the east side of Marshland Road commencing at a point 219 metres from its intersection with Cotton Street extending in a southerly direction for a distance of 33 metres.
 - (h) On the east side of Marshland Road commencing at a point 219 metres from its intersection with Mairehau Road and extending in a southerly direction for a distance of 234 metres.
 - (i) On the east side of Marshland Road commencing at a point 44 metres from its intersection with Mairehau Road and extending in a northerly direction for a distance of 803 metres.
 - (j) 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.

- (k) On the west side of Marshland Road commencing at a point 62 metres from its intersection with Briggs Road extending in a southerly direction for a distance of 17 metres.
- (l) 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.
- (m) 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.

Chairman's

Recommendation:

That the above recommendation be adopted.